Chula Vista Bayfront
Local Coastal Program

Land Use Plan

City of Chula Vista, California

Chula Vista Bayfront
Local Coastal Program Amendment

Land Use Plan

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Preface

Although the land exchange between the Port of San Diego and private property owner described in this Land Use Plan (LUP) has not yet occurred, it must occur before this project can be implemented. Therefore, this LUP describes the exchange as if it has already been consummated to reflect an ownership condition that will exist following LUP adoption.

Definitions

Adaptive Management Review: This will mean review of the adopted Natural Resources Management Plan (NRMP) and it achievement of Management Objectives with the goal of adjusting implementation measures to enhance the management objectives.

Development: On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes,

FEIR: Final Environmental Impact Report for the Chula Vista Bayfront Master Plan (SCH 2005081077, UPD Number 83356-EIR-658).

PWCs: A motorboat less than sixteen feet in length which uses an inboard motor powering a jet pump as its primary motive power and which is designed to be operated by a person sitting, standing or kneeling on, rather than in the conventional manner of sitting or standing inside the vessel.

Wetland: lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Wildlife Advisory Group: A group to be formed to advise the District and City in the creation of a Natural Resources Management Plan (NRMP), cooperative management agreements, Adaptive Management Review and any related wildlife management and restoration plans or prioritizations.

Wildlife Habitat Areas: Wildlife Habitat Areas (WHA) s are defined as:

- All National Wildlife refuge lands, currently designated and designated in the future, in the South San Diego Bay and Sweetwater Marsh National Wildlife Refuge Units. These areas are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands.
- All District designated lands and open water areas in the Conservation Land Use Designations of Wetlands, Estuary, and Habitat Replacement as depicted in the Draft Precise Plan for Planning District 7.
- Parcels 1g and 2a from the City's Bayfront Specific Plan.

I. INTRODUCTION/OVERVIEW

A. INTRODUCTION

This document is an amendment to the Chula Vista Local Coastal Program (LCP) certified by the California Coastal Commission on January 15, 1993 and amended by City of Chula Vista City Council Resolution No. 17036 and Ordinance No. 2546. On September 25, 2012, the City Council approved Resolution No. 2012-189 and Ordinance No. 3238 adopting the California Coastal Commission's August 9, 2012 actions and incorporated modifications to the Land Use Plan/General Plan Land Use Element/Land Use Circulation Diagram/Parks and the Recreation Element/Bayfront Area Plan and Specific Plan, respectively. This LCP Amendment is the result of two primary conditions: (1) changes to jurisdictional boundaries for the Port of San Diego (Port) and the City of Chula Vista (City) resulting from a Port Master Plan Update and (2) changes to existing conditions and proposed land uses resulting from a land exchange between the Port and a private land owner. As described in Section B(2), the LCP amendment includes both this LUP and the implementing ordinance (Bayfront Specific Plan).

The Chula Vista Coastal Zone (Coastal Zone) is located in the City of Chula Vista, San Diego County, California (Exhibit 1). Chula Vista is bounded by the cities of National City to the north and San Diego and Imperial Beach to the south. The Chula Vista Bayfront coastal area (Bayfront) is located within the Coastal Zone and encompasses the coastal lands from City's northern boundary south to Palomar Street and west of, and including, Interstate 5 (I-5). The Bayfront area also includes two inland parcels of land located east of I-5, one located on the south of the west end of Faivre Street and the other located in the northern part of the City. The portion of the Coastal Zone located south of Palomar Street, known as the West Fairfield Planning Area, is not included in the Bayfront area (Exhibit 2).

The Bayfront area consists of lands under the jurisdiction of the Port and lands under the jurisdiction of the City (Exhibit 3). The subject of the LCP Amendment (Chula Vista LCP Planning Area) is non-Port parcels that are under the jurisdiction of the City, including privately owned lands and City-owned lands, within the Bayfront area (Exhibit 4). A private entity controlled a large block of land located in the northern portion of the Bayfront area near Sweetwater Marsh National Wildlife Refuge (LCP Subarea 1, Sweetwater District), which was part of a land exchange with the Port for parcels located in the central portion of the Bayfront area (LCP Subarea 2, Harbor District) that were deemed more suitable for residential development. The land exchange included the transfer of six parcels in the Sweetwater District from the private entity to the Port in exchange for four parcels in the Harbor District from the Port to the private entity. This land transfer shifted the jurisdiction of the four parcels in the Harbor District from the Port to the City and jurisdiction of the six parcels in the Sweetwater District from the City to the Port. Parcels involved in the land exchange are shown in Exhibit 5.

The parcels within the Bayfront area, but outside of the Port's jurisdiction, are within the jurisdiction of the City and are included within the LCP Planning Area. Properties under the jurisdiction of the Port are addressed by the Port Master Plan. Although the jurisdictional areas have changed, the objectives and policies have been modified only to the extent necessary to reflect the modified land uses.

1. Purpose of Plan

The purpose of the Chula Vista LCP is to provide a detailed plan for the orderly growth, development, redevelopment, and conservation of the City jurisdictional parcels located within the Chula Vista Bayfront coastal area.

The LCP must be consistent with both local and state land use policies. First, every coastal city and county is required to prepare an LCP, pursuant to the California Coastal Act, to be approved by the

Pacific Ocean
San Diego County
0 3,200 6,400 12,800 19,200 25,600
Feet
LCP Planning Area
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 1
Regional Location
Land Use Plan

Sweetwater District
Harbor District
Otay District
Chula Vista Coastal Zone
Chula Vista Bayfront Area
City of Chula Vista
Fairfield Planning Area
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 2
Coastal Zone

Sweetwater District
Harbor District
Otay District
0 550 1,100 2,200 3,300 4,400
Feet
City Jurisdiction
Chula Vista Bayfront Master Plan Redevelopment Area (CVBMP)
Port Jurisdiction
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 3
Jurisdictional Boundaries

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
Feet
0
950
1,900
3,800
5,700
7,600
LCP Planning Area
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 4
LCP Planning Area

Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
0 500 1,000 2,000 3,000 4,000
Feet
LCP Planning Area
City of Chula Vista
Current Pacifica Parcels
Future Pacifica Parcels
Project Roads
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 5
Land Exchange

California Coastal Commission. The LCP must be sufficiently detailed to indicate the kind, location, and intensity of land uses and the applicable resource protection policies for development within the local coastal zone. The LUP component of the LCP must provide land use and development policies, which will ensure that development within the local coastal area will be consistent with the provisions of the Coastal Act. Both the "Objectives" and the "Policies" of the LUP are the standard of review for coastal development permits." In addition, the LCP must contain implementing ordinances to carry out the policy provisions of the LUP. These are provided in the Chula Vista Bayfront Specific Plan, which serves as the implementation plan for the Chula Vista LCP.

Second, this LCP must be consistent with, and implement, the City of Chula Vista General Plan, which is the primary local land use and development policy document. The Bayfront Specific Plan is a component of the City's General Plan and represents a step toward systematic implementation of the General Plan in the Bayfront.

If there is a conflict between a provision of this LCP and a provision of the General Plan, or any other City-adopted plan, resolution, or ordinance not included in the LCP, and it is not possible for the development to comply with both the LCP and such other plan, resolution or ordinance, the LCP shall control and take precedence and the development shall not be approved unless it complies with the LCP provision.

2. Area Location and Description

The City of Chula Vista was incorporated in 1911 and became a charter city in 1949. The City currently has a population of approximately 209,133 and covers an area of about 52 square miles. Geographically, the City is located adjacent to the east side of San Diego Bay, 8 miles south of San Diego's downtown and 7 miles north of the International Border (see Exhibit 1). The Chula Vista Coastal Zone currently includes a large amount of industrial development and the National Wildlife Refuge (Sweetwater Marsh and F&G Street Marsh). It also contains one of the last remaining large blocks of undeveloped land on San Diego Bay.

Regionally, the area is served by I-5, the major freeway connection between San Diego and Mexico. State Route 54 (SR-54) and its interchange with I-5 in the Bayfront enhance the site's locational advantage. The Bayfront area is located 10.8 miles south of the San Diego International Airport.

3. Chula Vista Bayfront and Subareas

The boundary of the Chula Vista Bayfront area extends from the coast to just immediately east of I-5, except in the northerly portion of the City where it turns east (inland) along the prolongation of C Street to a point approximately midway between Broadway and Fifth Avenue and then north of the City boundary. The Coastal Zone and Bayfront boundaries are shown in Exhibit 2.

The Chula Vista Coastal Zone was previously defined by subareas, comprising: (a) the Bayfront Planning Area (Subareas 1, 2, 3, and 7), in which the City had permit jurisdiction; (b) the annexed coastal areas (Subareas 4 and 6), in which the California Coastal Commission had jurisdiction; and (c) one inland parcel located outside of the Coastal Zone (Subarea 5). Due to changes in land ownership resulting from the land exchange, and in an effort to clarify jurisdictional authorities in a manner consistent with the Port Master Plan, the Chula Vista Bayfront area, covered by this LCP amendment, has been redefined into three districts (Sweetwater, Harbor, and Otay). The Sweetwater District includes the northern properties and generally extends south to "F" Street/Lagoon Drive (hereinafter referred to as "F" Street) and a small peninsular area at the southwest corner. The Harbor District is the central area and includes the majority of Port lands. The Otay District includes the southern portion of the Chula Vista Bayfront area and is defined on the southern boundary by Palomar Street, with the addition of the inland coastal zone parcel at Faivre Street. The districts are shown in Exhibit 6.

The three districts are further defined into three subareas within the LCP Planning Area for land use planning purposes. The three subareas generally coincide with the boundaries of the three districts and are described in more detail below. Only properties within the districts that are under the City's jurisdiction are within the LCP Planning Area subareas and are subject to the provisions contained in this Plan. The Chula Vista LCP Planning Area (City jurisdiction) is shown in Exhibit 4.

Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
0 500 1,000 2,000 3,000 4,000
City of Chula Vista
LCP Planning Area
LCP Subarea 1: Sweetwater District
LCP Subarea 2: Harbor District
LCP Subarea 3: Otay District
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 6
Subarea Districts

The Chula Vista Coastal Zone totals approximately 1,345 acres, of which 722 acres are within the LCP Planning Area (local coastal zone), 536 acres are within the Port's jurisdiction (Port Master Plan), and 87 acres are outside of the Bayfront area (West Fairfield Planning Area).[1] Five major ownerships dominate the Planning Area: (1) Goodrich, Inc. (Goodrich), which purchased the land previously owned by Rohr, Inc., in the Harbor District with 79 acres; (2) the U.S. Fish & Wildlife Service (USFWS), which owns 316 acres in two parcels (Sweetwater Marsh and the "F&G" Street Marsh), which comprise the National Wildlife Refuge; (3) a private entity, which controlled approximately 97 acres in the Sweetwater District that was exchanged for approximately 30 acres of Port lands in the Harbor District; (4) Chula Vista Successor Agency, which owns approximately 16 acres, also in the Sweetwater District of the Bayfront; and SDG&E, which purchased approximately 12 acres of land from the Port District.

The National Wildlife Refuge includes the majority of the area known as Gunpowder Point, "D" Street Fill, the entire Paradise Creek area, and the Sweetwater Marsh Complex (including the "F&G" Street Marsh). As stated above, the Port holds jurisdiction of over 536 acres within the Bayfront area. Although the Port area is within the City limits, it is included in the Port's Master Plan, rather than the City's LCP.

The Bayfront is characterized by a land use mix that balances coastal development and protected coastal open space. Development associated with the land exchange will enhance this goal by facilitating the movement of development having more intensive land uses to those less environmentally sensitive parcels and placing less intensive land uses in the Sweetwater District. This exchange also allows for large protected open spaces and buffer zones adjacent to sensitive environmental resources associated with the National Wildlife Refuge. Many of the Bayfront developed areas are also a part of the Chula Vista Bayfront Master Plan (CVBMP) and the provisions in the City's LCP and the Port Master Plan establish the guidelines for redevelopment of these areas.

Land parcels in the Sweetwater District currently zoned and designated as open space USFWS property, Parcel Area 1-g, and a portion of Parcel Area 3-k (see Exhibit 7 in Section III.A) are planned to remain as open space and the City Park (Parcel Area 1-f) is to remain zoned and designated as Parks and Recreation. Thoroughfare and visitor commercial uses have been developed along Bay Boulevard, between "E" Street and "F" Street. South of "F" Street, the Goodrich corporate headquarters and industrial facility extend to "H" Street. The former South Bay Power Plant and smaller industrial users are located south of "J" Street to Palomar Street. In addition to these areas located west of I-5, one parcel east of the freeway is within the Bayfront and LCP Planning Area and is known as the Faivre Street Inland Area. This inland parcel is located south of the western end of Faivre Street and is currently used as a lumber yard distribution facility and open space.

To facilitate the planning and development of parcels within the Chula Vista Bayfront under the jurisdiction of the City, the overall LCP Planning Area has been divided into three "subareas" to focus on the issues specific to each area. These subareas, which correlate to the Port's districts, are indicated in Exhibit 6, and are described below:

Subarea 1 *Sweetwater District*	This subarea is located generally north of "F" Street. The National Wildlife Refuge is located in the northwest corner of the Sweetwater District. This subarea also consists of several parcels on the easternmost edge of the Sweetwater District (owned by the Successor Agency of the City of Chula Vista, San Diego Gas and Electric (SDG&E), San Diego and Arizona Eastern Railway, and private owners) located outside of Port properties acquired as a part of the land exchange, and four parcels located in a peninsular area

[1] LCP acreages are approximate values used for large-scale planning purposes.

on the west side of Marina Parkway, south of ”F” Street (owned by the Successor Agency of the City of Chula Vista and Goodrich).

Subarea 2
Harbor District

This subarea is located generally between “F” Street and “J” Street (including “F” Street and “J” Street). Most of the properties within this subarea are developed with industrial or related uses. This area contains four parcels transferred to a private entity as a part of the land exchange that were previously under Port jurisdiction but are now under City jurisdiction. The exchanged parcels are also part of the CVBMP area.

Subarea 3
Otay District

This subarea, known as the Otay District, is located south of “J” Street and includes parcels located along Bay Boulevard which are primarily developed with light industrial and related commercial uses under City jurisdiction.

This subarea also consists of the small southern inland parcel on Faivre Street annexed to the City from the County of San Diego in 1985. This parcel is located adjacent to wetlands associated with the Otay River. The undeveloped portion of the property characterized by native habitat is zoned and designated as Open Space.

The Chula Vista Coastal Zone contains parcels under either Port or City jurisdiction. Only those parcels within the Bayfront area under City jurisdiction are included in the City’s LCP Planning Area and are subject to the provisions of this LUP.

4. Related Projects

There is one major project adjacent to the LCP Planning Area that affects the Chula Vista Local Coastal Zone and LCP provisions: the CVBMP and the associated Port Master Plan Amendment. The Port Master Plan update and proposed CVBMP area project encompass properties adjacent to, and within, the City’s LCP Planning Area. The Port Master Plan and CVBMP proposed plan of development also involve the land exchange and the resulting transfer of jurisdiction of six parcels previously under a private entity’s control from the City to the Port, and four parcels previously under Port ownership from Port jurisdiction to City jurisdiction and a private entity’s control. The properties within the Bayfront area not covered by the provisions of this LCP are within the jurisdiction of the Port and will be governed by the provisions of the Port Master Plan.

B. LOCAL COASTAL PROGRAM OVERVIEW

1. Coastal Act Provisions

As provided in section 30500(a) of the Public Resources Code, “Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program for that portion of the coastal zone within its jurisdiction.” The Local Coastal Program is defined as “A local government’s land use plans, zoning ordinances, zoning district maps, and implementing actions which, when together, meet the requirements of, and implement the provisions and policies of, the Coastal Act at the local level. The Coastal Act divides the LCP process into three documented phases: (1) Coastal Act Provisions/Issue Identification; (2) LUP; and (3) Implementing Ordinances. Issue Identification was completed in connection with the original LCP approval in 1986 and has not been included in this resubmittal. This revised LCP includes (1) the LUP and (2) the Implementing Ordinances (the Bayfront Specific Plan).

2. Organization and Format of LCP

This LCP consists of the LUP and Implementation Plan described in further detail below.

Land Use Plan

The first portion of the LCP is the LUP. The LUP includes three major components: (1) Introduction, Planning Context, and Coastal Act Policies Summary; (2) Areawide Development Objectives and Policies; and (3) Subarea Specific Development Objectives and Policies. The policies of the LUP will be reviewed by the California Coastal Commission (Coastal Commission) to ensure that they are consistent with the requirements of the Coastal Act.

After this introductory chapter, the LUP presents a discussion of the Coastal Act policies relevant to the LCP Planning Area, identifies existing conditions pertaining to each policy category, and outlines the LCP provisions that implement the coastal policies. These policies are specifically identified to aid in supporting the finding of Coastal Act consistency.

The second component of this Plan consists of the objectives and policies that are intended to be applied throughout the LCP Planning Area. These Areawide Objectives and Policies are organized into five elements:

Land Use and Intensity
Circulation and Public Access
Physical Form and Appearance
Utilities and Areawide Grading
Environmental Management

Each element contains a survey of existing conditions, objectives for development, and specific policies relative to that element. This section is intended to describe the composition of the LCP properties within the Bayfront and ensure both conformance with the Coastal Act Policies as well as consistency with the City's General Plan. Because of the importance of the "mandatory and controlling" policies of the LCP, they are numbered separately.

The third component of the LUP contains an analysis of conditions, development objectives, and policies, which are responsive to the unique needs of each subarea. The subarea Specific Development Objectives and Policies focus the areawide policies on the unique characteristics and needs of each planning subarea and provide greater policy detail for site specific development issues.

Implementation Plan

The second portion of this LCP is the Implementation Plan. The Implementation Plan is intended to implement the policies of the LUP through development regulations and standards for the LCP Planning Area. The implementing ordinance for the Chula Vista Bayfront LCP is the Bayfront Specific Plan, which is adopted pursuant to Title 19 of the Chula Vista Municipal Code (Zoning Ordinance). As provided in Section 30513 of the Coastal Act, the zoning ordinances, zoning district maps, or other implementing actions shall be reviewed by the Coastal Commission to ensure they conform with, or are adequate to carry out the provisions of the LUP.

The Bayfront Specific Plan specifies, in detail, the permitted land uses, and the standards and criteria for development and conservation of resources. It contains the implementation plan for the LCP Bayfront properties (LCP Planning Area), as well as specific development standards unique to each subarea, where required. The Bayfront Specific Plan is consistent with, and will carry out, the provisions of both the LCP LUP and the City's General Plan.

The Implementation Plan (Bayfront Specific Plan) includes seven major divisions:

1. Scope and Purpose
2. General Provision
3. Coastal Development Permit Procedures
4. Land Use Zones
5. Development Criteria
6. Environmental Management Program
7. Infrastructure Financing and Funding Mechanisms

3. History of Chula Vista Coastal Program

This LCP Amendment is the latest in a series of studies and plans that have been prepared for the Chula Vista Bayfront. In 1972, the City initiated a program to evaluate development options and prepare a master plan for the area. In 1972, Proposition 20, the Coastal Initiative, was passed by the voters of California. Proposition 20 mandated the preparation of the California Coastal Plan, which was issued in 1975. The California Coastal Plan and subsequent legislation established stringent review requirements for projects in the Coastal Zone. To respond to blighting conditions in some areas of the Bayfront, in 1974 the City established the Bayfront Redevelopment Project Area, which includes a majority of property within the Bayfront area. Many of the blighted conditions have been removed or redeveloped through the successful implementation of the Redevelopment Plan.

The City began the Coastal Commission review process in 1976. A lengthy process that included additional environmental review and analysis, several lawsuits, and reconfiguration of portions of the plan extended to March 1984, at which time the Chula Vista Bayfront LUP was approved by the Coastal Commission. Subsequently the implementing ordinances (specific plan) were also approved in June 1985. Certification was challenged by lawsuits regarding the adequacy of endangered species habitat protection within the Bayfront and mitigation of on-site and off-site impacts. The settlement agreement concluding the lawsuit resulted in the creation of the Sweetwater Marsh National Wildlife Refuge, which includes property designated for the principal visitor-serving use in the Bayfront. The settlement agreement required that Gunpowder Point (designated resort hotel site), the "D" Street Fill (designated for marina, commercial, and residential development), and the entire Paradise Creek and Sweetwater Marsh complex be deeded to the USFWS.

Eliminating these uses from the Bayfront Plan resulted in an imbalance in the land use allocation for the remaining developable upland property. Because of this, the City re-initiated a planning program to formulate a new plan for the Bayfront in 1988. This effort was curtailed when the major undeveloped portion of the property was sold and the new landowner expressed an interest in working with the City to prepare a new plan emphasizing a mixed-use, visitor-serving development. The current LCP Amendment reflects the changes to jurisdictional boundaries resulting from the land exchange between the Port and a private entity and the associated new development concept formulated in partnership by the City, the Port, and a private entity. This amendment is the second comprehensive major amendment to the LCP. The previous amendment to the LCP was certified in 1993. This resubmittal follows Resolution No. 17036 of the City Council of the City of Chula Vista, which amended resolution No. 16838, and Ordinance No. 2546 of the Redevelopment Agency of the City of Chula Vista, which amended Ordinance No. 2532.

4. Coordinated Planning Efforts

The LCP establishes the conservation and development requirements for coastal zone lands that lie within the jurisdiction of the City and excludes properties within the jurisdiction of the Port (see Exhibits 3 and 4). The National Wildlife Refuge, under USFWS ownership, is part of the LCP Planning Area.

Close cooperation between the City, the Port, and Federal agencies is necessary to ensure:

- Coordination of road, water, sewer, and storm drainage improvements;
- Effective management of coastal environmental resources;
- Harmonious land use and development, which permits all portions of the Bayfront lands to benefit from the economic, visual, and recreational values of the waterfront site; and
- Provision of public access to coastal resources.

State law and good planning practice require that the Bayfront LUP address the relationship between the lands within the LCP boundaries and the adjoining Port lands. This is done by indicating where the continuity of public facilities (roads, water lines, sewers, storm drainage provisions, and pedestrian and bicyclist routes) is to be maintained, where protection of economic and aesthetic values provided by water-oriented views are to be protected, and where safeguards are necessary to prevent conflicts in land use and development.

Specific aspects requiring coordinated action include:

- Rerouting and design of Marina Parkway;
- Maintenance of a protected habitat for the least tern and other sensitive species within the National Wildlife Refuge;
- Integration of pedestrian waterfront access;
- Protection of existing water-oriented views from inland areas; and
- A balanced mix of developed land uses within the coastal area of the City.

C. IMPLEMENTATION

As indicated previously, the Chula Vista Bayfront LUP will be implemented by the Bayfront Specific Plan per the California Government Code Sections 65460 et seq. The Specific Plan, adopted by Ordinance, will meet the Implementing Ordinance requirements of the Coastal Act. The implementation provisions will include:

1. Land use and development regulations and standards ("zoning" including permitted uses, parking requirements, development and performance standards, signs, etc., plus provisions addressing roadway standards, grading and drainage regulations to control impacts to wetlands, landscaping standards, and design review requirements).

2. Environmental management regulations.

3. Design regulations and standards controlling specific projects.

4. Administrative and permitting procedures.

II. PLANNING CONTEXT

A. LOCAL PLANNING PROGRAMS

Adopted local plans and State law create the planning context for the Chula Vista Bayfront LCP. The LCP must be consistent with both the City's General Plan and the provisions of the California Coastal Act.

State law (Code Section 65300) requires each city to adopt a comprehensive, long-term general plan for the physical development of the city. The State requires general plans based on the belief that the future growth of the State is determined largely through local actions. By requiring general plans, the State can be ensured of a consistent framework for decisions while still allowing local control. In a similar manner, an approved LCP provides assurance that the specific interest of the State, as expressed in the Coastal Act, will be met within the Coastal Zone while still allowing local decision-making.

1. General Plan Bayfront Vision Statement

The 2010 Chula Vista General Plan includes a description of "The Vision" for the development of the City. The City considers the Bayfront an important development area due to its location and potential to create a unique image for Chula Vista. The following statement from the General Plan describes the vision for the Bayfront:

The Bayfront Master Plan envisions a world-class Bayfront in the City of Chula Vista to benefit citizens and visitors to the region, and to compliment existing and proposed development within the City's corporate boundaries. A major component of the Bayfront Master Plan is the protection of natural areas and sensitive biological resources. The Bayfront Master Plan supports the implementation of a variety of uses including office, residential, retail, entertainment, recreation, other visitor-serving uses, and reconfiguration of the harbor.

2. Goals for Development

The preceding vision statement can be expressed as a series of goals for Bayfront development as listed below:

- Create a water oriented focal point for the entire city Of Chula Vista which includes uses which are attractive to visitors and residents alike.
- Establish linkages between the Bayfront Planning Area and the Northwest Planning Area for pedestrians, bicycles, and transit.
- Provide for the extension of the downtown urban core into the Bayfront to emphasize a strong east-west connection.
- Establish roadways in the Bayfront Planning Area that respond to the special operating characteristics of roadways within a more urbanized environment, accommodate slower speeds in pedestrian-oriented areas, and facilitate multi-modal design elements and amenities.
- Provide continuous open space network which links the Bayfront to the planned "Chula Vista Greenbelt" incorporating the Sweetwater River Valley to the north and the Otay River Valley to the south.

- Increase mobility for residents and visitors in the Bayfront Planning Area.
- Promote integrated land uses in the Bayfront and create an identifiable image for the Bayfront.
- Create park and recreational opportunities in the Bayfront Planning Area that protect the natural beauty of the Bay and improve access and usage by area residents and visitors.
- Provide good regional access to encourage visitors to the Bayfront.
- Provide for natural open space conservation in the Bayfront Planning Area.
- Provide for the long-term protection of important natural resources, including those withing the National Wildlife Refuge.
- Encourage redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.
- Promote opportunities for public coastal success, open space, park and recreational uses adjacent to the natural resources of the Bayfront.
- Provide for the redevelopment and new development of the Harbor Subarea that will reinforce its identity as the City's Bayfront focal point.
- Encourage redevelopment and new development activities within the Otay Subarea that will provide employment, recreational and visitor-serving opportunities, and energy utility needs
- The Chula Vista Bayfront contains scenic resources of local and regional importance. The scenic and visual qualities of these areas shall be protected and, where feasible, enhanced.

B. CALIFORNIA COASTAL ACT

This section is organized following the policy categories identified in the California Coastal Commission LCP Manual. This section provides three types of information for each category:

a. A summary of applicable Coastal Act policies
b. A discussion of existing conditions for each policy category
c. A summary of the LCP provisions that address the coastal issue

1. Shoreline Access

a. <u>Coastal Act Policies</u>

Sections 30210-30212 of the Coastal Act require that public and recreational opportunities be provided for all the people, that development not interfere with the public's right of access, and that new development provide public access to the shoreline.

b. <u>Existing Conditions</u>

There is currently limited physical, public access to Chula Vista's shoreline. The only direct public access to the bay is outside the LCP Planning Area on Port property. This includes a boat launch, marina, and park that are located off the westerly extension of "J" Street. Also on Port property is

a park and public beach located west of the Goodrich facility. Public access is also provided via a shuttle bus that serves the Chula Vista Nature Center, located on Gunpowder Point, and within the boundaries of the National Wildlife Refuge.

The lack of adequate public access is due partly to the types of land uses that currently exist along the shoreline. Goodrich's major industrial/manufacturing facility, boats yards, SDG&E utility infrastructure, power plant operations, the National Wildlife Refuge, and undeveloped property all have resulted in very limited direct public access opportunities. Due to the environmental sensitivity of the shoreline within the Bayfront area, limited or restricted access is necessary in some areas to preserve the habitat value of the shoreline itself.

c. Plan Provisions

Public access to the shoreline, consistent with habitat preservation, is one of the key provisions of this LUP. The LUP designates approximately 26 acres of public and quasi-public areas and parks and recreation, with over 30 additional acres of public areas and parks and recreation being designated within the Bayfront area on Port lands. The areas within the Port's jurisdiction provide the adjacency of public spaces to the bay and National Wildlife Refuge, thereby greatly enhancing public access to coastal resources. These areas are governed by the provisions of the Port Master Plan. All of the public, park, and open space lands will be permanently dedicated and maintained to ensure future access.

The Port Master Plan includes public accessibility in the Bayfront through a series of public shoreline parks and open space areas adjacent to the National Wildlife Refuge that offer both pedestrian and bicycle paths. Development on parcels within the LCP Planning Area will ensure continuity with such access defined in the Port Master Plan. In addition, shuttle bus operations from the Bayfront to the Chula Vista Nature Center will continue to provide public access to a unique educational and wildlife resource.

Implementation of the policies in this LUP will ensure that public access and recreational opportunities will be provided, that new development will not interfere with the public's right of access, and that new development will not conflict with Port plans to provide public access to the shoreline.

2. Recreation and Visitor-Serving Facilities

a. Coastal Act Policies

Sections 30212.5 and 30213 [part, 30220-30223 and 30250(c)] of the Coastal Act require the provision of public and low-cost recreation and visitor-serving facilities, and encourage the provision of commercial recreational and visitor-serving facilities by requiring that suitable land be reserved for such uses and that uses be given priority over other uses.

b. Existing Conditions

Limited visitor-serving facilities are located adjacent to I-5 along Bay Boulevard, including a small motel and four restaurants. The Port District Marina and boat launch facilities contain restaurants, boat slips, and a marina. Marina View Park and the Port District's fishing pier are adjacent to the bay and provide low cost public recreational facilities. A yacht club facility and excursion pier have been constructed to provide additional recreational opportunities.

Within the LCP Planning Area, limited visitor-serving facilities are located adjacent to I-5 along Bay Boulevard, including a small motel and two restaurants.

The adjacent Port Master Plan area includes a marina and boat launch facilities containing two restaurants, boat slips, and a marina. Marina View Park and the fishing pier, also within the Port Master Plan area, are adjacent to the bay and provide low cost public recreational facilities. A yacht club facility provides additional recreational opportunities.

c. Plan Provisions

In addition to the existing facilities provided within the Bayfront within both the LCP Planning area and the Port Master Plan area, as mentioned above, the LUP designates new visitor-serving facilities within the Harbor District. Future facilities within the LCP Planning area include a hotel and ancillary retail establishments such as restaurants, shops, and shared public plazas. Although the LUP specifically provides new facilities within the Harbor District, other new facilities are provided within all districts through the Port Master Plan.

3. Water and Marine Resources

a. Coastal Act Policies

Sections 30230, 30231, and 30236 of the Coastal Act require the preservation and, where feasible, the enhancement and restoration of water and marine resources including coastal water, streams, wetlands, estuaries, and lakes. Special protection shall be given to areas and species of special biological or economic significance.

b. Existing Conditions

The Bayfront contains marshes, mudflats, and uplands and includes one of the last remaining major wetlands in San Diego Bay. These wetland areas provide habitat and nesting sites for a wide range of avian species, which are of special concern due to diminishing habitat throughout their range.

Many of the important wetlands are located within the National Wildlife Refuge (Subarea 1). Establishment of this refuge has ensured, the preservation of the important wetland and biologically valuable upland resources. The long-term protection and enhancement of these resources are now the essential objectives for environmental management in the Bayfront area.

c. Plan Provisions

Wildlife populations (primarily birds) using the National Wildlife Refuge will be protected from physical and visual intrusion by (1) implementing the arrangement of uses resulting from the land exchange depicted in the LUP, including the placement of more intensive land uses farther from environmentally sensitive areas such as the National Wildlife Refuge and the incorporation of buffer zones and other adjacency measures around sensitive habitat, and (2) through siting and design of buildings according to the design and environmental protection requirements of the LCP.

The Environmental Management policies of the LCP provide for preservation, enhancement, and restoration of the important water and marine resources within the Bayfront area. Establishment of the National Wildlife Refuge ensures protection of the sensitive species/ habitat areas, while the policies of the LCP require mitigation of impacts to wildlife areas from development on adjacent uplands parcels.

4. Diking, Dredging, Filling, and Shoreline Structures

a. Coastal Act Policies

Sections 30233 and 30235 of the Coastal Act establish the limited conditions under which diking, dredging, filling of wetlands, restoration of wetlands, and construction of shoreline structures may occur. Section 30411(b) provides additional provisions for the filling of wetlands, provided it is accompanied by substantial restoration of degraded wetland.

b. Existing Conditions

In the past, there has been considerable alteration of the Bayfront. Filling to some degree has occurred along much of the shoreline. By far the most significant, in terms of total fill and amount of shoreline affected, is the "D" Street Fill. A railroad has also been constructed across the Sweetwater Marsh using fill material. The majority of lands potentially impacted by existing diking, dredging, or filling of wetlands are within the Port Master Plan area.

c. Plan Provisions

No significant diking, dredging, or filling of wetlands is associated with the development concept within this LCP.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(6) Restoration purposes.

(7) Nature study, aquaculture, or similar resource dependent activities.

The preclusion of significant diking, dredging, or filling, beyond the limited conditions allowed by the Coastal Act, ensures consistency with these Coastal Act policies.

5. Commercial Fishing and Recreational Boating

a. Coastal Act Policies

Sections 30224, 30234, and 30255 of the Coastal Act encourage increased recreational boating, require the preservation of boating facilities, and give precedence to coastal-dependent development, except in wetlands.

b. Existing Conditions

All properties associated with commercial fishing and recreational boating are within Port jurisdiction and outside the LCP Planning Area. Boat launch and marina facilities are located on the Port property within the Bayfront. Additional recreational boating berths were constructed on the Port property, along with a yacht club facility and excursion pier to expand the initial marina facilities.

c. Plan Provisions

Due to the sensitive environmental resources associated with the Bayfront shoreline, access for fishing or boating is not currently permitted or proposed in the LCP Planning Area. In addition, boating and fishing are limited to areas within the Port's jurisdiction and will be governed by the provisions of the Port Master Plan. Because of the environmental sensitivity of the Bayfront area, increased major recreational boating facilities within the LCP Planning Area are precluded. This general policy is consistent with the provisions of the Coastal Act.

6. Environmentally Sensitive Habitat Areas

a. Coastal Act Policies

Section 30240 of the Coastal Act provides for the protection of environmentally sensitive habitat areas by restricting uses within, or adjacent, to such areas.

b. Existing Conditions

In addition to the marsh and mudflat areas discussed under the Water and Marine Resources category, some upland areas have been identified as environmentally sensitive habitat areas. A minimum of 13 vegetation communities and land cover types have been identified within the Bayfront, including Diegan coastal sage scrub (disturbed), non-native grassland, eucalyptus woodland, ornamental vegetation, disturbed habitat, ruderal, southern coastal salt marsh, mule fat scrub, coastal brackish marsh, seasonal pond, disturbed riparian, bay, and urban/developed. The marsh environment within the Bayfront is critical feeding and nesting habitat for three Federal and/or State listed endangered species: California least tern, light-footed clapper rail, and Belding's savannah sparrow. Other special status species that have been identified within the Bayfront include osprey, western burrowing owl, and northern harrier. In addition, there are several other special status species that have the potential to occur within the Bayfront. Virtually all of the environmentally sensitive habitat areas are located in the National Wildlife Refuge or in the Port Master Plan area. Several potential wetland areas have been identified within the LCP Planning Area: (1) a drainage ditch, degraded due to contamination, located within the Harbor District (Parcel Area 2-g); (2) in the open space on the Faivre Street parcel (3-k); (3) the "F&G" Street Marsh (south of "F" Street); and (4) USFWS property and Parcel Area 1-g within the Sweetwater District.

c. Plan Provisions

Environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

In response to the need to protect these environmentally sensitive areas from the potential impact of adjacent development, the LUP provides for extending setbacks and buffering land uses adjacent to the National Wildlife Refuge and other sensitive habitat areas. The National Wildlife Refuge open space areas shall include a 400-foot-wide buffer adjoining the refuge boundary, with the 200 feet buffer area closest to the refuge as a no-touch zone characterized by native vegetation.

Public access to the National Wildlife Refuge is limited to a shuttle bus that serves the Chula Vista Nature Center. Humans and domestic pets are prohibited direct access to the National Wildlife Refuge through the use of fences and perimeter signage.

Special setbacks are required adjacent to the “F&G” Street Marsh. The design and use of both the “F&G” Street Marsh setback and the park/open space area adjacent to the National Wildlife Refuge are consistent with Army Corps Permit No. 88-267-RH.

As summarized above, the LCP policies protect environmentally sensitive habitat areas by restricting uses within, or adjacent, to such areas.

7. Agriculture

a. Coastal Act Policies

Sections 30241 and 30242 of the Coastal Act provide for the preservation of prime agricultural land in order to ensure the protection of an area’s agricultural economy. The policies establish criteria for the conversion of lands to non-agricultural uses. The criteria minimize conflicts between agricultural and urban land uses.

b. Existing Conditions

A major portion of the Bayfront was once used for agriculture production. However, agricultural operations were discontinued years ago and none of the area is considered prime agricultural land.

c. Plan Provisions

The LUP does not provide for the preservation of the agricultural land within the Bayfront because it is not considered high-quality agricultural land. In addition, agricultural activities would not be compatible with the type and scale of development proposed, nor with the enhancement of wetland resources and habitat areas.

The absence of prime agricultural lands precludes any conflict between the designation of lands for development and the agricultural preservation provisions of the Coastal Act.

8. Hazard Areas

a. Coastal Act Policies

Section 30253(1)(2) of the Coastal Act requires new development to minimize risks in areas of high geologic, flood, and fire hazard and to prevent structural damage to bluffs and cliffs.

b. Existing Conditions

There are three potential sources of hazards within the Bayfront. They are land settlement hazards, seismic hazards, and flood hazards. The settlement hazards are attributable to the presence of relatively shallow surficial deposits of soft compressible bay mud throughout the historic marsh lands and tidal flats, as well as in deeper water areas. Two major faults have been mapped near the Chula Vista waterfront area: the north-northwest-trending Rose Canyon/San Diego Bay/Tijuana fault, and the east-west Otay fault.

Parts of the Bayfront area were within the standard project flood area of the Army Corps Sweetwater River Flood Control Project. However, at the completion of the flood control project, these flood hazards were eliminated.

c. Plan Provisions

To address flooding, settlement, and seismic hazards, the Bayfront LUP contains provisions to require engineering investigations to minimize potential hazards to development. Buildings will be designed and constructed to meet earthquake safety requirements as required by the Uniform Building Code. Soil conditions will be monitored and evaluated for geologic conditions related to possible liquefactions.

The LCP Utilities and Area Wide Grading (Section III.D) policies will minimize risks from the known geologic and flood hazards associated with the LCP Planning Area.

9. Forestry and Soil Resources

This category of Coastal Act policies is not applicable to the Bayfront area.

10. Locating and Planning New Development

a. Coastal Act Policies

Sections 30244, 30250 (a), and 30253 (3)(4) of the Coastal Act provide criteria for the location of new development. Generally, new development should be concentrated in areas of existing development with adequate public services. New development should provide adequate support facilities, including provisions for recreation facilities and for public transit, and should preserve archaeological or paleontological resources.

b. Existing Conditions

The Chula Vista Bayfront is characterized by a land use mix that balances coastal development and protected coastal open space. The area north of “F” Street and scattered smaller parcels are currently undeveloped parcels. The large vacant parcel north of “F” Street is adjacent to urban development to the south and east, with the National Wildlife Refuge to the north (the heavily industrialized National City waterfront is immediately farther to the north) and San Diego Bay to the west. This parcel north of “F” Street is within Port jurisdiction following the land exchange and is covered by the provisions of the Port Master Plan. One previously recorded archaeological site

(CA-SDI-5512) and one historical site, the Coronado Belt Line Railroad line (CA-SDI-13.073H), is present within the LCP Planning Area.

c. Plan Provisions

The LUP provides specific locations for a wide range of uses including commercial recreation, residential, visitor-serving commercial, manufacturing, retail, office, public facilities, parks and open space. An overall grading concept and performance standards to ensure the provision of adequate public services are established in the policies of this LUP. Interconnection of existing and proposed public transit will integrate Bayfront circulation patterns into the San Diego Trolley, the Chula Vista Transit System, and the regional bicycle/pedestrian circulation system (see Exhibits 9a, 9b, and 9c,in Section III.B).

The LUP policies take into consideration the unique relationship between new development and sensitive environmental areas (biological, archaeological, and paleontological). The LUP integrates the Chula Vista Nature Center with the Bayfront via the shuttle and through the provision of public parking within the Bayfront.

New development is concentrated in an area of existing development. Adequate facilities will be included within the Bayfront to provide expanded services including recreation and fire station facilities and public transit. Development within the LUP Planning Area is in balance with proposals contained in the Port Master Plan. Overall, these uses are complimentary, meet the needs of users and visitors, and are supportive of the maintenance of open space. This is accomplished through balancing traffic patterns, providing transit and walking paths, and providing an array of financially and fiscally sustainable uses which generate the revenues necessary for the maintenance of public access, facilities, and open space.

11. Coastal Visual Resources and Special Communities

a. Coastal Act Polices

Sections 30251 and 30253 (5) of the Coastal Act require the protection of scenic and visual qualities of coastal areas, and the preservation of unique visitor destination communities.

b. Existing Conditions

The potential visual and scenic qualities of the Bayfront are currently not being fully realized. The views of the area from adjacent I-5 are impaired by the lower elevation of I-5, and in some locations are marred by visual blight, including abandoned buildings, open storage, vegetation overgrowth, non-landscaped transmission line corridors, and above ground transmission lines.

c. Plan Provisions

The LUP provides for the removal of existing blight from the Bayfront LCP Planning Area. The removal of this blight will allow the public to experience views from the Bayfront outward toward the coast. The removal of this blight will also enhance the views of the coastline from the east. In addition, the LUP requires that view corridors from the freeway and roadways be preserved, framed, or uncluttered, pursuant to the provisions outlined in Section III (C) of this plan, to ensure an attractive view of, and to establish a visual relationship with, the marshes and bay-related activities. A Fire Station is planned to be developed within the Bayfront to provide added public services to the Bayfront area.

Entrances to the Bayfront have been designed to form visual gateways to the water's edge to support the sense of the City's proximity to the bay. Landscaping and architectural edges are

used to form sequences of views throughout the Bayfront. New buildings will be sited to create view corridors. Buildings are to be stepped back from the bay to preserve views as set forth in the LUP.

The policies of this LCP will enhance the existing scenic and visual qualities of the local coastal zone and accommodate development of a unique coastal community.

12. Public Works

a. Coastal Act Policies

Section 30254 of the Coastal Act limits the construction or expansion of public works facilities to the capacity required to provide service to only those users permitted by the Coastal Act.

b. Existing Conditions

Adequate water, sewage, and other utility services are currently present to serve existing uses; however they will need to be extended to serve specific development sites.

c. Plan Provisions

The LUP requires adequately sized utility lines to serve development of the Bayfront within the capacity of the utility services. These lines will be extended and upgraded where necessary to serve future development as planned in this LCP.

13. Industrial Development and Energy Facilities

a. Coastal Act Policies

Sections 30255, 30260-30264, 30232, and 30250 (b) of the Coastal Act provide guidelines for the development of new or the expansion of existing coastal dependent industrial facilities, tanker facilities, liquefied natural gas terminals, oil and gas development, refineries, and electrical generating plants.

b. Existing Conditions

Goodrich facilities and transmitter lines represent the only major industrial facilities currently within the LCP Planning Area. The South Bay Power Plant is located outside of the LCP Planning Area.

c. Plan Provisions

The LUP allows for the expansion of existing industrial facilities but does not allow additional industrial development to occur beyond the areas shown as industrial use on the Zoning Map (see Exhibit 8 in Section III.A). Expansion of the existing Goodrich facility is permitted, including industrial and office uses research and development, and light manufacturingwithin their existing property boundaries. These provisions are consistent with the Coastal Act requirements.

III. AREAWIDE DEVELOPMENT OBJECTIVES AND POLICIES

This chapter is organized into five separate sections: Land Use; Circulation; Public Access, and Parking; Physical Form and Appearance, Utilities and Areawide Grading, and Environmental Management. Each of these sections includes a brief description of existing conditions and then provides basic objectives for development in the Chula Vista Bayfront area. The objective for each section is italicized for quick identification. Associated specific policy provisions are defined to guide development and resource enhancement in the LCP Planning Area for each topical area of concern. These policies, which are key to the consistency between this LUP and the Coastal Act, are numbered to aid in making reference to and application of the policies. In some cases, the areawide plan provisions are supplemented with policy diagrams and exhibits keyed to the text to clarify the intent of the specific provisions.

A. LAND USE

The LCP Planning Area (local coastal zone) totals approximately 722 acres. Five major ownerships dominate the LCP Planning Area: (1) Goodrich in the Harbor District (Subarea 1) with 92 acres; (2) the USFWS, which owns 316 acres in two parcels (Sweetwater Marsh and the "F&G" Street Marsh), which comprise the National Wildlife Refuge; (3) a private entity, which controls approximately 97 acres in the Sweetwater District that will be exchanged for approximately 30 acres of Port lands in the Harbor and Otay Districts; (4) City of Chula Vista which owns approximately 16 acres, also in the Sweetwater District of the Bayfront; (5) and SDG&E, which purchased approximately 12 acres of land from the Port District.

1. Existing Conditions

A total of 29 ownerships and leaseholds have been identified in the Bayfront area, including Federal, State, and local government entities; local agencies; and private owners. The parcels within the Port Master Plan area are under the jurisdiction of the Port. Parcels within the Bayfront area, but outside of the Port Master Plan area, are within the jurisdiction of the City and are included within the LCP Planning Area. The majority of developed use areas accessible by the public are located within the Harbor District. The Otay District is characterized by industrial uses and primarily closed to the public. The Sweetwater District is generally undeveloped. The majority of the upland areas within the LCP Planning Area are currently developed with urban uses. The major land user is Goodrich, with manufacturing activities ranging from research and development to assembly. Goodrich's operations straddle the Chula Vista LCP Planning Area and the adjacent Port lands. Other existing land uses within the LCP Planning Area include commercial, retail, industrial, warehousing, natural open space preserve, active parks and passive parks, visitor-related uses, bikeways, transit corridors, and roads. SDG&E transmission lines and 40-foot Coronado Railroad track easements extend the entire length of the Bayfront area on its eastern edge.

The LCP Planning Area includes 29 parcel areas. Descriptions of Parcel Areas 1-a through 3-l, within the City's jurisdiction, are summarized below. The descriptions are based on parcel areas that define land use areas and include a summary of existing conditions and Bayfront Specific Plan zoning. There are three general categories for parcel areas within the LCP Planning Area: Developed Parcels, Undeveloped Parcels, and Land Exchange Parcels. These categories and associated parcel areas are summarized below. The parcel areas are numbered based on district (Sweetwater, Harbor, and Otay) and a sequential lettering system and are shown in Exhibit 7. Zoning per the LCP is shown in Exhibit 8.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
0 650 1,300 2,600 3,900 5,200 Feet
LCP Planning Area
LCP Parcel Areas
City of Chula Vista
Project Roads
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 7
Parcel Areas

Subarea 1
Sweetwater District
Subarea 3
Harbor District
Subarea 2
Otay District
Commercial - Professional and Administrative
Commercial - Thoroughfare
Commercial - Visitor
Industrial - General
Industrial - Limited
Industrial - Research and Limited
Open Space
Public - Quasi-Public
Parks and Recreation
Residential in Harbor
Railroad Easement
Project Roads
Note: Areas in the LCP Planning Area not identified by zoning categories are classified as "Circulation and Other"
LCP Planning Area
City of Chula Vista
Bayfront Master Plan Redevelopment Area
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 8
Land Use Map

Developed Parcel Areas: The majority of parcel areas are currently developed. There is potential for these parcel areas to be redeveloped within the limits of the existing zoning and land use designations and provisions of the LCP; however, the existing uses of these parcel areas are expected to remain the same.

- Parcel Areas 1-b through 1-e are currently developed with commercial, hospitality, and entertainment land uses. These parcels are zoned and designated Commercial-Thoroughfare (C-T).

- Parcel Area 1-f is a small City park. The park is accessed from "F" Street and consists of grassy landscaped areas, benches/seating areas, and parking areas. This parcel is zoned and designated Parks and Recreation (P-R).

- Parcel Area 1-g is existing open space characterized by wetlands and native habitat. There are four parcels within this area. Three of the parcels are owned by the City and one is owned by Goodrich. This area is zoned and designated as Open Space (O-S).

- Parcel Area 1-h is characterized as developed with industrial uses with a portion of the parcel as open spaces uses. This parcel is privately owned. This area is zoned and designated for Industrial- General (I-G).

- Parcel Area 1-i is characterized as developed with commercial uses with a portion of the parcel as open spaces uses. This parcel is privately owned. This area is zoned and designated for Commercial – Thoroughfare (C-T).

- Parcel Area 2-a is existing open space characterized by wetlands and native habitat. There are two parcels within this area, both of which are owned by the USFWS and encompass the "F&G" Street Marsh. This area is zoned and designated as O-S.

- Parcel Area 2-b is owned by private manufacturing company. The area consists of existing industrial and commercial land uses, including warehouses, office, and parking structures. The facility has been involved in aircraft manufacturing since the early 1940s. Parcel Area 2-b became known as the manufactoring company North Campus Facility following sale of the South Campus (south of "H" Street) to the Port in the late 1990s. The North Campus facility is generally bounded by Bay Boulevard to the east, Marina Parkway to the west, the Sweetwater Marsh National Wildlife Refuge to the northwest, "F" Street and the National Wildlife Refuge to the north, and "H" Street to the south. The North Campus area is the largest ownership within the City's jurisdiction, encompassing approximately 78 acres. The North Campus includes three zones/land use designations: Industrial-Limited and Research (I-RL), Industrial-General (I-G), and Commercial-Professional and Administrative (C-P).

- Parcel Area 2-c is commercial land use and consists of a commercial structure and associated parking areas. This parcel is zoned and designated as I-G.

- Parcel Area 2-d is a small commercial/industrial complex, and Gateway Business Park. The retail area includes parking areas and access from Bay Boulevard. This parcel is zoned and designated as I-G.

- Parcel Area 2-e is a commercial office land use that includes a private educational institution . This parcel is zoned and designated as I-G.

- Parcel Area 3-b contains building and associated surface parking areas owned by a local health group located at 740 Bay Boulevard. This area is zoned and designated as I-G.

- Parcel Area 3-c contains another medical group building and associated surface parking areas. This area is zoned and designated as I-G.

- Parcel Area 3-d contains an office building and associated surface parking areas. This area is zoned and designated as I-G.

- Parcel Area 3-e contains a furniture warehouse on the east side of Bay Boulevard and associated parking and loading areas. This area is zoned and designated as I-G.

- Parcel Areas 3-f, 3-g, and 3-h are currently commercial/retail and light industrial uses with various businesses such as pest control, antique sales, clothing sales, produce sales, and offices. The business complex is characterized by multiple single-story buildings, storefronts, loading docks, and parking areas. These areas are zoned and designated as I-G.

- Parcel Area 3-i consists of the Bayside Business Park with several different leasers. This area is zoned and designated as I-G.

- Parcel Area 3-j s contains an industrial/commercial building. This area is zoned and designated as I-RL.

- Parcel Area 3-k consists of the Faivre Street industrial area. This area includes industrial land uses in addition to some undeveloped areas within the floodplain of the Otay River. This area was annexed from the County of San Diego and contained the County's zoning of Manufacturing with a floodplain overlay (M-54). In the late 1990s, the M-54 zoning designation was changed to the City's Industrial–Limited (I-L) zone and the floodplain overlay in the City's General Plan was changed to the O-S land use designation.

Undeveloped Parcel Areas: A few parcel areas, which are currently undeveloped, are also within the LCP Planning Area and have the potential for development within the limits of the designated zoning and land use provisions of the LCP.

- Parcel Area 1-a is owned by the City. The land is currently vacant and is zoned and designated as C-P. The parcel is located just north of "E" Street and west of a freeway off-ramp. A portion of the property is under the jurisdiction of the California Department of Transportation (Caltrans) and is not included in the LCP Planning Area. The portion of the property located outside the Caltrans area is approximately 5 acres and is planned for office development in the CVBMP. This parcel has restricted access.

- Parcel Area 2-g is owned by the City of Chula Vista. This site has an area of 1.81 acres; it is currently vacant and is designated as Public/Quasi-Public (P-Q). This site is planned for construction of Chula Vista Fire Station Number 11.

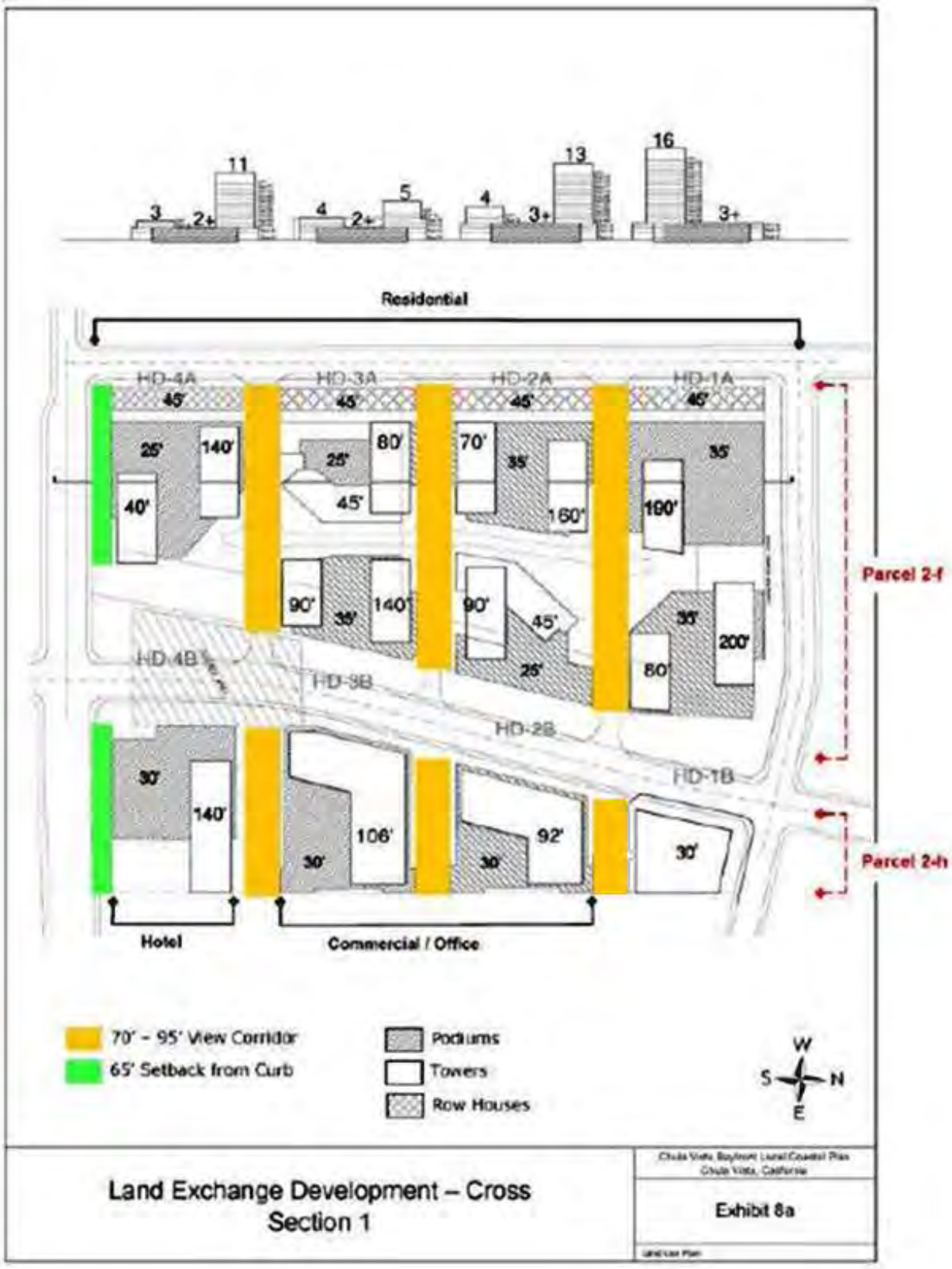
- Parcel Area 3-a includes a surface parking lot adjacent to "J" Street and undeveloped lands located between Bay Boulevard and I-5 south of "J" Street. These parcels have the potential for additional development based on existing zoning. The surface parking lot parcel is currently zoned as C-V. The remaining parcels in Parcel Area 3-a are zoned and designated I-G.

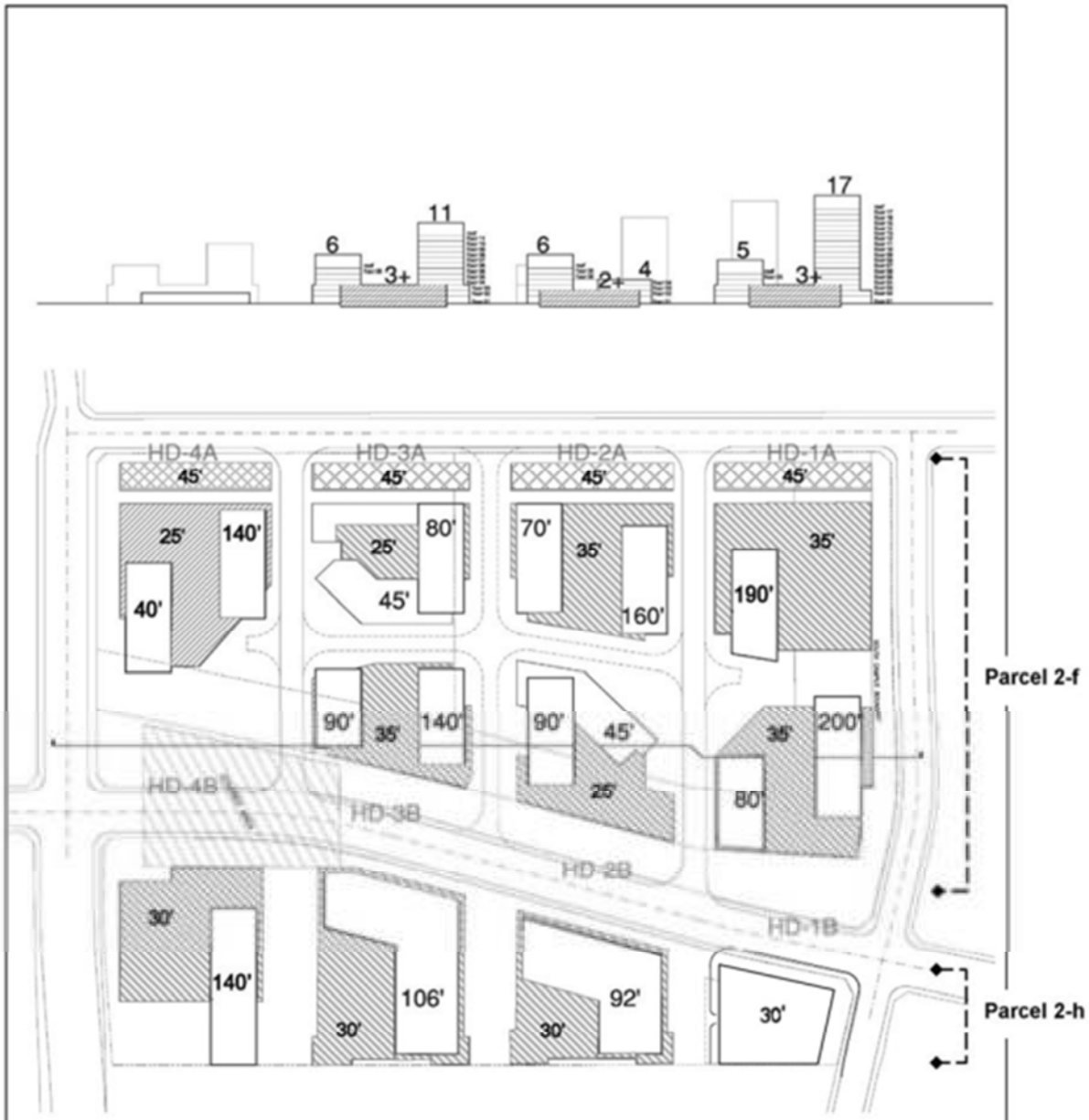
- Parcel Area 3-l includes approximately 18 acres of land previously disturbed and currently vacant. It is currently under the ownership of SDG&E and the Port District and it could potentially be used for the relocation of the electrical substation. Parcel Area 3-l is zoned and designated I-G.

Land Exchange Parcel Areas: Four parcel areas have been transferred to a private entity as a part of the land exchange with the Port. These parcel areas are located in the Harbor District and have a specific proposal for development per the CVBMP. Please see Exhibit 8a and 8b for the permitted height and massing of the proposed private development. Also please refer to Table 3-2 for permitted development intensity, as well as the Subarea 2 Harbor District section for special conditions including height limitations.

- Parcel Area 2-f is currently undeveloped land and includes CVBMP Parcels H-13 and H-14. This parcel area is zoned and designated as Residential-Mixed Harbor District (R-MH).

- Parcel Area 2-h consists of industrial properties that were previously part of the South Campus and includes CVBMP Parcel H-15. This parcel area includes two zoning/land use categories: the southern portion is zoned and designated as Commercial-Visitor (C-V) and the northern portion is zoned and designated C-P.


11
3
2+
4
2+
5
4
3+
13
16
3+
Residential
HD-4A
HD-3A
HD-2A
HD-1A
45'
45'
45'
45'
25'
140'
40'
25'
80'
45'
70'
35'
160'
35'
190'
90'
35'
140'
90'
45'
25'
35'
80'
200'
HD-4B
HD-3B
HD-2B
HD-1B
30'
140'
106'
30'
92'
30'
30'
Parcel 2-f
Parcel 2-h
Hotel
Commercial / Office
70' - 95' View Corridor
65' Setback from Curb
Podiums
Towers
Row Houses
W
S
N
E
Land Exchange Development – Cross Section 1
Exhibit 8a



Land Exchange Development – Cross Section 2

Chula Vista Bayfront Local Coastal Plan
Chula Vista, California

Exhibit 8b

Land Use Plan

2. Land Use Regulation Objectives/Polices

Objective LU.1 New Bayfront development should encourage a mixed-use development combining visitor serving commercial/recreational uses, public parks, and residential. The mixed use character of the Bayfront will: 1) minimize the traffic impact of development on the surrounding roadway system by splitting the peak hour traffic between trip origins and destinations; and 2) significantly expand public access and use of the Bayfront.

Objective LU.2 Integrate new development with the existing National Wildlife Refuge in a manner which permits public enjoyment/access to the resources while protecting sensitive habitat areas from intrusion or adverse impacts due to development and/or human activities.

Policy LU.2 Public parks and open space are designated on the LUP Map, Exhibit 8, to buffer the wetlands from development and to provide visual access to the coastal resources. Public trails with interpretive signage shall be provided within the buffer adjacent to the Wildlife Refuge to allow public enjoyment of the refuge without disturbing its inhabitants.

Objective LU.3 General industrial uses are permitted and may expand in the areas designated for Industrial use on the LUP Map, Exhibit 8. These areas correspond to those areas which are already commited to industrial uses. New industrial development in other areas shall not be permitted.

Objective LU.4 Preserve and enhance the existing saltwater marshes, ponds, and mudflats to protect the many natural resouce values of the habitat and contribute to the visual quality of the Bayfront.

Policy LU.4.A Most sensitive habitat areas have been placed within the Sweetwater Marsh National Wildlife Refuge, though other sensitive areas exist in the LCP area adjacent to the Sweetwater and Otay River. The land use area designations and locations indicated on the LUP Map have been selected to allow for development while buffering sensitive environmental areas. In addition, the Environmental Management section of this plan sets forth numerous polices which shall ensure the preservation and enhancement of these resources and areas discovered during plan implementation.

Policy LU.4.B Permitted uses in the wetlands, wetland buffers and upland areas of the National Wildlife refuge shall be under the primary jurisdiction of the U.S. Fish and Wildlife Service which owns and operates the refuge. The California Coastal Commission will participate in the review of improvements in these areas through “consistency” process for Federal activities.

Objective LU.5 Provide ample opportunities for public open space and adjacent to the natural resources of the Bayfront to increase public access to the waterfront.

Objective LU.5.5 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided.

Policy LU.5.5.A Visitor Commercial designated land that supports visitor serving commercial land uses and activities, such as hotels/motels, entertainment attractions, restaurants, and shopping within the City of Chula Vista shall be encouraged and provided. Visitor-serving commercial areas have been and shall be designated in the vicinity of primary coastal access routes, particularly in proximity to the bay. Development standards for the Visitor Commercial designation shall encourage pedestrian activity through the

design and location of building frontages and parking provisions. Visitor serving commercial uses shall fit the character and scale of the surrounding community.

Policy LU.5.5.B Public recreational facilities to support both local resident and visitor needs within the City of Chula Vista shall be encouraged and provided.

Policy LU.5.5.C Existing land planned and zoned for Visitor and Thoroughfare Commercial retail and services, and visitor serving commercial land uses located along major transportation routes and freeway intersections, shall be maintained and protected.

Policy LU.5.5.D Limited Use Overnight Visitor Serving Accommodations (e.g., Fractional ownership condominium hotels and timeshares) shall be prohibited within the Visitor Commercial designated land areas within the coastal zone.

Policy LU.5.5.E Lower cost visitor and recreational facilities shall be protected, encouraged and provided where feasible. Priority shall be given to the development of visitor serving and commercial recreational facilities designed to enhance public opportunities for coastal recreation over private residential, general industrial, or general commercial development. A range of room types, sizes, and room prices should be provided in order to serve a variety of income ranges. On land designated Commercial Visitor, only Commercial Visitor uses shall be permitted.

Policy LU.5.5.F Short-term vacation rentals are permitted in all residential zones consistent with City code enforcement regulations. A short-term vacation rental is rental of any portion of a building in a residential district for 1 to 30 consecutive days regardless of building size, including multiple-family buildings, duplexes, and single-family residences.

Policy LU.5.5.G Where a new hotel or motel development would consist of entirely high cost overnight accommodations, after thorough consideration of a supply/demand analysis within the Chula Vista Bayfront Master Plan and South Bay area, in-lieu fees or comparable mitigation may be required as a condition of approval for a coastal development permit, to ensure a range of overnight accommodations are provided within the Chula Vista Bayfront Master Plan and South Bay area. High cost is defined as those hotels with daily room rates 25% higher than the statewide average for coastal areas.

The mitigation payment would be to provide funding for the establishment of lower cost overnight visitor accommodations within the City of Chula Vista or South Bay coastal area. The monies and accrued interest shall be used for the above-stated purpose, in consultation with the CCC Executive Director. Any development funded by this account will require review and approval by the Executive Director of the Coastal Commission and a coastal development permit.

Policy LU.5.5.H: If removal or conversion of lower or moderate cost overnight accommodations is proposed in the City's coastal zone, the inventory shall be replaced with units that are of comparable cost with the existing units to be removed or converted. The City shall proactively work with hotel/motel operators and offer incentives to maintain and renovate existing properties.

If replacement of lower or moderate cost units is not proposed (either on-site or elsewhere in the City within 5 miles of the coast), then the new development shall be required to pay, as a condition of approval for a coastal development permit, a mitigation payment to provide significant funding for the establishment of lower cost overnight visitor accommodations within Chula Vista, preferably, or within South San Diego County, for each of the low or moderate units removed/converted on a 1:1 basis.

Objective LU.6 Permit a balanced and well defined mix of land uses which will be responsive to the development and conservation goals of the Bayfront LCP.

Policy LU.6.A The LUP Map, Exhibit 8, indicates the location of the various permitted uses. The permitted use categories include: general industrial, research and limited industrial, Harbor District mixed residential (including combinations of high-rise residential and mid-rise residential), visitor commercial, thoroughfare commercial, professional and administrative commercial, public; and quasi-public uses; parks and recreation; and open space. A more detailed mapping of public open space is provided in the Environmental Management Map, Exhibit 12, in Section III.E. Table 3-1 summarizes the land use distribution within the Bayfront.

Objective LU.6.5Ensure telecommunications facilities are planned and integrated into Bayfront consistent with the visual and environmental goals of the LCP.

Policy LU.6.5.A Communication processing, storage, and transmission facilities, and lines shall be sited, designed, and operated to avoid, or minimize impacts to ESHA, and scenic resources consistent with all provisions of the LCP. No facility can be located within an area mapped as ESHA. If there is no feasible alternative that can eliminate all impacts, the alternative that would result in the fewest or least impacts shall be selected.

Policy LU.6.5.B All facilities and related support structures shall be sited, designed, and operated to minimize visibility from public viewing areas. Co-location of facilities is required where feasible to avoid the impacts of facility proliferation, and inoperable facilities shall be removed.

Policy LU.6.5.C New communication transmission lines shall be sited and designed to be located underground, except where it would present or contribute to geologic hazards. All facilities should place support facilities underground, where feasible. Existing communication transmission lines should be relocated underground when they are replaced or when funding for undergrounding is available.

Policy LU.6.5.D Any application for the placement, construction and/or modification of personal wireless telecommunication service facility shall include a report, prepared by an appropriately licensed wireless telecommunication service facility engineer/technician, that documents whether or not the proposed facility is necessary to fill a significant gap in the service-provider applicant's service network.

Policy LU.6.B The description of the permitted uses is as follows:

RESIDENTIAL. Residential uses are allowed within the LCP Planning Area. Total allocation: approximately 23 acres.

Residential – Mixed Harbor District (R-MH). This land use zone and designation refers to residential areas in the Harbor District with a mix of residential units including high-rise and mid-rise development (as defined below) within combined or separate building structures. Residential uses include multiple-family dwellings in clusters of varying size and configuration to provide a range of housing types. Retail uses will be included at the street level to create a village atmosphere and pedestrian-friendly area.

Table 3-1 Land Use Distribution

Zone	Acreage
Commercial	
Visitor (C-V)	*6*
Thoroughfare (C-T)	*42*
Professional and Administrative (C-P)	*26*
Commercial Subtotal	74
Industrial	
General (I-G)	*112*
Research and Limited (I-RL)	*14*
Limited (I-L)	*8*
Industrial Subtotal	134
Residential	
Mixed Harbor District (R-MH)	*23*
Residential Subtotal	23
Public and Open Space	
Public and Quasi-Public (P-Q)	*28*
Parks and Recreation (P-R)	*1*
Open Space (O-S)	*310*
Public and Open Space Subtotal	339

- Mid-rise development is defined as 4- to 7-story buildings with condominium style residences and central garage structures.
- High-rise development is defined as 8-story and above buildings with condominium style residences and central garage structures.

Allocation: approximately 23 acres.

COMMERCIAL. A number of specific commercial uses are permitted in the LCP Planning Area. Total allocation: approximately 74 acres.

Commercial – Visitor (C-V). This land use designation provides uses for the needs of tourists, travelers, and local residents. This use is primarily located in proximity to the freeway. The regulations of this designation are designed to encourage the provision of transient housing facilities,

restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler. Permitted uses include:

1. Hotels and inns

2. Retail, including:

- Restaurants with a cocktail lounge as an integral part;
- Art galleries;
- Retail shops;
- Parking garages;
- Bonafide antique shops;
- Markets;
- Restaurants and snack bars;
- Service businesses; and
- Any other establishment serving visitors determined to be of the same general character as the above-permitted uses.

Allocation: approximately 6 acres.

Commercial – Thoroughfare (C-T). This land use designation includes primarily motel, restaurant, and entertainment facilities similar to the existing developments that principally serve auto-oriented traffic. Additional permitted uses would include gas stations and similar traveler-oriented goods and services. Land uses not permitted within this designation (except as noted below for tourist oriented development) are those that would principally serve pedestrian traffic. These non-permitted uses include convenience retail, food and beverage retail sales, business and personal services. However, in order to promote high-priority visitor-serving uses, commercial retail and restaurant uses oriented towards tourist or visitor uses are permitted in the Commercial – Thoroughfare land use designation. Allocation: approximately 42 acres.

Commercial – Professional and Administrative (C-P). Three areas of Professional and Administrative Commercial are provided. The locations are indicated on Land Use Map, Exhibit 8, and include Parcel Area 1-a within the CVBMP proposed for office use, new parcels within the Harbor District (Parcel 2-h), and an existing parcel within the Goodrich Parcel Area 2-b. The permitted uses include administrative office and support uses for the adjacent industrial uses. Additionally, retail commercial uses permitted in Parcel 2-h include a retail market for the provision of related goods and services for the permanent and visiting population in the vicinity. Allocation: approximately 26 acres.

INDUSTRIAL. Three types of industrial uses are designated on the Land Use Map: Limited, Research and Limited, and General. These land uses are confined to an area generally south of “F” Street, plus the inland parcel east of I-5. Existing uses will continue to be permitted and to expand within the limits of the LCP. Allocation: approximately 134 acres.

Industrial – Limited (I-L). This zone and land use designation includes light industrial activities (manufacturing, laboratory, wholesale businesses, storage and warehousing, etc.) and is defined by the provisions of the Chula Vista Municipal Code (CVMC) Chapter 19.44. Allocation: approximately 8 acres.

Industrial – Research and Limited (I-RL). This zone and land use designation includes research and development, light manufacturing, warehousing, and flexible use buildings that combine these uses with office. Allocation: approximately 14 acres.

Industrial – General (I-G). This zone and land use designation provides for large-scale and more intensive industrial uses such as manufacturing and public utility plants. The Goodrich facilities are within this zone. Allocation: approximately 112 acres.

PUBLIC AND OPEN SPACE. This zone and land use designation includes a variety of uses ranging from a Fire Station, landscaped parking within the SDG&E right-of-way (ROW) to the dedicated Open Space of the National Wildlife Refuge. Allocation: approximately 368 acres.

Public and Open Space – Public and Quasi-Public (P-Q). This zone and land use designation provides regulations for uses in appropriate locations that are maintained by public or publicly controlled agencies such as municipal and county agencies, school districts, and utility companies (e.g., water, gas, electricity, fire station, etc.) The site at the northeast corner of J Street and Bay Boulevard (Parcel 2g) is planned for the construction of a Chula Vista Fire Station. Portions of the SDG&E ROW within the LCP Planning Area may be physically improved at the ground level with landscaped parking areas. To encourage landscape improvements to these areas, development bonuses are permitted for projects adjacent to the ROW that implement the improvements. These bonuses allow the development to increase permitted densities and to use the ROW for parking lot expansion. Bonuses are calculated by applying the permitted land use intensity of the parcel to the adjacent portion of the ROW to be in the project and transferring this added development of the ROW onto the project site. To qualify for the bonus development, a long-term lease agreement between the project proponents and SDG&E, for parking on the ROW, is required. Any landscaped parking in the SDG&E ROW north of ”F” Street shall be available on weekends and evenings for use by coastal visitors. Allocation: approximately 28 acres.[2]

Public and Open Space – Parks and Recreation (P-R). This zone and land use designation refers to all physically and/or visually accessible open lands intended for local public ownership. This category includes parks to be developed for public recreation. Parks intended for passive recreational activities will be linked via continuous, publicly accessible pedestrian and bicycle trail systems. One area is zoned and designated as Parks and Recreation and consists of an existing park located within the LCP Planning Area. Allocation: approximately 1 acre.

Public and Open Space – Open Space/ Wildlife Refuge Overlay (O-S). This zone and land use designation applies to the National Wildlife Refuge, which is owned and operated by the USFWS. Uses are limited to wildlife habitat preservation and enhancement, scientific study, and educational uses. Other areas with significant habitat value that are not a part of Federal ownership are shown as Open Space without an overlay designation. In addition to the areas designated by this overlay, Section III-E, Environmental Management, provides specific policies and programs for responding to environmental resources within Parcel Area 3-k (Faivre Street). Determination and administration of permitted uses within the National Wildlife Refuge shall be the responsibility of the USFWS with Coastal Commission Review. Allocation: approximately 339 acres.

CIRCULATION/OTHER. This category includes acreage within the major public street ROW (including I-5) and railroad ROWs within the LCP Planning Area. This acreage is not part of the “development area” within the LCP Planning Area.

3. Development Intensity Objective/Policies

The intensity of development is determined by height limitations, parking requirements, on-site open space or landscape provisions, traffic and infrastructure capacity, and economic feasibility. The intensity of development consequently varies by land use type.

[2] Approximately 12 acres are presently used for parking by Goodrich.

Objective DI.1 Allow development intensity that provides for the economic development of the Bayfront within the capacity of public service and infrastructure systems.

Policy DI.1.5A Height limits shall be established by Parcel Area as follows:

Table 3-1.5: Building Height Limits by Parcel Area

Parcel Area	Maximum Building Height from Pad (feet)*
Sweetwater District	
1-a	44
1-b	35
1-c	35
1-d	35
1-e	35
1-f	30
1-g[1]	0
1-h	44
1-i	44
Harbor District	
2-a	0
2-b[2]	44-95
2-c	44
2-d	44
2-e	44
2-f[4]	200
2-g[3]	30[5]
2-h[4]	140
Otay District	
3-a[3]	30[5]
3-b	44
3-c	44
3-d	44
3-e	44
3-f	44
3-g	44
3-h	44
3-i	44
3-j	44
3-k	45
3-l	44

*All heights as measured from finished grade. Building pads shall not be raised from existing grade more than 8 feet.

Notes:

1. Parcel Area 1-g is zoned and designated Open Space; therefore the building height limit is 0 feet.

2. Specific requirements for minimum setbacks from F Street, the F&G Marsh and the SDG&E right-of-way to protect public access, public views, environmental quality, and provide landscaping to soften views of the structures are contained in the Specific Plan for the portion of Parcel Area 2b located south of F Street and west of the SDG&E ROW (19.85.012 Special Condition A). Compliance with these requirements may result in approval of structures up to 95 feet in height.

3. Specific requirements for development standards for building setbacks from J Street, Bay Boulevard, adjacent to Interstate 5, and from the intersection of J Street and Bay Boulevard to maintain and enhance view corridors, are contained in the Specific Plan for Parcel Areas 2-g and 3a (19.85.012 Special Condition B).

4. Specific requirements for development standards for building setbacks from J Street, Bay Boulevard, view corridor requirements, and building coverage, are contained in the Specific Plan for Parcel Areas 2-h and 2-f (19.85.012 Special Condition D and E).

5. Height limit is a maximum of 30 feet or no higher than the elevation of I-5 from the J Street Overpass adjacent to the site to maintain existing public views toward the Bay over any structure.

Policy DI.1.A The allowed development intensity for the LCP Planning Area is shown in Table 3-2. Generally, the permitted building heights, parking standards, and traffic and infrastructure capacity will determine the permitted intensity.

Table 3-2 Permitted Development Intensity

Zoning	Maximum Development Intensity[1,3]
Commercial	
Visitor (C-V)	*0.5 FAR[2] plus Special Conditions B and D*
Thoroughfare (C-T)	*0.5 FAR[2]*
Professional and Administrative (C-P)	*0.75[2] FAR plus Special Condition A and D*
Industrial	
General (I-G)	*0.5[2] FAR*
Research and Limited (I-RL)	*0.5[2] FAR*
Limited (I-L)	*Per CVMC Chapter 19.44*
Residential	
Mixed Harbor District (R-MH)	*105 DU per acre*

Notes:
1 Special Conditions have been established for several parcel areas within the LCP Planning Area (refer to Section 19.85.12 of the Bayfront Specific Plan). The special conditions are provided in the Bayfront Specific Plan and include provisions for development on the Goodrich parcel (Parcel Area 2-b), Parcel Area 3-a, and land exchange Parcel Area 2-h.
2 Actual achievable development intensity on any given parcel is a function of site design, landscaping requirements, parking requirements, height limits, setbacks, and environmental constraints.
3 FAR excludes parking structures.
CVMC Chula Vista Municipal Code

DU	dwelling units
FAR	floor area ratio

Policy DI.1.B Parcel Areas with development intensities greater than the maximum permitted shall be permitted only if the proposed intensity and site development standards are consistent within the Bayfront Specific Plan by Special Conditions (refer to Section 19.85.12 of the Bayfront Specific Plan) and consistent with resource, public access and view protection policies of the LUP.

B. CIRCULATION, PUBLIC ACCESS, AND PARKING

The identified circulation improvements to serve the Bayfront result from a number of basic objectives, including convenient vehicular and pedestrian access, natural habitat protection, traffic capacity constraints, parking, and incorporation of public transit via the trolley stations located east of I-5 at "E" Street and "H" Street.

1. Existing Conditions

The I-5/SR 54 interchange has been completed and provides regional access to the Bayfront. The regional entries to the Bayfront are limited by the off-ramp configurations of Interstate 5 and the location of wetland resources. At the present time, access is available at "E" Street, "H" Street, and "J" Street. One additional bridge at "F" Street provides a local connection to the east side of I-5 but no freeway on- or off-ramps are provided. The southerly and inland portions of the Chula Vista Coastal Zone are adequately served by existing local streets. The "H" Street ramps, because of their location, primarily serve the Goodrich facilities, and the "J" Street ramps primarily serve Port lands and the marina westerly of Goodrich. "J" Street also serves as the termination of Marina Parkway. Marina Parkway is the main street through the Bayfront and runs from the "J" Street/Bay Boulevard intersection west toward the marina, then north-south parallel to the marina within the Port jurisdiction. Marina Parkway has been constructed as a divided roadway with a landscaped median.

Bay Boulevard is an improved frontage road serving the areas easterly of the railroad ROW. The improved portions extend from "L" Street to "E" Street.

The San Diego Trolley operates on the railroad ROW on the east side of I-5. Both stations adjacent to the Bayfront (at "H" Street and "E" Street) are developed with "park and ride" lots. The trolley schedule creates frequent gate closures that result in traffic interruptions at these major street/freeway on- and off-ramps.

2. General Circulation and Public Access Objective/Policies

The following objectives and policies relate to the general issues of circulation and public access. These sections provide specific policy language for roadway improvements, public transit, bicycle/pedestrian circulation, and parking. More detailed application of these general objectives are graphically shown in Exhibits 9a, 9b, and 9c, Circulation Maps and are described below in the discussion of specific circulation components. Recognition must be given to the fact that the proposed improvements and associated diagrams are schematic and typical. Additional engineering analysis and coordination with Caltrans and the Port will be required during the design and construction phases of some roadway improvement projects.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
Road to be Removed
Project Roads Inside LCP
Project Roads Outside LCP
Proposed Initial Shuttle Route Inside LCP
Proposed Initial Shuttle Route Outside LCP
Proposed Shuttle Stop
Trolley Route
Trolley Stop
0 650 1,300 2,600 3,900 5,200
Feet
LCP Planning Area
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 9a
Circulation Map -
Road and Public
Transportation Network

Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
Pedestrian Circulation Inside LCP
Pedestrian Circulation Outside LCP
Project Roads Inside LCP
Project Roads Outside LCP
LCP Planning Area
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 9b
Circulation Map -
Pedestrian Network

Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
City District
Bicycle Network Inside LCP
Bicycle Network Outside LCP
Project Roads Inside LCP
Project Roads Outside LCP
LCP Planning Area
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 9c
Circulation Map -
Bicycle Network

Objective AC.1 All facilities within the jurisdiction of Caltrans shall be designed and operated in a manner consistent with State standards.

Objective AC.2 Good regional access should be provided to the Bayfront, I-5 and SR-54 as well as convenient access to the Bayfront for visitors and residents of community areas east of I-5.

Policy AC.2.A Convenient access shall be maintained by assuring that traffic congestion does not fall below the City's established threshold standards for road segments: Level of Service (LOS) "C" on all street classifications, except for 2 hours per day (typically during peak travel periods) when LOS "D" is permitted. Also, LOS "D" is permitted for Urban Core Circulation Element roadways. In addition, a minimum standard of LOS "D" or better is required at all signalized and unsignalized intersections. The City's threshold standards recognize that the management of the freeway system is under the control of State agencies and therefore signalized intersections at freeway ramps are not included in the City's threshold standards. Any proposed development project that has the potential to adversely affect compliance with this threshold standard shall be evaluated with a traffic study and may be approved only if the standards are maintained. All traffic facility improvements assumed or proposed as mitigation for project impacts shall be provided concurrent with or prior to project development.

Policy AC.2.B The Port and the City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed I-5 corridor-level study that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing that would reduce congestion and improve traffic management consistent with Caltrans standards on the I-5 South corridor from the SR-54 interchange to the Otay River. Local funding sources identified in the Plan shall include fair-share contributions related to private and/or public development based on nexus, as well as other mechanisms. The I-5 corridor segment lies within the LCP planning area and is shown on the City's circulation system. Any alterations to the I-5 segment or associated improvements that impact wetlands or ESHA shall be limited to incidental public services in the wetlands context or resource dependent activities in the ESHA context and shall be subject to approval of an LCPA by the Coastal Commission.

Policy AC.2.C Circulation facilities shall be designed, constructed, and maintained according to State and local standards to ensure that safe and efficient circulation systems are provided. The protection of sensitive habitats may require roadways to be built to preserve wetlands and ESHA..

Objective AC.4 Route and design roadways in a manner which avoids adverse impacts to wetland, protects lands with high recreation value, and avoids fragmentation of developable lands into inadequately sized or located parcels.

Policy AC.4.A Major roadways shall follow the alignments depicted on Exhibit 9a, consistent with the Objective.

Policy AC.4.B Minor roadways that serve proposed development areas shall be evaluated with submittal of project development plans. Such roadways shall not be permitted outside of areas designated for development on the Zoning Map, Exhibit 8.

Policy AC.4.C All road construction and improvements shall be designed and constructed in accordance with the applicable Environmental Management policies (Section III.E).

Objective AC.5 Create auto-free zones along the shoreline and other areas which have unique environmental conditions or potential, and make provision for pedestrians and bicyclists.

Policy AC.5.A Major employment, retail, and entertainment districts and major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and bicyclists. Residential, commercial, and recreational uses should be located in relationship to each other so as to encourage walking, bicycling, and transit ridership.

Objective AC.6 Reduce dependency upon the private automobile by providing for complementary public transit servive, including smaller "mini-sit" vehicles or private jitneys.

Policy AC.6.A A comprehensive Public Access Plan (PAP) has been prepared and approved for the CVBMP and is incorporated herein. The plan provides for a pedestrian circulation plan, integration of the Bayshore Bikeway, public transit linkages, implementation of a new Chula Vista Bayfront public shuttle, roadway improvements, and parking requirements.

Policy AC.6.B New commercial and higher density residential development shall be located and designed to facilitate provision or extension of transit service to the development and must provide non-automobile circulation within the development to the extent feasible. Higher density and mixed-use residential development shall be encouraged within walking distance of the trolley stations, adjacent to major employment centers; along high-frequency bus routes, and at intersections of major bus routes. Residential density adjacent to commercial development should be sufficient to support neighborhood serving businesses.

Objective AC.7 Avoid congestion of the freeways and connection arterials by mainting a mix of land uses where peak traffic generating periods are staggered throughout the day.

Policy AC.7.A The land use mix identified in this LUP has been selected to avoid congestion of the freeways and connection arterials. All development within the LCP Planning Area shall be consistent with the land use policies of this Plan.

Objective AC.8 Provide for convenient pedestrian, bicycle, and vehicular access to the Bayfront from community areas east of Interstate 5.

Policy AC.8.A Local access to the Bayfront shall be provided along the same routes that provide regional access.

Policy AC.8.B Circulation routes and public transit services that exist within the urban core of Chula Vista shall be extended to and through the Bayfront to integrate the coastal area with the overall community. Development projects within the LCP Planning Area shall incorporate and/or extend the use of these transportation facilities as a part of the development concept.

Objective AC.9 Implement measures to reduce transportation-related air quality impacts.

Policy AC.9.A Limit idling time for commercial vehicles, including delivery and construction vehicles.

Policy AC.9.B Use low- or zero-emission vehicles, including construction vehicles.

Policy AC.9.C Promote ride sharing programs, for example, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.

Policy AC.9.D Provide the necessary facilities and infrastructure to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling).

Policy AC.9.E Provide public transit incentives, such as free or low-cost monthly transit passes.

Policy AC.9.F For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including (for example) showers, lockers, locked bicycle storage or covered or indoor bicycle parking.

Policy AC.9.G Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.

Policy AC.9.H Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

3. Roadway Improvement Objective/Policies

The following objectives/policies relate to the construction and improvement of roadways within the LCP Planning Area. All onsite roadways in the Chula Vista Bayfront Master Plan are proposed to be in the Port's jurisdiction.

Objective RI.1 Improve Bayfront access through improvements to Marina Parkway, the "E" Street bridge, "H" Street, "J" Street, and on- and off-ramps to I-5. Public access to the Chula Vista Nature Center on the National Wildlife Refuge shall be maintained.

Policy RI.1.A The alignment of Marina Parkway within the Port property will move westerly to bypass the edge of the existing "F&G" Street Marsh. This alignment will introduce major views of the waterfront from the roadway. Marina Parkway will become a 3-lane Class II collector street running north-south between "E" Street (north of "H" Street) and "J" Street.

Policy RI.1.B "E" Street shall be extended west as a 4-lane Class I collector street from Bay Boulevard westerly to the new "F" Street intersection. This will provide additional capacity to maintain adequate traffic flow at the major northern project entry. "E" Street shall then change to a 2-lane Class II collector street through the remainder of the Sweetwater District and into the Harbor District. "E" Street will turn into Marina Parkway at "H" Street.

Policy RI.1C "F" Street (Lagoon Drive) shall be removed from the west end of the Goodrich property west, adjacent to the "F&G" Street Marsh. "F" Street shall terminate at a cul-d-sac. The road will be redirected north as a Class II 2-lane collector street and intersect with the extension of "E" Street to facilitate the movement of traffic into the Bayfront. "F" Street shall cross "E" Street to access facilities in the Sweetwater

District, including parking for the Chula Vista Nature Center located in the Sweetwater Marsh National Wildlife Refuge.

Policy RI.1.D Public access to the Chula Vista Nature Center shall be restricted to shuttle bus operation to minimize disturbance to the sensitive resources of the refuge. The shuttle bus access route shall be a controlled access 20-foot roadway on the existing southern levee. This existing route has been integrated into the levee without undue impact on the adjacent marshes. A small public parking lot and bus shelter shall be provided in the Sweetwater District at the entry to the Sweetwater Marsh National Wildlife Refuge. Supplemental parking shall be provided in the landscaped SDG&E ROW as part of the parking for parks and recreational purposes required under Policy A.PK3.

Policy RI.1.E "H" Street shall be extended west to Street "A" (a new street) as a 5-lane major street. "H" Street will serve as a major central entrance to the Bayfront area. "H" Street shall continue west from Street "A" to Marina Parkway as a 4-lane major street, at which point it shall continue west as a 3-lane Class II collector street until it intersects with "E" Street.

Policy RI.1.F Street "A" will be a new street that will run north-south between Parcel Areas 2-f, and 2-h. Street "A" shall be constructed as a 4-lane Class I collector street.

Policy RI.1.G Bay Boulevard will continue to serve as a 2-lane Class II collector street south of "J" Street. Bay Boulevard will serve as a 2-lane Class III collector street north of "J" Street to "F" Street. The portion of Bay Boulevard located north of "F" Street will be a 2-lane Class II collector street. Bay Boulevard will cross "E" Street and become a 3-lane Class II collector to serve parcels just west of the I-5 off-ramp and north of "E" Street.

Policy RI.1.H Street "C" is a proposed new street that extends from Street "A" between "J" Street and "H" Street to Marina Parkway. Street "C" shall be constructed as a 2-lane Class III collector street that runs along the north side of Parcel Areas 2-f, and 2-h.

Policy RI.1.I "J" Street shall be extended west from Bay Boulevard at the Gateway entrance to the intersection with Street "A" as a 6-lane major street. "J" Street shall continue west from Street "A" to Marina Parkway as a 4-lane major street, following which it shall continue west as a 2-lane Class III collector street until it terminates at the south end of the marina.

Policy RI.1.J Street "B" is a proposed new street that will extend from the intersection of Street "A" and "J" Street with a connection back to Bay Boulevard. Street "B" shall be constructed as a 2-lane Class III collector street.

Policy RI.1.K Additional access shall be constructed to the Bayfront from the I-5 off-ramps, including (1) an exclusive southbound right-turn lane for the "E" Street/I-5 southbound off-ramp and (2) an exclusive southbound right-turn lane for the "H" Street/I-5 southbound off-ramps. This access shall not be permitted to impact wetlands.

Policy RI.1.L Rebuild the portion of Marina Parkway fronting Parcel Area 2-f between Sandpiper Way and "J" Street as a 3-lane Class II Collector with excess ROW used for pedestrian facilities.

4. Public Transit Objective/Policies

The Bayfront's transportation system was developed to focus vehicular activity on the eastern edges of the property, near I-5 and its interchanges, by placing a majority of the common parking areas on the eastern properties, while designing for pedestrian connections and transit service. This will result in narrower, more pedestrian-friendly streets along the waterfront. Strong public transit support is needed to ensure access to the western portion fo the bayfront while still limiting vehicular trips.

There are two major public transit objectives for the Bayfront: (1) maximize use of the two trolley stops adjacent to the Bayfront area and (2) provide future shuttle bus service to interconnect the Bayfront with the trolley stations and the adjacent community. As noted above, a comprehensive Chula Vista Bayfront Master Plan Public Access Program (PAP) has been developed, and is herein incorporated by reference. The Plan provides for a pedestrian circulation plan, integration of the Bayshore Bikeway, public transit linkages, implementation of a new Chula Vista Bayfront public shuttle, roadway improvements, and parking requirements.

Objective PT.1 Maximize use of the public transit services by visitors and residents of the Bayfront.

Policy PT. 1.A Bus Improvements. Provide for convenient bus stop locations on convenient travel loops within the Bayfront and at areas of concentrated activity.

Policy PT.1.B Pedestrian Access. Provide for convenient, direct pedistrian access to the Bayfront from the "E" and "H" Street Trolley Stations. Encourage the use of alternate transportation by also including bike and pedestrian pathways, water taxis, and a private employee parking shuttle.

Policy PT.1.C The project shall include connections to the planned Bayshore Bikeway and provide an additional local bikeway loop that will be safer and more scenic as it is located closer to the water.

Objective PT.2 Use of public transit services by visitors and residents of the Bayfront shall be promoted and private shuttle services shall be encouraged where feasible. The Port and City shall explore the operating and funding potential for the shuttle service that will link various destinations within the western portions of Chula Vista, including the Chula Vista Bayfront plan area, as described in the Public Access Plan.

Policy PT.2.A The LCP recognizes that the connections to the trolley system are significant benefits to development in the Bayfront. Opportunities for interconnecting the Bayfront with the existing trolley stations are included in the Bayfront area. These opportunities shall include convenient shuttle bus stop locations on major travel loops within the Bayfront and at areas of concentrated activity (Exhibit 9a).

Policy PT.2.B The Circulation Element provides for roadway ROWs with sufficient capacity and opportunities for shuttle bus stop locations to facilitate convenient shuttle bus services into the Bayfront along Marina Parkway, "E" Street, "F" Street", "H" Street, Street A, and Street C. This capacity shall be maintained to provide the greatest flexibility in the routing of future shuttle bus service into the Bayfront and to achieve an effective connection to the trolley system.

Policy PT.2.C Ensure that the shuttle has fewer stops than a conventional bus and is located as close as possible to the major traffic generators.

Policy PT.2.D Plan the initial general route of the transit shuttle to travel along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third Avenue

Policy PT.2.E Plan the route to operate as a two-way loop with stops in both directions.

Policy PT.2F To initially encourage public use of the shuttle, shuttles would typically run every 15 minutes. After the shuttle service has been established, it may be prudent to reevaluate shuttle frequency based on the ridership that is achieved to determine changes in headways.

Policy PT.2.G Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of certificate of occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City of Chula Vista Bayfront. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, and the Park in Otay District as these uses are developed.

5. Pedestrian and Bicycle Circulation Objective/Policies

Major pedestrian circulation routes and a regional bicycle route are included on the Circulation Maps, Exhibits 9b and 9c. Provision of these routes will provide significant public access to the waterfront and within the Bayfront area, and will result in a substantial increase in both the quantity and quality of available public access to the shoreline.

Objective PB.1 Pedestrian access to the shoreline shall be provided as well as bicycle routes for alternative access and circulation within the Bayfront area.

Policy PB.1.A Existing bikeway corridors along roads and highways shall be upgraded, as feasible, to reduce, minimize or eliminate any potential hazards between motor vehicles and bicycles, consistent with sensitive environmental resource and visual resource protection policies. Improvements to any roadway containing a bikeway shall not adversely affect the provision of bicycle use, to the extent feasible.

Policy PB.1.B No pedestrian or bicycle paths are to be located on the southern or eastern edges of the “F&G” Street Marsh due to the limited setback area.

Policy PB.1.C To provide continuity with adjacent planning areas, pedestrian shoreline access shall interconnect with other existing or proposed circulation routes within the Port Master Plan (Exhibit 9b). Project level planning and coordination shall provide for:

<u>Connection to Port Lands.</u> Throughout the Bayfront, public access will be integrated with Port development. This will result in continuous public access routes with intermittent exposure to the water’s edge within the Port lands.

<u>Connection North to Sweetwater River Project.</u> Pedestrian and bicycle routes in the Bayfront shall interconnect with the recreational improvements included in the Caltrans/Army Corps of Engineers project, and/or the Chula Vista Greenbelt trail system proposed in the Sweetwater River Valley. The filling of wetlands for bike paths is not permitted, including, but not limited to, any extension of the toe of the Caltrans freeway fill slope into the mitigation areas of the connector marsh.

Connection with Chula Vista Neighborhoods. Pedestrian routes will interconnect major open spaces in the Bayfront area to adjacent Chula Vista neighborhoods via "E" Street, "F" Street, "H" Street, and "J" Street.

Policy PB.1.D Provide a continuous open space system, fully accessible to the public, which would seamlessly connect the Sweetwater, Harbor, and Otay Districts through components such as a continuous shoreline promenade or baywalk and a continuous bicycle path linking the parks and ultimately creating greenbelt linkages.

Policy PB.1.E The Circulation Map (Exhibit 9c) indicates extensive bicycle routes incorporated with the pedestrian and vehicular circulation systems. The bicycle routes will consist of constructing a segment of the planned Bayshore Bikeway regional bicycle route, in addition to constructing a bicycle spur that creates a loop through the Bayfront and back to the Bayshore Bikeway ("Bayfront Loop").

Policy PB.1.F The Bayshore Bikeway shall be constructed as a Class I bike path facility within the existing SDG&E utility corridor running north-south from "E" Street to Main Street. The Bikeway shall be designed and constructed in accordance with the applicable Environmental Management policies (Section III.E) The construction of this segment of the Bayshore Bikeway shall occur following undergrounding of the high-voltage powerlines. In addition, agreement from Goodrich for access through their site is required.

Policy PB.1.G The "Bayfront Loop" shall be constructed through the Bayfront with connections to the Bayshore Bikeway. The Bayfront Loop shall begin at the "E" Street/Bayshore Bikeway intersection, traverse through the proposed Bayfront area, and rejoin the Bayshore Bikeway south of L Street. The Bayfront Loop shall be an off-street Class I bike path (12-foot total width) with minimal crossings of vehicular roadways.

6. Parking Objective/Policies

Parking will generally be incorporated into the private development in the Bayfront with some additional off-street and on-street public parking to serve the community parks and other open space resources. While provision of adequate parking for all uses in the Bayfront is an important issue, undergrounding or providing landscaping/screening to improve the appearance of large parking areas is also important. Utilizing "shared parking" among uses that have predictable and opposite peak parking demands is encouraged.

Objective PK.1 Adequate parking shall be provided for all developed uses in the Bayfront, including parking for all public, park, and open space uses in the Bayfront. Parking should be provided in an efficient manner, sharing spaces among uses when practical, and in a manner that does not intrude upon the scenic qualities of the Bayfront. Parking within the SDG&E ROW parcels should be provided to meet parking requirements, provided the ROW parking is landscaped to improve the overall appearance of the Bayfront, while preserving public views to the Bay.

Policy PK.1.A New development shall provide off-street parking sufficient to serve the approved use in order to minimize impacts to public street parking available for coastal access and recreation.

Policy PK.1.B Adequate parking shall be provided to serve coastal access and recreation uses. Existing parking areas serving recreational uses may not be displaced unless a comparable replacement area is provided.

Policy PK.1.C Off-street parking spaces shall be provided for developed uses according to the following schedule:

Business and professional offices: 1 space per 300 square feet of floor area; minimum of 4 spaces.

Dance, assembly, or exhibition halls without fixed seats: 1 space per 50 square feet of floor area used for dancing or assembly.

Dwellings, multiple: 1 space per studio;1.5 spaces per 1 bedroom unit; 2 spaces per two-bedroom or larger unit;

Hotels, motels: 1 space for each living or sleeping unit, plus 1 space for every 25 rooms or portion thereof.

Manufacturing plants, research and testing laboratories: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 800 square feet of floor area, whichever is greater.

Medical and dental offices and clinics: 1 space per 200 square feet of floor area; minimum of 5 spaces.

Public park/open space: 1 parking place for every 10,000 square feet of park or accessible open space.

Restaurants, bars, and night clubs: 1 space per 2.5 permanent seats, excluding any dance floor or assembly area without fixed seats, which shall be calculated separately at 1 space per 50 square feet of floor area.

Restaurants – drive-in, snack stands, or fast food: 15 spaces minimum, or 1 space per 2.5 permanent seats, whichever is greater.

Retail stores: 1 space per 200 square feet of floor area; retail uses located on Parcel Areas 2-f and 2-h shall provide a minimum of 4 parking spaces per 1,000 square feet of retail space.

Sports arenas, auditoriums and theaters: 1 space per 3.5 seats of maximum seating capacity.

Wholesale establishments, warehouses, and service and maintenance centers: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 1,000 square feet of floor area, whichever is greater.

Uses not listed: as required by CVMC.

Policy PK.1.D Bicycle parking spaces shall be provided for developed uses according to the following schedule. Only those uses listed below are required to provide bicycle parking. Bicycle parking facilities shall be fixed storage racks or devices designed to secure the fame and wheel of the bicycle:

Business and professional offices (over 20,000 square feet of gross floor area): 5 spaces.

Shopping center (over 50,000 square feet of gross floor area): 1 space per 33 automobile spaces required.

Fast food restaurant, coffee shop, or delicatessen: 5 spaces.

Other eating and drinking establishments: 2 spaces.

Commercial recreation: 1 space per 33 automobile spaces required.

Residential in Harbor: bicycle racks shall be provided for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

Only those uses listed above are required to provide motorcycle parking and bicycle parking facilities. Bicycle parking facilities shall be fixed storage racks or devices designed to secure the frame and wheel of the bicycle.

Policy PK.1.E Off-street public parking areas shall be provided for community parks. The parking areas shall be integrated into the open space areas close to the roadways and, where possible, screened from view. No additional parking is required for the one public park that exists within the LCP Planning Area (1-f) and no new public parks are proposed; however, potential future public parks shall require one parking space for every 10,000 square feet of park or accessible open space. New public parks will be located within the Port's jurisdiction and will be governed by the provisions of the Port Master Plan. No separate parking is required for the National Wildlife Refuge. Parking for public parks shall be provided in areas designated and exclusively reserved for public park users. This restriction shall be enforced during the operating hours of the public park. Public parks shall be open in accordance with City standard operating hours. After-hours parking will not be restricted and may be shared with private development in accordance with other parking policies in this specific plan.

Policy PK.1.F Implementation of the "shared parking" concept shall be permitted where it can be demonstrated that the proposed mix of uses have predictable parking demands that do not significantly overlap. The methods and criteria set forth in Shared Parking published by the Urban Land Institute shall be used to calculate the parking reduction permitted within a mixed-use project. No reduction shall be permitted without specific justification. No reduction in residential parking or public recreational parking shall be permitted. Any parking that is shared among uses shall be available for use during normal operating hours and shall not be reserved or otherwise restricted. Control of uses intended to use shared parking shall be by Conditional Use Permit and shall require the execution of deed restrictions and other long-term commitments for the provision of parking.

Policy PK.1.G Parking included as part of private development shall provide for the following:

Location: Parking shall be located in areas away from the shoreline and public open space corridors.

Screening. To the greatest extent possible, open parking will be screened from view from the major arterials by the use of landscaped berms, tree planting, and building placement.

Type. To the greatest extent possible, open, large-scale parking will be avoided in favor of underground, podium, or smaller disaggregated parking areas separated by buildings or landscaping. Parking structures shall be encouraged where additional open space or other public benefit can be provided.

Policy PK.1.H Where parking is incorporated into the SDG&E ROW, the parking areas shall be landscaped with a perimeter planting of trees and ground cover. The tree planting will be tightly spaced to provide a dense canopy at eye level. Tree species will be limited to those that will not interfere with the overhead power lines and trimmed as necessary to meet standards of SDG&E. Due to environmental management requirements, this policy does not apply to Subarea 1: Sweetwater District. Tree plantings shall not encroach into identified view corridors.

C. PHYSICAL FORM AND APPEARANCE

The Bayfront provides a unique opportunity to establish a harmonious relationship between the natural setting and the man-made environment. The area's natural resources and scenic quality provide a setting that has a distinctive appearance and, in turn, can promote economic success for activities located in proximity to it. Moreover, development that is properly sited and designed can support these natural areas in permanent reserve and provide for controlled access and enjoyment of them by the public.

1. Existing Conditions

The Bayfront, by virtue of its location on San Diego Bay, represents a visual resource for the City and the region. Given the visibility of the coastal zone from major highways and streets, the Bayfront has the potential to create a defining City image.

The Bayfront is characterized, from north to south, by the National Wildlife Refuge and the Chula Vista Nature Center, a relatively flat upland area that is currently vacant, major office and industrial facilities associated with Goodrich, the SDG&E switchyard, the South Bay Power Plant, salt ponds, and a variety of smaller commercial and industrial uses to the south and parallel to the west side of I-5.

Existing landmarks in the Bayfront are the Chula Vista Nature Center, the Goodrich facilities, and the South Bay Power Plant with tall stacks.

2. General Form and Appearance Objective/Policies

The basic objective to integrate man's use of the land and water resources into a sensitive natural environment is provided through the implementing policies below. The following sections provide specific policy language for architectural edges, views, and landscape.

Objective FA.1 The existing substandard industrial image of the Bayfront should be changed by developing a new identity consonant with its future public and commercial recreational role. The visual quality of the shoreline should be improved by promoting both public and private uses that will provide for proper restoration, landscaping, and maintenance of shoreline areas. Structures or conditions that have a blighting influence on the area should be removed or mitigated through façade enhancements and landscaping. Finally, a readily understandable and memorable relationship of the Bayfront (and the areas and elements that comprise it) to adjoining areas of Chula Vista, including the freeway and arterial approaches to the Bayfront, should be developed.

Policy FA.1.A New development within the LCP Planning Area shall be consistent with the land use designations permitted in the Land Use section. The majority of new development shall be visitor-serving commercial, commercial professional and administrative, and residential, with only a very limited amount of additional industrial development permitted. The scale of these new uses, combined with improved landscaping and screening of existing industrial development, will benefit the image of the Bayfront as a whole.

Policy FA.1.B The LUP designates improved parkland and open space along the shoreline area of the Bayfront. Landscape and improvement standards for these areas will result in a major improvement in the visual quality of the shoreline.

Policy FA.1.C New development within the LCP Planning Area shall be constructed according to the high-quality and aesthetic standards set forth in the LUP. Continuing development and/or redevelopment will displace abandoned and substandard structures that have a blighting influence. Any vegetative areas disturbed by development shall be re-landscaped. The landscaping shall be consistent with the Environmental Management policies herein and shall give priority to the use of drought-tolerant plant materials.

Policy FA.1.D New projects shall be controlled by policies herein, including specific height, use, parking, and development intensity restrictions. In addition, development shall be further reviewed by the City for consistency with the LUP policies to ensure that projects are fully integrated with adjacent areas, thereby creating a unified project in appearance and function.

Policy FA.1.E All development projects shall be required to undergo a design review process (which includes architectural, site plan, landscape, and signage design), prior to the issuance of building permits, to ensure compliance with objectives and specific requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plan.

Objective FA.2 Improvements to the public realm shall be made in conjunction with improvements to individual parcels through private development.

Policy FA.2.A Concurrent with the preparation of Phase I infrastructure design plans for "E" and "H" Streets, a Gateway plan shall be prepared for "E" and "H" Streets. Prior to issuance of occupancy for any projects within the Port's jurisdiction in Phase I, the "E" and "H" Street Gateway plan shall be approved by the Port and City's Director of Planning and Building. The "E" and "H" Street Gateway plan shall be coordinated with the Gateway plan for "J" Street. All Gateway plans must conform with the setback policies and height limits in the LUP.

Policy FA.2.B Concurrent with development of Parcel 2-f, the applicant shall submit a Gateway plan for "J" Street for City design review consideration. Prior to issuance of any building permits, the "J" Street Gateway plan shall be approved by the Development Services Director in coordination with the Port's Director of Planning. The "J" Street Gateway plan shall be coordinated with the Gateway plan for "E" and "H" Streets. Further policies guiding Gateway design are provided in the following section (III.C.3). All Gateway plans must conform with the setback policies and height limits in the LUP.

Policy FA.2.C The City shall create unique landscape designs and standards for medians for each major thoroughfare to distinguish each from the other and to provide a special identity for districts and neighborhoods.

Policy FA.2.D The landscape designs and standards shall include a coordinated street furniture palette including waste containers and benches, to be implemented throughout the community at appropriate locations.

Policy FA.2.E Prior to the approval of projects that include walls that back onto roadways, the City shall require that the design achieves a uniform appearance from the street. The walls shall be uniform in height, use of materials, and color, but also incorporate elements that add visual interest, such as pilasters.

Policy FA.2.F Prior to issuance of Coastal Development Permits for projects within the City's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles and to avoid the appearance or effect of "walling off" the Bayfront..

Objective FA.3 To provide aesthetic improvements to existing and new development, including establishing clearly identifiable gateways to the Bayfront, preserving existing views and creating enhanced views with development, and encouraging high-quality, well-integrated, mixed-use development with a harmonious relationship between sensitive habitats and the built environment. The factors that are important to achieve this objective are:

- *Landscape Character*
- *Bayfront Gateways*
- *Architectural Edges*
- *Views*
- *Building Placement*
- *Architectural Character*
- *Wildlife Protection*

Policy FA.3.A Landscaping shall be used to screen those elements of the existing built environment where necessary. New development within the Chula Vista Bayfront Master Plan area shall also be accompanied by a comprehensive landscape plan.

Policy FA.3.B Landscaping shall provide visual connections that integrate the surrounding environment to the new development.

Policy FA.3.C The landscape pattern and Bayfront Gateways shall be coordinated with the landscape form and appearance requirements of the Port Master Plan.

Policy FA.3.D Soft architectural edges shall be used where development meets public parks and open space. Soft edges are generally composed of smaller increments of change from building mass to open area. Such edges emphasize a transition instead of an abrupt change.

Policy FA.3.E In addition to the wetlands buffer policies (EM.1.E.2 & 3) and building height policies (DI.1.5A) of this LUP, the Bayfront Specific Plan shall establish building setbacks from public streets and lot boundaries to ensure appropriate building placement.

Policy FA.3.F To increase view opportunities through developments, high- and mid-rise residential towers shall be oriented with their long sides parallel to the major view corridors.

Policy FA.3.G A unifying, high-quality architectural character and design shall be established for all new buildings and façade enhancements.

Policy FA.3.H The following basic guidelines shall be followed in the design of buildings and structures:

Colors – Coloration shall be perceived as a single thematic impression made up of subtle variations.

Materials – Reflective materials shall not be used. The use of reflective glass is prohibited. Sheet metal finish surfaces shall be discouraged. The use of stucco, wood, and concrete shall be encouraged.

Window Openings – Window openings or patterns, especially in the mid-rise and high-rise buildings, shall avoid monotonous patterning. Smaller units of glazing and openings shall be favored over larger, single-paned openings.

Roofs – Flat roofs without varied parapets are discouraged. Variation in roof forms and parapet treatments shall be encouraged. To discourage avian predators, roof designs shall incorporate anti-perching elements as stipulated in the design requirements developed in cooperation with the USF&WS and to be incorporated in the Natural Resources Management Plan.

Policy FA.3.I The following basic guidelines shall be followed in regard to streetscape and pedestrian features:

Architectural and street furniture detailing shall contribute to the ambience of the new development. This is most effective at the pedestrian level where such details can readily be seen. Detailing opportunities include:

- Floor paving patterns
- Monuments
- Fountains
- Bollards
- Railings
- Window shape and window pane mullions
- Door treatments
- Light standards and lighting fixtures in general
- Public outdoor seating
- Trash/ash receptacles
- Textile amenities – banners, awnings, umbrellas
- Community sign boards
- Planting urns and areas
- Niches in walls and wall decorations in general

All of the above-cited elements shall be chosen and placed in a manner consistent for all new development to “compose” an overall theme or character reflecting the goal of a vibrant, coastal atmosphere.

Objective FA.4 Development shall have a unifying, high quality architectural character and design.

Policy FA.4.A The siting and orientation of major high-rise buildings shall respect environmental issues. Such buildings shall be set back from the marsh to preclude their shadows from falling on the sensitive wetlands. In addition, they shall have non-reflective surface materials and be of muted colors.

Policy FA.4.B A Bayfront Cultural and Design Committee ("BCDC") shall be formed to advise the District in addressing the design of parks, cultural facilities, and development projects. The public participation process for the BCDC will include broad community representation and will be modeled after the Community Advisory Committee (CAC) process. Membership will include at least one member each from the District, Chula Vista Planning Commission, and Resource Conservation Committee. The BCDC will advise the District in the establishment of CVBMP design guidelines to address cohesive development and streetscape design standards, walkways and bikeways design to promote safe walking and biking, standards for design of park areas, and cultural facilities but will not address NRMP and Wildlife Habitat Areas design guidelines described above. A minimum of three public meeting/workshops will be held to establish the design guidelines.

To promote these objectives and policies, three major components have been identified that comprise the physical form of the area: (1) natural resource areas to be preserved; (2) an accessible 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. To reinforce the physical quality of these three components, the Form and Appearance Map, Exhibit 10, identifies major gateways and views. These are graphically depicted on Exhibit 10, and include street-end views of the Bay from D Street, E Street, F Street, L Street, and Palomar Street, and the public views of the Bay that will be created from the H Street corridor.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
Feet
0
900
1,800
3,600
5,400
7,200
LCP Planning Area
Firm Architectural Edge
Project Roads
Views
Major Gateways
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 10
Form and Appearance Map

3. Bayfront Gateway Objective/Policies

Certain points of access to the Bayfront will, by use, become major entrances to the different parts of the area. A significant portion of the visitors' and users' visual impressions are influenced by conditions at these locations. Hence, special consideration shall be given to roadway design, including signage and lighting, landscaping, the protection of public view, and the siting and design of adjoining structures. These special gateway locations are shown on the Form and Appearance Map, Exhibit 10.

Objective GT.1 *Gateway plans shall be established at major access points to the Bayfront area. These gateways shall enhance the sense of arrival and invitation to the Bayfront through the use of prominent landscaping and signage that protects and enhances public views to the waterfront.*

Policy GT.1.A A Gateway shall be established at "E" Street concurrent with development occurring between "C" and "F" Streets.

A Gateway shall be established at "H" Street concurrent with development occurring between "G" and "I" Streets.

A Gateway shall be established at "J" Street concurrent with development occurring between "I" and "L/Moss" Streets.

Policy GT.1.B Intersections should be enhanced with landscaping, signage, lighting, paving, and other features that will identify them as pedestrian and vehicular gateways to the Bayfront.

4. Architectural Edges Objective/Policies

The interface of open spaces, such as parks and natural habitats, with developed areas, constitutes functionally and visually critical areas deserving special design attention.

Objective AE.1 *Design Development to appropriately respond to the functional requirements (e.g., buffer, transition, etc.) of each structure's location within the Bayfront.*

Policy AE.1.A Structures shall be sited a sufficient distance from natural habitat areas, as indicated in the Environmental Management section to protect the natural setting and prevent interface with wildlife.

Policy AE.1.B Structures shall be sited a sufficient distance from the marsh edge or open space edge to ensure unencumbered pedestrian and bicycle access.

Policy AE.1.C Structures shall be designed to ensure that the uses that take place in a structure or private space adjoining the structure do not detract from, or prevent appropriate public use of, adjoining public spaces. In turn, the public areas shall be designed and uses regulated in a manner that does not diminish the intended private use of adjoining developed lands.

Policy AE.1.D Firm edges shall be implemented where there is a readily distinguishable and abrupt change from open space to building mass. Firm edges are shown in the Form and Appearance Map, Exhibit 10. Firm edges should be applied in areas where a strong visual form, generally linear, is necessary to provide either for a terminus of views,

visual distinctions between areas, channeled or controlled views in certain directions, or a sense of entry or arrival. These edges generally would be formed by buildings but also may be achieved through use of earth berms or mass plantings.

5. Views Objective/Policies

Objective VW.1 Plan and develop the Bayfront to ensure provision of important views to, from, and within the project area.

Policy VW.1.A Public views shall be protected and provided from freeways, major roads, Bayfront perimeter. Policies regarding each of these categories are provided below.

Views from the Freeway and Major Entry. Development shall provide an attractive view onto the site and establish a visual relationship with San Diego Bay, marshes, and bay-related development. High-rise structures shall be oriented to minimize view obstruction.

Views from Roadways within the Site (particularly from Bay Boulevard and Marina Parkway to the marshlands, San Diego Bay, parks, and other bay-related development.) Development and activity sites shall preserve a sense of proximity to the bay and marshlands.

Views from the Perimeters of the Bayfront Outward. This view is primarily a pedestrian-oriented stationary view and more sustainable. These views will be experienced from various parts of open space and pathway system locations and will enable persons to renew visual contact at close range with San Diego Bay and marshlands. Some close-range pedestrian views may be blocked to protect sensitive species in the National Wildlife Refuge.

High-rise Development Vistas. The limited high-rise development within the LCP Planning Area shall maximize the panoramic view opportunities created with increased height.

Policy VW.1.B Public views to the shoreline as well as to other scenic resources from major public viewpoints, as identified in Exhibit 10 shall be protected. Development that may affect an existing or potential public view shall be designed and sited in a manner so as to preserve or enhance designated view opportunities. Street trees and vegetation shall be chosen and sited so as not to block views upon maturity.

Policy VW.1.C The impacts of proposed development on existing public views of scenic resources shall be assessed by the Port or City prior to approval of proposed development or redevelopment to preserve the existing character of the area.

Policy VW.1.D Buildings and structures shall be sited to provide unobstructed public view corridors from the nearest scenic highway or public view corridor road. These criteria may be modified when necessary to mitigate other overriding environmental considerations such as protection of habitat or wildlife corridors.

Policy VW.1.E Public views of the Bay and access along the waterfront shall be provided via a proposed “Baywalk” promenade. This pedestrian path will also connect to the Signature Park, and the pathway system within the Sweetwater District, ultimately linking the two districts and enabling viewers to experience visual contact at close range with the Bay and marshlands.

Policy VW.1.F Fences, walls, and landscaping shall not block major public views of scenic resources or views of other public viewing areas.

Policy VW.1.G The entry to the Bayfront from “F” Street shall emphasize the view down “F” Street to the bay as this shall be a major pedestrian access point to the ”F&G” Street Marsh.

Policy VW.1.H Firm architectural edges shall be used to emphasize various view corridors along “H” Street, “J” Street, and Marina Parkway. Firm edges are identified by an abrupt and usually linear change from building mass to open area. These edges shall help to define an urban environment

Policy VW.1.I The panoramic view of the bay shall be emphasized at the “E” Street gateway.

Policy VW.1.J A dense canopy of trees on both sides of the “E” Street Entry from east of I-5 shall be provided to focus views on the immediate landscape westerly along the street toward the water’s edge. The street trees shall be closely spaced and in a regular pattern to achieve this objective. However, plant species and spacing shall be selected and designed to protect and enhance public views to the bay. Immediately west of the freeway, future buildings on the north side should be sited and designed to reinforce the sense of entry created by the street trees and existing building mass of the restaurant on the south side.

Policy VW.1.K Building setbacks and coordinated signage shall be provided along Marina Parkway (a scenic roadway; City of Chula Vista General Plan).

Policy VW.1.L Landscaping shall be planted along Marina Parkway to frame and enhance this scenic corridor, as well as on “E” Street and Bay Boulevard, adjacent to the project site.

Policy VW.1.M Public views of the Bay from “D” Street, “E” Street, “F” Street, “L” Street, and Palomar Street corridors shall be preserved and public views of the Bay would be created from the “H” Street corridor.

Policy VW.1.N There are existing public bay views from Bay Boulevard between “E” Street and “F” Street, and between “L” Street and Palomar Street. At the time development is proposed in these locations, the City shall identify public view corridors that will ensure public views of the bay from Bay Boulevard are protected and preserved. The City shall coordinate with the Port District to protect public views from development on parcels within the Port District’s jurisdiction.

Objective VW.2 Locate buildings in a manner that enhances views. The following view types have been identified.

- *Panoramic views - Typically views in the far distance (bay views).*
- *Framed views- Views between landscape elements, natural forms, or architectural elements; usually characterized as a view corridors.*
- *Axial Views- Views on axis sometimes with a focal element, usually architectural and vertically oriented.*

Objective VW.3 Locate buildings in a manner which enhances views and minimizes impacts to adjacent wildlife habitat area.

Policy VW.3.A Views shall be locally focused within the urban areas to enhance the sense of arrival at the center of urban activity. Special attention should be given to plazas, architectural elements, plantings, and other landscape features to reinforce the area as a focal point.

Policy VW.3.B Panoramic public views across park and open space areas to San Diego Bay shall be protected and provided. Major massing of trees shall be avoided along this portion of the shoreline to protect the view. Plant species and spacing shall be selected and designed to protect and enhance public views.

Objective VW.4 Signs should be sensitively placed throughout the plan area to ensure the protection of the visual resources.

Policy VW.4.A Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of commercial development shall be incorporated into the design of the project. Permitted monument signs shall not exceed eight feet in height. Free-standing pole or roof signs are prohibited.

Policy VW.4.B Placement of signs other than traffic or public safety signs that obstruct views to the Bay, parks, or other scenic areas from public viewing areas, and scenic roads shall be prohibited.

6. Landscape Character and Function Objective/Policies

Five major landscape components are utilized to establish strong visual continuity in response to various functional needs. These are Dense Landscape Planting for screening, Special Planting within the SDG&E ROW, Informal Planting in public parkland, Formal Planting at major entries, and Buffer Zone Planting at areas adjacent to sensitive habitats. The characteristics for the various landscape functions are shown in Table 3-3.

Objective LS.1 Various landscape design treatments shall be used to improve the aesthetics of the Bayfront, help define land use and circulation patterns, and transition from the urbanized environment to natural open space areas.

Policy LS.1.A Dense plantings of trees and shrubs shall be used in certain locations throughout the Bayfront to serve three purposes: (1) to diminish the visual impact of large existing industrial structures, such as those of Goodrich, the power plant and supporting structures, and extensive parking and outdoor storage areas; (2) to help define major entry points to the Bayfront and to frame views; and (3) to be used in masses as visual stopping points to limit views and provide natural vertical elements.

Table 3-3 Landscape Functions

Function	Characteristics[1]	Representative Species	Representative Locations[2]
Dense Landscape Planting	40 to 60 feet high Upright form Evergreen		Bay Boulevard
Special Area Planting	10 to 15 feet high		SDG&E ROW

	Globular or multi-stem form Evergreen	
Informal Planting	40 to 80 feet high Up-right and open branching to contrast with dense vertical form Mixed deciduous and evergreen	City Park
Formal Planting	40 to 60 feet high Crown-shaped form	Marina Parkway ”E” Street “F” Street ”H” Street “J” Street
Buffer Zone Planting	Native species	Streets adjacent to sensitive habitat Transitional buffer areas[3]

Notes:

1 Height may be limited in areas adjacent to the National Wildlife Refuge (see Environmental Management).

2 Representative locations are not approved locations. Buffer Zone Planting will override other plantings for areas adjacent to sensitive habitat.

3 Transitional buffer zones between ornamental plantings and sensitive habitats may use native and/or non-invasive naturalized plant species.

Policy LS.1.B Automobile parking has been recognized by SDG&E as a compatible joint use of their 150-foot-wide ROW that transects the entire Bayfront. The Port Master Plan and CVBMP also designate this ROW as a linear greenbelt. To strengthen the ground plane connection between both sides of the ROW and provide an appropriate greenbelt character, an aggressive greenbelt planting program shall be implemented within the ROW. SDG&E criteria will only permit planting that can be maintained at no more than 15 feet in height, thereby maintaining sufficient clearance at the lowest point in the power line catenary. Planting in any parking areas provided shall establish a dense ground plane massing of shrubs and short trees to create a grove effect that screens cars from view. This policy does not apply in Subarea 1: Sweetwater District. All landscaping will be designed to ensure that identified public view corridors are maintained.

Policy LS.1.C Informal planting has been designated for the public park (Parcel Area 1-e). Informal planting shall consist of groves planted with the same species in informal drifts to provide shade for recreational uses. The groves shall be sited to avoid blocking panoramic views to the wetlands and bay.

Policy LS.1.D Formal planting has been designated for the major circulation spines of the Bayfront. The planting should be in regularly spaced intervals using species with predictable form characteristics to achieve strong linear avenues that guide views and establish perspective.

Policy LS.1.E Landscaping shall be required to be provided in conjunction with all private development through the preparation of a landscape plan by a registered landscape architect. Drought-tolerant native or naturalizing plant materials shall be used to the maximum extent feasible. Landscape coverage shall include planted areas, decorative paving, and water features.

Policy LS.1.F Invasive plant species (as listed in the California Invasive Plant Inventory list or California Invasive Plant Inventory Database or updates) will not be used in the Chula Vista Bayfront area. Any such invasive plant species that establishes itself within the Chula Vista Bayfront area will be immediately removed to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas. A condition of approval for Coastal Development Permits will require applicants to remove any such invasive plant species that established itself within the Chula Vista Bayfront area.

Objective LS.2 Buffer Zone Planting for streetscapes adjacent to sensitive habitats shall consist of native, non-invasive plant species. Buffer Zone Planting for transitional buffer zones between ornamental planting areas and sensitive habitats shall consist of native or naturalized non-invasive plant species.

Policy LS.2A Non-native plants will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers.

Policy LS.2B No trees will be planted in the No Touch Buffer Areas or directly adjacent to a National Wildlife Refuge and J Street Marsh areas where there is no Buffer Area.

Objective LS.3 Improve the appearance of the current uses and establish a land use designation and development regulations which are consistent with the City's land use planning and regulatory structure.

Policy LS.3.A The City shall endeavor to improve the screening and landscaping of the site and shall require such improvements to current City standards with any new use or development permit approved for the site.

D. UTILITIES AND AREAWIDE GRADING

The utility improvements proposed to serve the Bayfront are interrelated to provide the most cost-effective means for servicing the developable areas. Extension of existing utilities and upgrading in mainline sizes is required for water and sewer. Additionally, electrical service, telephone, and gas services will be provided but are not included on the schematic Utilities Systems Map, Exhibit 11. Grading and drainage concepts incorporated into the street plans to use the streets with a curb and gutter system as the primary storm water collection system. Building pad grades and generalized design grades for streets are designated to ensure protection from concurrent storm and high tide events and to provide sufficient cover over underground utilities.

1. Existing Conditions

Soils and Geology

Surface and sub-surface conditions vary throughout the Bayfront. The Bayfront is situated within the western portion of the Peninsular Ranges geomorphic province of southern California. According to published geologic maps and available geologic reports, the Bayfront area is underlain by fill materials, topsoils, bay deposits/alluvium, the Bay Point Formation, and the San Diego Formation. Fill soils underlie several portions of the site and can range in depth from a few feet to on the order of 10 feet in depth. Topsoil is present on undeveloped areas within the Bayfront at depths of roughly 1 to 3 feet. Areas near the western edge of the Bayfront appear to be characterized by bay deposits/alluvium. These surface soils are typically underlain by the Bay Point Formation and at depth, by the San Diego Formation. Groundwater within the Bayfront is expected from 2 to 15 feet below existing surface grades.

The Bayfront area is subject to settlement hazards attributable to the presence of relatively shallow surficial deposits of soft compressible bay deposits/alluvium, minor to moderate thicknesses of fill soils, and topsoils. The bay deposits/alluvium consist of an organic sandy silt to silty clay that is typically loose and not suitable for structural support. In addition, minor to moderate thicknesses of fill soils are present and, due to the age of the materials, it is considered unlikely that information on the compaction of fill materials is available. Uncompacted fill material that may shift and settle is not suitable for structural support. Topsoil was also identified on-site and is not considered suitable for support of structural fill, buildings, or other improvements. All of these existing conditions contribute to settlement hazards within the Bayfront and indicate the need for further site-specific geotechnical investigations for proposed developments.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
Water Line Inside LCP
Water Line Outside LCP
Water Connections to Existing Systems
Sewer Line Inside LCP
Sewer Line Outside LCP
Sewer Connection to Existing Systems
Project Roads Inside LCP
Project Roads Outside LCP
0 650 1,300 2,600 3,900 5,200 Feet
LCP Planning Area
City of Chula Vista
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 11
Utility Systems Map

The Bayfront area is considered to be a seismically active area, as is much of southern California. The Bayfront is not underlain by any known active or potentially active fault nor is the site located within a State of California Earthquake Fault (Alquist-Priolo) Zone. However, one major fault has been mapped near the Chula Vista coastal zone: the north-northwest-trending Rose Canyon fault. Strands of the Rose Canyon fault have been mapped approximately 0.5 to 2 miles west of the Bayfront. While there is no active fault underlying the Bayfront, segments of the Rose Canyon fault are considered active and the possibility of seismic activity cannot be disregarded in evaluating the safety of critical structures such as power plants, public assembly buildings, etc. The probable effect of renewed activity along the Rose Canyon, or other nearby faults would be moderate to severe ground shaking, with surface rupture in the LCP Planning Area unlikely.

The planning implications of these soils and geologic conditions relate to public safety and the economics of development. There is the possibility of soil liquefaction during a severe earthquake. This is of special concern in tideland areas reclaimed by hydraulically-placed fills. The potential for liquefaction and seismically induced settling within the Bayfront is considered to be moderate to high. A detailed evaluation of liquefaction should be made for any future major Bayfront engineering project.

Utility and Roadway Improvements

The northern portion of the Chula Vista Bayfront (north of “F” Street) is primarily vacant at this time. Utilities have been stubbed to the boundaries of the site and a major sewer line passes along the eastern edge of the property. Most of the utility lines are at the edge of a utility district and lack a complete network to provide sewer and water service to initial projects without looping utilities or building off-site improvements.

Marina Parkway has been constructed from “J” Street at I-5 westerly and northerly to the north end of the Goodrich parcel (at the prolongation of “G” Street). The majority of that street, together with the Chula Vista Marina and RV Park, are within Port jurisdiction. Existing streets and utility systems provide service to the southern portions and inland parcel of the Bayfront.

The Sweetwater Authority, which obtains water from local reservoirs and purchases from the San Diego County Water Authority (SDCWA), provides water to the Bayfront area. The Metropolitan Water District of Southern California furnishes water to the SDCWA via aqueducts, including a 69-inch pipeline that Sweetwater Authority taps near the Sweetwater Reservoir 7 miles east of the project area.

The Metropolitan Sewerage System of San Diego (Metro System), of which Chula Vista is a member agency, serves the City via a 78-inch-diameter trunk sewer, which lies easterly of the on-site railroad line and drains northerly to the Point Loma Sewage Treatment Plant.

2. Utility Service Objective/Policies

Objective US.1 Utility lines should be adequately sized to ensure sufficient capacity for the most intensive uses allowed by this Plan.

Policy US.1.A The schematic water, drainage, and sewer systems to serve the proposed development are depicted in Exhibit 11, Utility Systems Map.

Policy US.1.B The basic water service for the area shall be water mains located in all streets within the Bayfront. Connections to the existing system will occur in “E” Street, “F” Street, “G” Street, “H” Street, “I” Street, “J” Street, and Moss Street. Water main sizes will be determined through detailed engineering studies for the proposed new development.

Static water pressure within the system shall be maintained to the satisfaction of the Water District and Fire Marshall. A water main in "G" Street connects the lines in Bay Boulevard and Marina Parkway. This pipeline is necessary to maintain a looped system for development of the project. An easement for pipeline operation should be maintained even though the area may be fenced by or conveyed to Goodrich.

Policy US.1.C Phased development may require off-site pipeline construction, especially in industrial areas, to maintain adequate pressure and fire flows. The major factor in sizing pipelines shall be fire flows, especially commercial or industrial buildings.

3. Areawide Grading Objective/Policies

Objective GR.1 Protect existing natural resources from any significant adverse impacts during grading and construction.

Policy GR.1.A Special care shall be taken in development proposals adjacent to wetland habitat to avoid or minimize problems of silting and oil or chemical leakage.

Policy GR.1.B All grading and stockpiling of earthen materials shall be subject to standard practice and storm water runoff best management practices (BMPs).

Policy GR.1.C All grading shall comply with the environmental protection policies of the Environmental Management section.

Policy GR.1.D All development proposals shall demonstrate that proposed improvements are located outside of the 100 year frequency storm flood hazard zone.

4. Utility and Grading Design Objective/Policies

Objective GD.1 An adequate on-site storm drainage system shall be provided to preclude development's storm water runoff from draining directly into wetland habitat or San Diego Bay without adequate filtering of sediments and/or pollutants. The import of soil shall be minimized to the maximum extent practicable for the protection of developable areas from flooding during the 100-year design storm.

Policy GD.1.A Design to accommodate drainage of storm flows shall consider the elevation of highest high tide and require gravity pipe or street flow to the satisfaction of the City Engineer.

Policy GD.1.B Drainage in the Chula Vista Bayfront area that drains directly to sensitive marsh habitat areas requires special design criteria, including filtration of oils and sediments, to reduce problems of silting and oil or chemicals entering wetlands in storm water runoff.

Policy GD.1.C Development within the Bayfront shall comply with all applicable regulations and guidelines established by the Environmental Protection Agency as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharges and in the Chula Vista Multiple Species Conservation Program (MSCP) Subarea Plan, as required by the City.

Policy GD.1.D Habitable areas shall be located above the 100-year flood level (approximately elevation 10), as required by the City's Floodplain Ordinance and above the highest high tide level. Sufficient cover to prevent flooding of underground utility systems

during concurrent storm and high-tide events shall also be provided. Excavation of underground parking or other subterranean structures shall provide fill material for other components of the project. Any additional fill shall be minimized to meet flooding protection requirements.

Policy GD.1.E Water table elevations shall be carefully considered in the design of all subterranean building components and related features. Final design shall ensure that no permanent de-watering systems are required.

Objective GD.2 Utilities serving the bayfront shall be undergrounded.

Policy: GD.2.A The City will require undergrounding of utilities on private property and develop a priority based program of utility undergrounding along public ROWs.

E. ENVIRONMENTAL MANAGEMENT

1. Background/Existing Conditions

The proposed project site is relatively flat, although a slightly elevated area is located in the Sweetwater District. The surface elevation of the site ranges between approximately 5 and 25 feet above mean sea level. The Sweetwater District is undeveloped and currently composed primarily of fallow fields. The majority of vegetation is generally ruderal with small areas of disturbed native habitats, including California coastal sage scrub. The Harbor and Otay Districts are generally developed and consist of limited areas designated as jurisdictional waters.

Marine and biological resources are abundant in the project area, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre San Diego Bay Natural Wildlife Refuge (SDBNWR) south of the Plan Area. The SDBNWR preserves mudflats, salt marsh, submerged lands, and eelgrass beds that provide a fertile breeding ground for a wide range of species, including many designated threatened and endangered species. The Sweetwater Marsh National Wildlife Refuge, Chula Vista Nature Center, and “F&G” Street Marsh are all components of the larger SDBNWR. The unique ecosystem characteristics of the south San Diego Bay have made the area a resting area on the Pacific Flyway for a wide variety of resident and migratory shorebirds and water fowl, as well as a fertile breeding ground for a range of aquatic and land species.

A continuing major objective of the Chula Vista LCP is the preservation, protection, and enhancement of sensitive wetlands and upland wildlife habitat resources in the Bayfront. With the 1988 establishment of the 316-acre National Wildlife Refuge, a substantial portion of this objective was achieved. Virtually all the wetlands and biologically valuable upland resources identified in the 1984 LCP are now incorporated in the National Wildlife Refuge under Federal ownership and management. Now that preservation of these resources is ensured, it is appropriate that the environmental management focus on long-term protection and enhancement. Accordingly, the primary environmental management objective of the LUP is the ongoing, long-term protection of critical natural habitat areas. In addition, a major secondary objective is the enhancement of natural resources in the Chula Vista Bayfront area, with particular emphasis on the resources in the National Wildlife Refuge. The USFWS refuge lands and other open space areas, including potentially Environmental Sensitive Habitat Areas (ESHAs) are shown in the Environmental Management Map (Exhibit 12a).

Thus, the Environmental Objectives and Policies focus primarily on protection of natural resources by ensuring that development is planned and implemented in a manner that is compatible with the resources of the Wildlife Refuge. By implementing the land exchange between the Port and a private entity, future development leaving the greater intensity will be placed farther away from the National

Wildlife Refuge and other land owned by the USFWS. Less intensive development will be located near USFWS lands. The lands outside of the LCP Planning Area and closest to the National Wildlife Refuge are governed by the Port Master Plan.

2. Environmental Management Objective/Policies

Objective EM.1 *Long-term protection and enhancement of critical natural habitat areas should be provided by cooperating in a multi-jurisdictional planning and implementation plan with adequate safeguards and guarantees.*

Policy EM.1.A Coordination with the Port in the development of plans and programs for areas in the Chula Vista Bayfront shall continue to ensure that environmental management objectives in the LUP and Port Master Plan can be successfully implemented.

Policy EM.1.B Coordination with the USFWS shall continue for the development of plans and programs adjacent to the National Wildlife Refuge.

Policy EM.1.C Any new development within the Bayfront LCP Planning Area shall comply with all the requirements of the Clean Water Act and NPDES.

Policy EM.1.D Environmentally sensitive habitat areas exist in areas not delineated, including, but not limited, to Parcel Area 3-k (Faivre Street) the “F&G” Street Marsh, and the northern island sites Parcel Area 1h and 1i. All environmental resources shall be analyzed by a qualified biologist or ecologist and an Environmental Management Plan shall be adopted to protect any environmentally sensitive habitat areas discovered prior to the commencement of any additional development. Environmental resources are depicted on Exhibit 12b Environmental Resources Map.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
No-Touch Buffer
-min 200 ft width Sweetwater District
-min 100 ft width S-4 Parcel
-min 100 ft width Otay District
Limited Use Buffer
-min 100 ft width
Transitional Use Buffer -
min 100 ft width
Promenade
0 550 1,100 2,200 3,300 4,400
Feet
LCP Planning Area
City of Chula Vista
Open Space
Environmentally Sensitive Habitat Areas (USFWS)
Potential Environmentally Sensitive Habitat Areas
This map is for illustrative purposes only and does not provide precise design details.
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 12a
Environmental Management Map
Land Use Plan

Sweetwater District
Navigation Channel
Harbor District
Otay District
CVBMP Boundary
Vegetation Community (Holland Code)
Disturbed Diegan Coastal Sage Scrub (32500)
Disturbed Habitat (11300)
Seasonal Pond (11200)
Eucalyptus Woodland (11100)
Non-native Grassland (42200)
Ornamental Vegetation (11000)
Southern Coastal Salt Marsh (52120)
F and G Street Marsh
Sweetwater Marsh National Wildlife Refuge
Urban\Developed (12000)
Feet
0 500 1,000 2,000
Environmental Resources Map
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 12b
Land Use Plan

Policy EM.1.D.1 Environmentally sensitive habitat area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Areas that shall be considered ESHA, unless there is compelling site-specific evidence to the contrary, include, but are not limited to, the following:

- Any habitat area that is rare or especially valuable from a local, regional, or statewide basis.
- Areas that contribute to the viability of plant or animal species designated as rare, threatened, or endangered under State or Federal law.
- Areas that contribute to the viability of species designated as Fully Protected or Species of Special Concern under State law or regulations.
- Areas that contribute to the viability of plant species for which there is compelling evidence of rarity, for example, those designated by the California Native Plant Society as 1b (Rare or endangered in California and elsewhere), such as Nuttall's scrub oak or "2" (rare, threatened or endangered in California but more common elsewhere), such as wart-stemmed Ceanothus.

Policy EM.1.D.2: New development shall be sited and designed to avoid impacts to environmentally sensitive habitat areas (ESHA). ESHA shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. These uses include enhancement/restoration work, passive recreational parks and public access or recreational facilities such as trails and bike paths integrated into the natural environment and sited and designed to preserve, and be compatible with, native habitat.

Policy EM.1.D.3: At the time of adoption of this plan, the Coastal Sage Scrub on the berm in the S-1 and S-2 parcel areas and the non-native grasslands located in various locations within the CVBMP were not identified as ESHA. Site specific studies to assess the extent and quality of natural resources on a site will be required at the time development is proposed.

Policy EM.1.D.4: In the 1-g parcel area, a pedestrian bridge is proposed to create a linkage over a tidal inlet associated with the F and G Street Marsh. Tidal habitats should be treated as ESHA and the bridge crossing must be designed to enhance the habitat values present and reduce erosion. This bridge span must be extended and the existing incised channel slope should be cut back, reducing the slope and then creating additional salt marsh habitat on the created floodplain. Site specific studies to assess the extent and quality of natural resources at the site will be required at the time development is proposed.

Policy EM.1.D.5 Areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments are ESHAs and are generally shown on the LUP ESHA Maps. The ESHAs in the City of Chula Vista are shown on Exhibit 12b. Regardless of whether sensitive resources, including but

not limited to streams or/and wetlands are mapped and designated as ESHA, the policies and standards in the LCP applicable to such sensitive resources shall apply.

Policy EM.1.D.6 If a site-specific biological study contains substantial evidence that an area previously mapped as ESHA does not contain habitat that meets the definition of ESHA, the City's Development Services Director shall review all available site-specific information to determine if the area in question should no longer be considered ESHA and not subject to the ESHA protection policies of the LUP. If the area is determined to be adjacent to ESHA, LUP ESHA buffer policies shall apply. If the City Council finds that an area previously mapped as ESHA does not meet the definition of ESHA, a modification shall be made to the LUP ESHA Maps, as part of an LCP map update and LCP Amendment.

Policy EM.1.D.7: New development shall be sited and designed to avoid impacts to ESHA. For development permitted pursuant to Policy EM.1.D.2, if there is no feasible alternative that can eliminate all impacts to ESHA, then the alternative that would result in the fewest or least significant impacts to ESHA shall be selected. Impacts to ESHA that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on-site or where off-site mitigation is more protective. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to ESHA. Mitigation for impacts to ESHA shall be provided at a 3:1 ratio.

Policy EM.1.D.8: If located in, or adjacent to, ESHA, new development shall include an inventory conducted by a qualified biologist of the plant and animal species present on the project site. If the initial inventory indicates the presence or potential for sensitive species or habitat on the project site, a detailed biological study shall be required. Sensitive species are those listed in any of three categories: federally listed, state listed, and California Native Plant Society (CNPS) categories 1B and 2.

Policy EM.1.D.9: The use of fertilizers, insecticides, herbicides, rodenticides or any toxic chemical substance which has the potential to significantly degrade ESHA, shall be prohibited within and adjacent to ESHAs, except where necessary to protect or enhance the habitat itself, such as eradication of invasive plant species, or habitat restoration. Application of such chemical substances shall not take place during the winter season or when rain is predicted within a week of application.

Policy EM.1.D.10 Development adjacent to ESHAs shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation buffer areas shall be provided around ESHAs to serve as transitional habitat and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.

Policy EM.1.D.11 All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width, or a lesser width may be approved by the City if findings are made that a lesser buffer would adequately protect the resource. However, in no case can the buffer size be reduced to less than 50 feet.

Policy EM.1.D.12: Protection of ESHA and public access shall take priority over other development standards and where there is any conflict between general development standards

and ESHA and/or public access protection, the standards that are most protective of ESHA and public access shall have precedence.

Policy EM.1.D.13 Wetlands shall be defined and delineated consistent with the Coastal Act and the Coastal Commission Regulations, and shall include, but not be limited to, lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Any unmapped areas that meet these criteria are wetlands and shall be afforded all of the protections provided for wetlands in the LUP.

Wetland shall be further defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.

Policy EM.1.D.14 Where the required initial site inventory indicates the presence or potential for wetland species or indicators, the City shall require the submittal of a detailed biological study of the site, with the addition of a delineation of all wetland areas on the project site. Wetland delineations shall be based on the definitions contained in Section 13577(b) of Title 14 of the California Code of Regulations.

Policy EM.1.D.15 The biological productivity and the quality of wetlands shall be protected and, where feasible, restored.

Policy EM.1.E The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(6) Restoration purposes. and

(7) Nature study, aquaculture, or similar resource dependent activities.

Policy EM.1.E.1 Where wetland fill or development impacts are permitted in wetlands in accordance with the Coastal Act and any applicable LCP policies, mitigation measures shall include, at a minimum, creation or substantial restoration of wetlands of the same type lost. Adverse impacts will be mitigated at a ratio of 4:1 for all types of wetland, and 3:1 for non-wetland riparian areas. At a minimum, a 1:1 new creation component is required to assure no net loss of wetland resources. Replacement of wetlands on-site or adjacent to the project site, within the same wetland system, shall be given preference over replacement off-site or within a different system. Areas subjected to temporary wetland impacts shall be restored to the pre-project condition at a 1:1 ratio. Temporary impacts are disturbances that last less than 12 months and do not result in the physical disruption of the ground surface, death of significant vegetation within the development footprint, or negative alterations to wetland hydrology.

Policy EM.1.E.2 Buffers within the Local Coastal Plan area have been designed to accommodate potential areas of future sea level rise inundation and are identified on Exhibit 12a. The existing plan also provides for an adequate amount of habitat migration within the identified buffer areas based on a projected sea level rise.

In cases where buffers have not yet been established, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50-feet in width from the upland edge of riparian habitat shall be established. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies as appropriate. The CDFG and USFWS must be consulted in such buffer determinations and, in some cases, the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. Uses and development within buffer areas shall be limited to minor passive recreational uses, with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer area; however, water quality features required to support new development shall not be constructed in wetland buffers. All wetlands and buffers identified and resulting from development and use approval shall be permanently conserved or protected through the recordation of an open space easement or other suitable device that perpetually prohibits development in wetlands and wetland buffer areas. Such devices shall include attached exhibits that consist of a legal description of the subject parcel upon which development has been approved and a graphic depiction of the easement, or otherwise restricted, area. All development activities, such as grading, buildings and other improvements in, adjacent to, or draining directly to a wetland must be located and built so they do not contribute to increased sediment loading of the wetland, disturbance of its habitat values, or impairment of its functional capacity.

Policy EM.1.E.3 In some unusual cases, smaller buffers may be appropriate, when conditions of the site as demonstrated in a site specific biological survey, the nature of the proposed development, etc. show that a smaller buffer would provide adequate protection. In such cases, the CDFG must be consulted and agree, in writing, that a reduced buffer

is appropriate and the City, or Commission on appeal, must find that the development could not be feasibly constructed without a reduced buffer. However, in no case shall the buffer be less than 50 feet.

Policy EM.1.F The siting and orientation of major high-rise buildings shall respect environmental issues. Such buildings shall be set back from the marsh to preclude their shadows from falling on the sensitive wetlands. In addition, they shall have non-reflective surface materials and be of muted colors.

Objective EM.2 *Long-term protection and enhancement of water quality shall be provided through watershed planning and requirements that new development implement water quality protection policies.*

Policy EM.2.A 1. Watershed Planning.

a. The City shall support and participate in watershed-based planning efforts with the County of San Diego and the San Diego Regional Water Quality Control Board. Watershed planning efforts shall be facilitated by helping to:

1) Pursue funding to support the development of watershed plans.
2) Identify priority watersheds where there are known water quality problems or where development pressures are greatest.
3) Assess land uses in the priority areas that degrade coastal water quality.
4) Ensure full public participation in the plan's development.

2. New Development.

a. New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:

1) Protect beneficial uses of waters, areas necessary to maintain riparian and aquatic biota, and/or areas that are susceptible to erosion and sediment loss.
2) Limit increases of impervious ground surfaces to the maximum extent practicable.
3) Limit land disturbance activities such as clearing and grading, and cut-and-fill to reduce erosion and sediment loss to the maximum extent practicable.
4) Limit disturbance of natural drainage features and vegetation to the maximum extent practicable.

b. New development shall not result in the degradation of the water quality of groundwater basins or coastal surface waters including the ocean, coastal streams, or wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely impact water resources (groundwater, coastal waters, wetlands, streams) consistent with the local NPDES Storm Water Municipal Permit.

c. Development must be designed to minimize, to the maximum extent practicable, the introduction of pollutants of concern (as defined in the City's

Standard Urban Storm Water Mitigation Plan [SUSMP]) that may result in significant impacts from site runoff from impervious areas.

d. New development must comply with the requirements of the City's SUSMP and the City's Development Storm Water Manual, including the preparation of required water quality documents and the implementation of source control, site design, and treatment Best Management Practices (BMPs).

e. Post-development peak flow discharge rates for the 100-year storm event shall not exceed the pre-development rate.

f. Post-construction treatment BMPs shall be designed to treat, infiltrate, or filter runoff produced by the 85th percentile, 24-hour storm event for volume-based BMPs and the 85th percentile, 1-hour storm event for flow-based BMPs, as required by the City's SUSMP.

g. Public streets and parking lots shall be swept frequently to remove debris and contaminant residue. For private streets and parking lots, the property owner shall be responsible for frequent sweeping to remove debris and contaminant residue.

h. The City should develop and implement a program to detect and remove illicit connections and to stop illicit discharges.

i. New development that requires a grading permit or storm water management document shall include landscaping and revegetation of graded or disturbed areas, consistent with the landscape requirements of the LCP and City requirements. Areas adjacent to preserved open space shall use native plants to the maximum extent practicable to reduce the potential for invasive species introduction.

Policy EM.2.B Low Impact Development Site Design BMPs.

- All development shall be designed so as to minimize direct physical connections of impervious surfaces and to promote infiltration using LID techniques to the maximum extent practicable.
- Projects as defined in the current NPDES Municipal Permit for the San Diego Region shall, to the maximum extent practicable, minimize the introduction of Pollutants of Concern that may result in significant impacts, generated from site runoff to the storm drainage system.
- All development shall also control post-development peak storm water runoff discharge rates and velocities to maintain or reduce pre-development downstream erosion and to protect stream habitat in accordance with the City of Chula Vista hydromodification control requirements included in the City's SUSMP.
- All development can address these objectives through the creation of a hydrologically functional project design that attempts to mimic the natural hydrologic regime.

Policy EM.2.C Minimize Projects' Impervious Footprint & Conserve Natural Areas.

- Conserve natural areas, soils, and vegetation where feasible.
- Use natural drainage systems to the maximum extent practicable.

- Minimize soil compaction in landscaped areas and open space.

Policy EM.2.D If a new development, substantial rehabilitation, redevelopment, or related activity poses a threat to the biological productivity and the quality of coastal waters, or wetlands; and if compliance with all other applicable legal requirements does not alleviate that threat, the City shall require the applicant to take additional feasible actions, and provide necessary mitigation to minimize or eliminate the threat, and if the preceding measures fail, then deny the project.

Policy EM.2.E In planning, siting, designing, constructing, and maintaining grounds, landscapes, and structures owned and managed by the City, site objectives should include management and maintenance practices that protect and enhance natural ecosystems. City grounds designers, planners, managers, crews, and their contractors should give priority to:

a) Practicing the principles of Integrated Pest Management including the reduced use of toxic products;

b) Selecting and using fertilizers that minimize negative impacts on soil organisms and aquatic environments;

c) Designing new and renovating existing landscaped areas to suit the site conditions, protect water quality, and support sustainable maintenance;

d) Using drought-tolerant native and non-invasive plant species;

e) Incorporating low impact development design techniques.

Policy EM.2.F Design and manage new development to eliminate or minimize dry weather flow where it will be discharged in a manner that may adversely impact the biological productivity or diversity of intertidal or marine organisms; especially where the dry weather flow discharges to water bodies with poor circulation or tide pools.

Policy EM.2.G New development shall not result in the degradation of the water quality of groundwater basins or coastal surface waters including the ocean, coastal streams, or wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely impact groundwater, the ocean, coastal streams, or wetlands, consistent with the requirements of the RWQCB's municipal storm water permit and the Water Quality Control Policy for the Enclosed Bays and Estuaries of California.

Policy EM.2.H Permits for new Priority Development Projects as defined in the current NPDES Municipal Permit for the San Diego Region shall be conditioned to require ongoing water quality maintenance where such maintenance is necessary for effective operation of required BMPs. Verification of treatment control maintenance shall include the permittee’s signed statement accepting responsibility for all structural and treatment control BMP maintenance until such time as the property is transferred and another party takes responsibility, at which time the new owner will be obligated to comply with all permit conditions, including on-going water quality maintenance.

Policy EM.2.I The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to insure it functions as designed and

intended. All structural treatment control BMPs shall be inspected, cleaned, and if necessary, repaired prior to the beginning of each rainy season (October 1st of each year). Owners of these devices will be responsible for insuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, should be carried out prior to the next rainy season.

Policy EM.2.J New development shall, to the maximum extent practicable, protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from the developed area of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored, where feasible, except where there are geologic or public safety concerns.

3. Natural Resources Management Plan (NRMP):

In recognition of the sensitivity of the natural resources and the importance of protection, restoration, management and enforcement in protecting those resources, the Port and City shall prepare a Natural Resources Management Plan (NRMP) for the Chula Vista Bayfront. The NRMP will be designed to achieve the Management Objectives (defined below) for the Wildlife Habitat Areas. The NRMP will be an adaptive management plan, reviewed and amended as necessary by the District and City in coordination with the Wildlife Advisory Group. Because it will be frequently revised and updated, the NRMP has not been incorporated into the LUP. If there are any conflicts between the NRMP and any portion of the LUP, the provisions of the LUP shall control and take precedence.

Objective NR.1: A NRMP will be created and will meet the management objectives below.

Policy NR.1.A Taking into consideration the potential changes in functionality of Wildlife Habitat Areas due to rising sea levels, the NRMP will promote, at a minimum, the following objectives ("Management Objectives") for the Wildlife Habitat Areas:

a) Long term protection, conservation, monitoring, and enhancement of: 1) Wetland habitat, with regard to gross acreage as well as ecosystem structure, function, and value; 2) Coastal sage and coastal strand vegetation; and 3) Upland natural resources for their inherent ecological values, as well as their roles as buffers to more sensitive adjacent wetlands;

b) Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide and taking into account future sea level rise;

c) Preservation of the biological function of all Bayfront habitats serving as avifauna for breeding, wintering, and migratory rest stop uses;

d) Protection of nesting, foraging, and rafting wildlife from disturbance;

e) Avoidance of actions within the Chula Vista Bayfront area that would adversely impact or degrade of water quality in San Diego Bay or watershed areas or impair efforts of other entities for protection of the watershed;

f) Maintenance and improvement of water quality where possible and coordination with other entities charged with watershed protection activities.

Policy NR.1.B In addition to the standards described above, the NRMP will include:

a) All elements which address natural resource protection in the FEIR Mitigation Monitoring and Reporting Program ("MMRP") including but not limited to those which assign responsibility and timing for implementing mitigation measures consistent with the City's MSCP Subarea Plan;

b) Pertinent sections of the MSCP Subarea Plan;

c) References to existing District policies and practices, such as Predator management programs and daily trash collections with public areas and increase service during special events;

d) Establishment of design guidelines to address adjacency impacts, such as storm water, landscape design, light and noise and objectives as discussed in this plan;

e) Establishment of baseline conditions and management objectives; and

f) Habitat enhancement objectives and priorities.

Policy NR.1.C The NRMP will be a natural resource adaptive management and monitoring plan initially prepared in consultation with the Wildlife Advisory Group and regularly reviewed and amended in further consultation with the Wildlife Advisory Group. Periodic Review will address, among other things, monitoring of impacts of development as it occurs and monitoring the efficacy of water quality improvement projects (if applicable) and management and restoration actions needed for resource protection, resource threats, management (i.e., sea-level rise, trash, window bird strikes, lighting impacts, bird flushing, water quality, fireworks, human-wildlife interface, education and interpretation programs, public access, involvement, and use plan, management of the human-wildlife interface, wildlife issues related to facilities, trails, roads, overlooks planning, and watershed coordination) and other issues affecting achievement of Management Objectives and related to Adaptive Management Review.

Objective NR.2 Funding for the implementation of the NRMP and for the enforcement and implementation measures shall be provided by the Port and City.

Policy NR.2.A The Port and City will commit revenues or otherwise provide funding to joint powers authority ("JPA") formed pursuant to the California Marks-Roos Act, Articles 1, 2, 3 and 4 of Chapter 5 of Division 7 of Title 1 of the California Government Code.

Policy NR.2.B The Port and City will ensure the Joint Powers Authority (JPA) is specifically charged to treat the financial requirements described in this policy as priority expenditures that must be assured as project-related revenues are identified and impacts initiated. The Port and City expressly acknowledge the funding commitments contemplated herein will include, but not be limited to, funding for personnel and overhead or contractor(s)/consultant(s) to implement and ensure the following functions and activities:

a) On-site management and enforcement for parks and Wildlife Habitat Areas as necessary to enforce restrictions on human and predator access regarding Wildlife Habitat Areas;

b) Enforcement of mitigation measures including, but not limited to, trash collection, noise restrictions, removal of invasive plants, habitat restoration, and park use restrictions;

c) Coordination, development, implementation and evaluation of effectiveness of education and mitigation programs, including implementation of NRMP;

d) Evaluation of effectiveness of bird strike mitigation and design measures;

e) Water quality protections; and

f) Coordination of injured animal rehabilitation activities.

Policy NR.2.C The initial unit sale contribution shall be directed to the JPA and placed into the community benefits fund that will be non-wasting, with interest revenues committed to the specific broad categories of: Natural Resources; Affordable Housing; Sustainability/Livability; and Community Impacts and Culture. The community benefits fund revenues shall be spent within the Chula Vista Bayfront and Western Chula Vista, subject to applicable law.

Policy NR.2.D A Bayfront Community Benefits Foundation ("CBF") shall be established as a non-profit foundation. The purpose of the CBF will be to gather funds, as both endowments and operating funds, from development activity contributions within the Chula Vista Bayfront, public and private grants and gifts, and other funds as may become available; and, to distribute funds to specific public benefit projects and activities within the Chula Vista Bayfront and western Chula Vista as determined by the CBF Board of Directors within each of the following categories of activities:

- Natural Resources
- Affordable Housing
- Sustainability / Livability
- Community Impacts & Culture

Policy NR.2.E Additional funding shall be secured in an independent community foundation from the following sources:

- To support and endow the CBF, the residential developer will obligate residential homebuyers within H13 and H-14 parcels to contribute ½ of 1% of the net sale proceeds (including any loan repayments) to be distributed to such homeowner from the subsequent resale of any residential unit sold within 7-years from the date of the initial Pacifica sale of that unit other than residential units designated as affordable.

- Developer of hotel and commercial on H-15 will contribute $2,000.00 for each hotel room developed on the H-15, with such contributions to the CBF to be made in five (5) equal annual payments commencing on the first annual anniversary date of the opening of any such hotel.

Objective NR.2.5.A The following Objectives and Policies may be considered and reviewed when developing the NRMP, but shall be mandatory for new development in the Coastal Zone. No changes to the below standards shall occur without an amendment to the LUP.

Objective NR.3 Potential sea level rise impacts due to climate change shall be considered when developing the NRMP.

Policy NR.3.A Development shall consider the potential changes in functionality of Wildlife Habitat Area due to rising sea levels and coordinate management with the Port and City Climate Mitigation and Adaptation Plans.

Policy NR.3.B Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide and taking into account future sea level rise.

Objective NR.4 Designate appropriate buffer areas and protective barriers between developed area and wildlife areas.

Policy NR.4.A Designate "No Touch" Buffer Areas as defined and described in Exhibit 12. Such areas will contain fencing designed specifically to limit the movement of domesticated, feral, and small predators (e.g. dogs, cats, skunks, opossums and other small terrestrial animals [collectively, "Small Predators"]) and humans between developed park and No Touch Buffer Areas and Wildlife Habitat Areas. The fence will be a minimum 6-foot high, black vinyl chain link fence or other equally effective barrier designed to take into consideration public views of the bay and the need to protect natural resources and ensure wildlife mobility of larger predators that feed on small predators. Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence.

Policy NR.4.B Prohibit active recreation, construction of any road (whether paved or not), within No Touch Buffer Areas and "Transition Buffer Areas" with the exception of existing or necessary access points for required maintenance.

Policy NR.4.C Protect the No Touch Buffer Areas from the impacts of the Chula Vista Bayfront project including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats.

Policy NR.4.D Include additional controls and strategies restricting movement of humans and Predators into sensitive areas beyond the boundaries of the designated Buffer Areas.

Policy NR.4.E Require the Recreational Vehicle Park to install fencing or other barriers sufficient to prevent passage of predators and humans into sensitive adjacent habitat.

Policy NR.4.F Require all dogs to be leashed in all areas of the Chula Vista Bayfront at all times except in any designated and controlled off-leash areas.

Policy NR.4.G Impose and enforce restrictions on all residential development to keep cats and dogs indoors or on leashes at all times. Residential developments will be required to provide education to owners and/or renters regarding the rules and restrictions regarding the keeping of pets.

Policy NR.4.H Habitat buffers shall include a 400-foot combined buffer in the Sweetwater District.

Objective NR.5 Design lighting such that it minimizes negative impacts on wildlife.

Policy NR.5.A All roadways will be designed, and where necessary edges bermed, to ensure penetration of automobile lights in the Wildlife Habitat Areas will be minimized subject to applicable City and Port roadway design standards.

Policy NR.5.B Explicit lighting requirements to minimize impacts to Wildlife Habitat Areas will be devised and implemented for all Bayfront uses including commercial, residential, municipal, streets, recreational, and parking lots. Beacon and exterior flood lights are prohibited where they would impact a Wildlife Habitat Area and use of this lighting should be minimized throughout the project.

Policy NR.5.C All street and walkway lighting shall be shielded to minimize sky glow.

Policy NR.5.D All external lighting shall be designed to minimize any impact on Wildlife Habitat Areas, and operations and maintenance shall be devised to ensure appropriate long-term education and control of light impacts. Ambient light impacts to the Sweetwater or "J" Street Marshes will be minimized.

Policy NR.5.E Sweetwater and Otay District parks will open and close in accordance with District Park Regulations.

Policy NR.5.F Laser light shows will be prohibited.

Policy NR.5.G Construction lighting will be controlled to minimize Wildlife Habitat Areas impacts.

Policy NR.5.H In Sweetwater and Otay District parks, lighting will be limited to that which is necessary for security purposes. Security lighting will be strictly limited to that required by applicable law enforcement. All lighting proposed for the Sweetwater and Otay District parks and the shoreline promenade will be placed only where needed for human safety. Lights will be placed on low-standing bollards, shielded, and flat bottomed, so the illumination is directed downward onto the walkway and does not scatter. Lighting that emits only a low-range yellow light will be used to minimize ecological disruption. No night lighting for active sports facilities will be allowed.

Objective NR.6 Limit noise impacts on wildlife.

Policy NR.6.A Construction noise shall be controlled to minimize impact to Wildlife Habitat Areas.

Policy NR.6.B A maximum of three (3) fireworks events per year can be held, all outside of Least Tern nesting season except 4th of July, which may be allowed if in full regulatory compliance and if the nesting colonies are monitored during the event and any impacts reported to the South Bay Wildlife Advisory Group so they can be addressed. All shows must comply with all applicable water quality and species protection regulations. All shows must be consistent with policies, goals, and objectives in NRMP.

Objective: NR.7 Develop and implement an environmental education program to educate residents, visitors, tenants and workers about the natural condition of the Bay, the ecological importance of the Chula Vista Bayfront area and the public's role in the restoration and protection of wildlife resources of the Bay.

Policy NR.7.A The program must continue for the duration of the Chula Vista Bayfront project and must target both residential and commercial uses as well as park visitors.

Policy NR.7.B The environmental education program will include educational signage, regular seminars and interpretive walks on the natural history and resources of the area,

regular stewardship events for volunteers (shoreline and beach cleanups, exotic plant removal, etc.).

Policy NR.7.C The environmental education program will include adequate annual funding for personnel or contractor/consultant and overhead to ensure implementation of the following functions and activities in collaboration with the Chula Vista Nature Center or USFWS:

- Coordination of volunteer programs and events;
- Coordination of Interpretive and educational programs;
- Coordination of tenant, resident and visitor educational programs;
- Docent educational; and
- Enhancements and restoration events.

Objective NR.8 Implement design and maintenance strategies for predator management control

Policy NR.8.A Walkways, paths, and overlooks near Wildlife Habitat Areas outside of the No Touch Buffer Areas will be designed in accordance with the following:

- Alignment, design, and general construction plans of walkways and overlooks will be developed to minimize potential impacts to Wildlife Habitat Areas.
- Path routes will be sited with appropriate setbacks from Wildlife Habitat Areas.
- Paths running parallel to shore or marsh areas that will cause or contribute to bird flushing will be minimized throughout the Chula Vista Bayfront.
- Walkways and overlooks will be designed to minimize and eliminate, where possible, perching opportunities for raptors and shelter for skunks, opossums or other Predators.
- Walkways and overlooks that approach sensitive areas must be blinded, raised, or otherwise screened so that birds are not flushed or frightened. In general, walkway and overlook designs will minimize visual impacts on the Wildlife Habitat Areas of people on the walkways.

Policy NR.8.B Management of Predator impacts on Wildlife Habitat Areas shall include and comply with the following:

- Year-round, funded Predator management will be implemented for the life of the Chula Vista Bayfront project with clearly delineated roles and responsibilities for the District, City and Resource Agencies. The primary objective of such provisions will be to adequately protect terns, rails, plovers, shorebirds, over-wintering species, and other species of high management priority as determined by the Resource Agencies.
- Predator management will include regular foot patrols and utilize tracking techniques to find and remove domestic or feral animals.
- Predator attraction and trash management shall be addressed for all areas of the Chula Vista Bayfront project by identifying clear management measures and restrictions. Examples of the foregoing include design of trash containers, including those in park areas and commercial dumpsters, to be covered and self-closing at all times, design of containment systems to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons, and similar animals and adequate and frequent servicing of trash receptacles.
- All buildings, signage, walkways, overlooks, light standards, roofs, balconies, ledges, and other structures that could provide line of sight views of Wildlife Habitat Areas will be designed in a manner to discourage their use as raptor perches or nests.

Objective NR.9 Implement measures to limit urban runoff from development into wildlife areas.

Policy NR.9.A Provisions for access for non-destructive maintenance and removal of litter and excess sediment shall be integrated into these facilities. In areas that provide for the natural treatment of runoff, cattails, bulrush, mulefat, willow, and the like are permissible.

Policy NR.9.B Storm water and non-point source urban runoff into Wildlife Habitat Areas must be monitored and managed so as to prevent unwanted ecotype conversion or weed invasion. A plan to address the occurrence of any erosion or type conversion will be developed and implemented, if necessary. Monitoring will include an assessment of stream bed scouring and habitat degradation, sediment accumulation, shoreline erosion and stream bed widening, loss of aquatic species, and decreased base flow.

Policy NR.9.D Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas.

Policy NR.9.E Fine trash filters are required for all storm drain pipes that discharge toward Wildlife Habitat Areas.

Policy NR.9.G In order to ensure that sensitive resources are protected from adjacent development, fencing shall be required for the 100-foot buffer on the north side of parcel 1-a prior to any physical alterations of the site. In addition, at the time project specific development is proposed on parcels 1-a shading impacts, appropriate setbacks, step backs, and/or height reductions, will be analyzed as part of the necessary subsequent environmental review for those projects.

Objective NR.10 Form a South Bay Wildlife Advisory Group to advise the Port District and City on the creation and implementation of the NRMP, restoration plans and management issues.

Policy NR.10.A A South Bay Wildlife Advisory Group ("Wildlife Advisory Group") will be formed to advise the District and City in the creation of the NRMP, cooperative management agreements, Adaptive Management Review and any related wildlife management and restoration plans or prioritizations. The Wildlife Advisory Group will also address management issues and options for resolution. The Wildlife Advisory Group will initiate and support funding requests to the District and City, identify priorities for use of these funds and engage in partnering, education, and volunteerism to support the development of the Chula Vista Bayfront in a manner that effectively protects and enhances the fish, wildlife, and habitats of the area and educates and engages the public. The Wildlife Advisory Group will meet as needed, but at a minimum of every six (6) months for the first ten (10) years and annually thereafter.

Policy NR.10.B The Wildlife Advisory Group will meet to: (i) determine the effectiveness of the NRMP in achieving the Management Objectives; (ii) identify any changes or adjustments to the NRMP required to better achieve the Management Objectives; (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives; and (iv) review priorities relative to available funding. At its periodic meetings, the Wildlife Advisory Group may also consider and make recommendations regarding (a)

implementation of the NRMP as needed, (b) Adaptive Management Review and (c) NRMP Amendments.

Policy NR.10.C The Wildlife Advisory Group will advise the JPA on expenditure of the Community Benefits Fund consistent with this plan subject to applicable law. Written recommendations from the Wildlife Advisory Group will be forwarded to the District and City for consideration on key decisions as the build-out of the Chula Vista Bayfront project occurs.

Objective NR.11 Prior to issuance of any building permits, building plans shall be reviewed by a qualified biologist retained by the developer and approved by the Port or the City, to verify that the proposed building has incorporated specific design features to avoid or to reduce the potential for bird strikes.

Policy NR.11.A The following lighting design guidelines shall be followed in order to prevent bird strikes:

- No solid red or pulsating red lights shall be installed on or near the building unless required by the Federal Aviation Administration (FAA).
- Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 seconds between flashes) white strobes shall be used.
- No solid spot lights or intense bright lights shall be used during bird migration periods in the spring (from March to May) and Fall (from August to October). All event lighting shall be directed downward and shielded, unless such directed and shielded minimized light spills beyond the area for which illumination is required.
- Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and way finding, including signage for building identification and way finding.
- Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required.
- Office space, residential units, and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied.
- Office space, residential units, and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting.

Policy NR.11.B The following guidelines shall be followed when designing glass and reflective surfaces in the Bayfront Development.

- Use of reflective coatings on any glass surface is prohibited.
- Buildings shall incorporate measures to the satisfaction of the Port or the City to indicate to birds that the glass surface is solid by creating visual markers and muting reflection.
- Project design standards will encourage window stencilling and angling.

These measures may include but are not limited to the following:

i. Glass surfaces which are non-reflective

ii. Glass surfaces which are tilted at a downward angle
iii. Glass surfaces which use fritted or patterned glass
iv. Glass surfaces which use vertical or horizontal mullions or other fenestration patterns
v. Glass surfaces which are fitted with screening, decorative grills, or louvers
vi. Glass surfaces which use awnings, overhangs, bris sole, or other exterior sun-shading devices
vii. Glass surfaces which use external films or coatings perceivable by birds
viii. Artwork, drapery, banners, and wall coverings that counter the reflection of glass surfaces or block "see through" pathways.

Policy NR.11.C Buildings heights, massing and set-backs shall be designed to minimize bird strikes.

- Structure design will include secondary and tertiary setbacks and, to the maximum extent possible, stepped back building design, protruding balconies, recessed windows, and mullioned glazing systems, shall be incorporated to the extent feasible. Balconies and other elements will step back from the water's edge.
- Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and "see through" pathways through lobbies, rooms and corridors, shall be avoided except for minor features intended to enhance view opportunities at grade level and only when oriented away from large open expanses.
- Buildings shall be sited and designed to minimize glass and windows facing Wildlife Habitat Areas to the maximum extent possible.
- Parcels containing surface parking, such as those depicted for the Sweetwater District, will be designed with parking lots located nearer to the Wildlife Habitat Areas. Site plans on parcels adjacent to Wildlife Habitat Areas will maximize distance between structures and such areas.

Policy NR.11.D Landscaping shall be designed to minimize bird strikes on surrounding buildings.

- Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces.
- In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass.
- Interior plants shall be located a minimum of 10 feet away from glass surfaces to avoid or reduce the potential for attracting birds.

Policy NR.11.E Owners and operators of buildings will conduct ongoing public education programs to ensure that bird-strike avoidance policies are followed by building users.

- The owner or operator of each building shall implement an ongoing procedure to the satisfaction of the Port or the City to encourage tenants, residents, and guests to close their blinds, drapes, or other window coverings to reduce or avoid the potential for bird strikes.

- The owner or operator of each building shall enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and shall implement ongoing tenant, resident, and guest education strategies, to the satisfaction of the Port or the City,

to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with the building.

Policy NR.11.F Project applicants shall develop a bird strike monitoring program for their proposed projects. For Phase I projects, the project applicant shall retain a qualified biologist to design a protocol and schedule, in consultation with the U.S. Fish and Wildlife Service and subject to the approval of the Port or City, as appropriate depending on jurisdiction, to monitor bird strikes which may occur during the first 12 months after the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port or the City, as appropriate depending on jurisdiction, in coordination with the U.S. Fish and Wildlife Service, will evaluate whether further action is required, which may include further monitoring or redesign of structures for future phases.

Policy NR.11.G Bird strikes must be monitored and measures developed to address persistent problem areas in accordance with the Natural Resources Management Plan (NRMP). Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management such that impacts on birds are avoided or minimized. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs.

IV. SUBAREA DEVELOPMENT OBJECTIVES AND POLICIES

In addition to the areawide objectives and plan provisions, this LUP provides site-specific development and design provisions that are unique to each of the three individual subareas within the local coastal zone. In the event of a conflict, the subarea provisions shall supersede area wide provisions, A summary of the subareas and land uses identified within each subarea is provided in Table 4-1.

Table 4-1 Subarea Zoning Types

Subarea	Zoning
Subarea 1: Sweetwater District	Commercial – Visitor (C-V)
	Commercial – Thoroughfare (C-T)
	Parks and Recreation (P-R)
	Open Space (O-S)
	Industrial – General (I-G)
Subarea 2: Harbor District	Commercial – Visitor (C-V)
	Commercial – Professional and Administrative (C-P)
	Industrial – General (I-G)
	Industrial – Research and Limited (I-RL)
	Residential – Mixed Harbor District (R-MH)
	Public/Quasi - Public (P-Q)
	Open Space (O-S)
Subarea 3: Otay District	Commercial – Visitor (C-V)
	Industrial – General (I-G)
	Industrial – Research and Limited (I-RL)
	Industrial – Limited (I-L)

This subarea component of the LUP focuses the areawide policies on the unique characteristics and needs of each planning subarea and provides greater policy detail for site-specific development issues, where applicable. Some of the development issues may not have Subarea specific conditions and would therefore be guided by the areawide objectives and policies.

The three subareas are addressed below in two sections. The first section is the Special Subarea Conditions and the following section is the Subarea Objective/Policies discussion. The first section provides a general description of existing Subarea conditions. The second section provides basic objectives as well as specific policy provisions used to guide development and resource enhancement within each Subarea of the Chula Vista Bayfront area. Within the three subarea discussions, the objectives and policies consist of the same five issue categories addressed in the Areawide Section (Section III) of the LUP. The five issue categories are Land Use; Circulation, Public Access, and Parking; Physical Form and Appearance; Utilities and Areawide Grading; and Environmental Management.

A. SUBAREA 1 – SWEETWATER DISTRICT

1. Special Subarea Conditions

Subarea 1, Sweetwater District covers approximately 369 acres of land, plus 39 acres of land covered by the northern inland parcel. The majority of the land within this subarea is owned by the Federal Government and is operated by the USFWS as the Sweetwater Marsh National Wildlife Refuge. USFWS lands include approximately 316 acres of important salt marsh and coastal uplands wildlife habitat within the LCP Planning Area (Sweetwater and F&G Street Marshes). Government ownership ensures that any development under that ownership will be consistent with Federal environmental protection laws.

The remainder of the ownerships in this subarea, within the LCP Planning Area, consists of SDG&E, San Diego and Arizona Eastern Railway Company, and Union Pacific Railroad Company easements; a City of Chula Vista parcel; and four parcels located along the eastern edge of the Sweetwater District that are owned by private entities. Two parcels in the Sweetwater District (inland parcel) are also owned by private entities including Wal Mart and Best Buy, as well as other various industrial owners. The remaining six Sweetwater District parcels were previously owned by a private entity but were transferred to the Port as part of the land exchange, which is addressed in the land exchange parcels discussion under Subarea 2, and as such are governed by the provisions set forth in the Port Master Plan.

The primary use of the Sweetwater Subarea parcels within the LCP Planning Area, but outside of the Sweetwater Marsh National Wildlife Refuge, is commercial and industrial (inland parcel), including a small motel, restaurants, an office building Wal Mart, Best Buy and other industrial uses.

2. Subarea Objective/Policies

<u>Land Use</u>

Objective SA1.LU.1 *Implement the land exchange to minimize impact to environmentally sensitive lands from potential development adjacent to the Sweetwater Marsh National Wildlife Refuge and place more intensive development on less environmentally sensitive lands in Subarea 2. Development of parcels under Port jurisdiction in the Sweetwater District is governed by the provisions of the Port Master Plan.*

Policy SA1.LU.1.A Development intensity within this area is determined by building heights and site development standards. Development in this area shall be coordinated with the Port and other regulatory agencies.

<u>Circulation, Public Access, and Parking</u>

Areawide policies apply. No additional subarea specific policies have been identified.

<u>Physical Form and Appearance</u>

Objective SA1.PF.1 *Maximize the sense of arrival to the Bayfront via the "E" Street entry and provide clearly identifiable gateways to the Bayfront.*

Policy SA1.PF.1.A Provide a clearly identifiable gateway to the Bayfront at the intersection of Bay Boulevard and "E" Street concurrent with the development occurring between "C" and "F" Streets.

Policy SA1.PF.1.B The Bay Boulevard and "E" Street entry shall be a primary northern entry into the Bayfront. This gateway shall provide a memorable image of the Bayfront. Landscape framing and architectural elements flanking the entry that protects and enhances public views must reflect the importance of this entrance.

Policy SA1.PF.1.C A canopy of trees shall be provided along both sides of Bay Boulevard at the Southbound I-5 off-ramp to "E" Street/Bay Boulevard. The "E" Street/Bay Boulevard intersection shall be enhanced with landscaping, signage, lighting, paving, and other features, which will identify it as a northern pedestrian, vehicular, and bicycle gateway to the Bayfront.

Utilities and Areawide Grading

Areawide policies apply. No additional subarea specific policies have been identified.

Environmental Management

Objective SA1.EM.1 Protect, maintain, and enhance wildlife habitat within the Sweetwater Marsh National Wildlife Refuge while allowing public enjoyment of coastal resources.

Policy SA1.EM.1 The environmental management policies established in this LUP, and in the future Natural Resources Management Plan, which protect and enhance the wetlands and habitat areas, shall be implemented to ensure that any development permitted on adjacent parcels will be consistent with the needs of the adjacent National Wildlife Refuge.

Park Development

Objective SA1.P.1 Ensure strong pedestrian access to parks in the Sweetwater Subarea and between these parks and other areas of the bayfront.

Policy SA1.P.1.A The concept approval for the Signature Park will include a refined plan to address the linkage between parks over the F and G Street channel. The design will ensure that the linkage between the two areas of the Signature Park is easily accessed, obvious, and allows visitors to flow naturally and safely between the two areas of the park. A pedestrian bridge will be evaluated and, if necessary, a supplemental environmental review will be performed to address any necessary issues prior to the concept approval being forwarded to the Board of Port Commissioners.

Policy SA1.P.1.B Create a meandering pedestrian trail constructed of natural material that is easily maintained and interwoven throughout the Signature Park.

Policy SA1.P.1.C Create, as part of the E Street Extension, a pedestrian pathway/bridge to provide a safe route for pedestrians to walk and to transition from the Sweetwater District to the Harbor Park Shoreline Promenade and park in the Harbor District.

Policy SA1.PD.1.E Provide a meandering public trail along the entire length of the Bayfront. Leave unpaved the meandering trail within the Sweetwater Park and adjacent to Buffer Areas

Objective SA1.P.2 Sweetwater District Public Parks shall be designed to minimize impacts on adjacent wildlife areas.

Policy SA1.P.2.A The parks will be Passive in nature and encourage Passive recreation, be low-impact and contain minimal permanent structures. Structures will be limited to single-story heights and will be limited in function to restrooms, picnic tables, shade structures and overlooks. The term "Passive" will mean that which emphasizes the open-space aspect of a park and which involves a low level of development, including picnic areas and trails. In contrast, active recreation is that which requires intensive development and includes programmable elements that involve cooperative or team activity, including, ball fields and skate parks.

Policy SA1.P.2.B The parks will be constructed using low water-use ground cover alternatives where possible.

Policy SA1.P.2.C Pedestrian and bike trails will be segregated where feasible. A meandering public trail will be provided along the entire length of the Bayfront. The meandering trail within the Sweetwater Park and adjacent to Buffer Areas will not be paved.

Policy SA1.P.2.D The parks will not include athletic field amenities.

Policy SA1.P.2.E No unattended food vending will be allowed.

Policy SA1.P.2.F The parks will include enforcement signage that prohibits tenants, employees, residents, or visitors from feeding or encouraging feral cat colonies and prevents feral cat drop-off or abandonment of pets; and prohibits leash free areas near buffers.

Policy SA1.P.2.G The use of amplified sound equipment will be prohibited.

Policy SA1.P.2.F Reservations for group events and activities will be prohibited.

B. SUBAREA 2 – HARBOR DISTRICT

1. Special Subarea Conditions

Subarea 2, Harbor District generally extends from the north side of "F" Street to the south side of "J" Street and contains approximately 195 acres of land. The primary land use in the Harbor Subarea is the Goodrich industrial and manufacturing facility. This was an existing use at the time the Chula Vista Bayfront LCP was first adopted. When the facilities were constructed, landscaping and building aesthetics were not an issue of concern. This use is anticipated to remain, and limited expansion is permitted under the provisions of this Plan. However, landscaping and other aesthetic improvements for the existing, as well as new development, is desirable. A Fire Station is planned to be built on Pacel 2c in the Harbor District.

The balance of land within the Harbor Subarea is owned by the USFWS, Foster Properties, Pacific Trust Bank, the City of Chula Vista Successor Agency, the State of California, and a private entity as a result of the land exchange.

Land Exchange Parcels

The six parcels that transferred from a private entity's control and City jurisdiction to Port ownership and jurisdiction include CVBMP Parcels S-1, S-2, S-3, SP-1, SP-2, and SP-3, which are covered by the provisions of the Port Master Plan. The four parcels that transferred from Port ownership and jurisdiction to a private entity's ownership and City jurisdiction, and are covered by the provisions of this LCP, include CVBMP Parcels H-13, H-14, H-15, and HP-5,. A cross-reference of the LCP Planning Area parcel numbers and CVBMP parcel numbers is summarized below in Table 4-2 and shown in Exhibit 13. The parcels involved in the land exchange are shown in Exhibit 5.

Table 4-2 Cross-Reference of LCP Planning Area Parcel Numbers and Chula Vista Bayfront Master Plan Parcel Numbers

LCP Planning Area Parcel Numbers	Chula Vista Bayfront Master Plan Parcel Numbers
1-a	S-4
1-f	S-5
2-f	H-13, H-14 and HP-5
2-h	H-15
SDG&E Easement	SP-4, SP-6
Railroad Easement	SP-5, SP-7

The LUP Policies for Parcel Areas 2-f and 2-h are precise and mandatory. Any proposed revisions to the limitations on development described below, including proposed uses, maximum square footage, density, building heights, building massing, or required design features and elements, will require an LUP amendment.

Parcel Area 2-f is located just east of the Chula Vista Marina in Subarea 2 (Exhibit 7). This parcel area covers approximately 23 acres. The existing land is entirely undeveloped. Proposed development of Parcel Area 2-f consists of mixed residential with a maximum of 1500 units and supporting ancillary retail uses up to 15,000 square feet. Residential buildings range from 4 to 19 stories and a maximum of 200 feet in height. Parcel Area 2-f zoned and designated as R-MH will contain development blocks that will have individual building footprints and towers of varying heights. Off-street parking spaces will be provided for Parcel Area 2-f in accordance with Policy A.PK1 for residences. The required parking will be located in parking structures both below- and above-grade. The above-grade parking structures will be generally located in the center of the residential structures, generally surrounded and enclosed by the residential and ancillary retail uses in order to minimize their visibility.

Parcel Area 2-h is located directly east of Parcel Area 2-f in Subarea 2. These two parcel areas are divided by the new road, Street A. Parcel Area 2-h is approximately 10 acres. Existing land use is industrial with multiple buildings. Proposed development consists of office, retail, and a hotel. This parcel area includes up to 420,000 square feet (excluding structured parking) of mixed use office and commercial/retail use, and a 250-room hotel. The hotel is a maximum of 233,000 square feet (excluding structured parking) with a maximum height of 140 feet. Parcel Area 2-h off-street parking spaces will be provided in accordance with Policy A.PK1 for hotels and professional/office space. The required parking will be located in parking structures both above- and below-grade. The above-grade parking structures will be generally located in the center of the commercial structures, surrounded and enclosed by the office, retail, and hotel uses in order to minimize their visibility.

N
Subarea 1
Sweetwater District
Subarea 2
Harbor District
Subarea 3
Otay District
San Diego Bay
Feet
0 650 1,300 2,600 3,900 5,200
LCP Planning Area
LCP Parcel Areas Within the CVBMP
HP-6 CVBMP Parcel Areas Within the LCP
CVBMP Parcels
Rail Road Easement
City of Chula Vista
Chula Vista Bayfront Master Plan Redevelopment Area (CVBMP)
Project Roads
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 13
LCP and CVBMP Overlap

2. Subarea Objective/Policies

Land Use

Objective SA2.LU.1 Provide a well-planned and well-designed, mixed-use, pedestrian-oriented development with amenities within Parcel Areas 2-f, and 2-h.

Policy SA2.LU.1.A Parcel Areas 2-f, and 2-h will be developed with land uses in the pattern indicated on the Land Use Map, Exhibit 8. These parcels include up to 1500 residential units, 420,000 square feet of mixed use office and commercial/retail use, a 250-room hotel, and off-street parking structure spaces.

Policy SA2.LU.1.B Development within Parcel Areas 2-f and 2-h shall be subject to the provisions of the LUP, Specific Plan regulations and City site plan review. Devlopment within these areas are also subject to a Coastal Development Permit, which must be approved prior to any development within these parcel areas.

Policy SA2.LU.1.C The following shall be the allocation of maximum permitted land uses/major development intensity for the Harbor Subarea:

Residential	105 Dwelling Units per Acre
Retail	15,000 square feet
Commercial Visitor	250 Rooms
Commercial Professional/Administrative/retail	420,000 square feet

Policy SA2.LU.1.D Development within Parcel Area 2-f shall include mixed residential development with a combination of high-rise, mid-rise, and low-rise residential development with ancillary retail uses and public spaces. Parcel Area 2-h will include hotel, retail, and professional office uses. By combining these uses into one development area with the facets of numerous activities, the area will become a more active, economically viable, and desirable location. The development will be pedestrian-oriented and will ultimately consume less energy than if these activities were separate and discrete.

Policy SA2.LU.1.D.1 Development within Parcel Area 2-f shall be designed with public spaces and visual connections that will relate the new development to the surrounding environment and encourage public access. Exhibit 14 shows the location of these required elements, including features such as a “woonerf walk;” that is, a pedestrian corridor where pedestrians and cyclists are given priority. This walk shall connect through the site in an east–west orientation to the marina. The project shall also include a north–south garden walk that connects through the site and is intersected by several publically accessible plazas including a plaza near “J” Street that incorporates ground-level retail such as a cafe and two other large plazas with public art and water features. The garden walk shall be located so as to connect up with the pedestrian promenade envisioned to extend through the mixed-use development planned to be built north of the site in future phases of the CVBMP. The woonerf and garden walks shall be designed to bring the public into the project site to avoid the feeling of a “private” community. On the west side of the project, a “marina walk” also brings the pedestrian into the site.

Policy SA2.LU.1.D.2 Development within Parcel Area 2-f shall also incorporate ground-level retail or other pedestrian friendly commercial recreational uses interspersed between residential units and on street corners, including along Marina Parkway, at the

ROW HOUSES ADJACENT TO MARINA WALK
CAFE ON PEDESTRIAN PLAZA
J STREET GATEWAY PARK
MARINA
MARINA PARKWAY
MARINA WALK
RIVERWEP WALK
GARDEN WALK
PUBLIC PLAZAS WITH PUBLIC ART & WATER FEATURES
HD - 1A
HD - 2A
HD - 3A
HD - 4A
HD - 1B
HD - 2B
HD - 3B
J STREET
HOTEL
OFFICE
OFFICE
RETAIL
J STREET
J STREET
Potential Location of Required Retail Nodes
Land Exchange Illustrative
Chula Vista Bayfront Local Coastal Plan
Chula Vista, California
Exhibit 14
Land Use Plan

northeast corner of J Street and Marina Parkway, and at key corners in the interior of the project where the plazas are located in order to draw the public in and make the public feel welcome within the development.

Policy SA2.LU.1.E New residential development within Parcel Area 2-f shall be subject to a 200-foot height limit.

Policy SA2.LU.1.F New hotel development within Parcel Area 2-h shall be subject to a 130-foot height limit.

Policy SA2.LU.1.G New office/retail development within Parcel Area 2-h shall be subject to a 110-foot height limit.

Policy SA2.LU.1.H Residential development within the R-MH zoning shall have a maximum development intensity of 105 dwelling units per acre.

Policy SA2.LU.1.I Residential development shall provide usable open space at a rate of 140 sf / unit.

Policy SA2.LU.1.J Commercial – Professional and Administrative development on Parcel Area 2-h shall have a maximum floor area ratio (FAR) of 2.0.

Policy SA2.LU.1.K Commercial – Visitor development on Parcel Area 2-h shall have a maximum FAR of 2.0.

Policy SA2.LU.1.L In order to maintain existing view corridors within the Harbor District, development on Parcels 2-f and 2-h (refer to Exhibit 8a) shall be designed to meet the following standards:

- Development shall incorporate building set-backs and step-backs to reduce the visual impact of building massing and to further widen the public view corridor. Set-backs and step-backs shall result in a 70' wide minimum public view corridor width at podium level and 95' wide minimum public view corridor width at tower level.
- Residential development on Parcel 2-f adjacent to J Street shall be set back 65 feet from the curb. This will enable an enhanced public view corridor and public streetscape for café and restaurant street seating.
- Proposed residential towers on Parcel 2-f shall be sited to gradually step downward in height from north to south reflecting the more intensive proposed land-uses to the north and the environmental preserve to the south.
- The building set-back for the hotel on Parcel 2-h at ground level along J Street between the I-5 Corridor and A Street shall be 65 feet measured from the north curb of J Street. This will result in an enhanced public view corridor from Interstate 5. Uses such as a hotel pool will be permitted in the set-back so long as the public view to the bay from the J Street I-5 Overpass is not impeded.
- The public view corridors identified in Exhibit 8a shall align with the existing corridors between the buildings that are currently located east of 2-h and west of Bay Boulevard (630 Bay Boulevard, 660 Bay Boulevard, and from 660 Bay Boulevard to the hotel). From north to south, these existing buildings are currently occupied by Pacific Trust Bank, Fresenius Medical Care/JP Motor Sports, and National University/Intuitive Innovations.

Circulation, Public Access, and Parking

Objective SA2.C.1 *Provide vehicular access that integrates with the Port Master Plan; provide pedestrian-oriented development with access to coastal and other local amenities; provide bicycle circulation routes; and provide parking that accommodates the proposed new development.*

Policy SA2.C.1.A Pedestrian and bicycle connections shall be provided from all residential parcels, with access across public roads to the primary Bayfront pedestrian and bicycle routes (Exhibits 9c and 9d).

Policy SA2.C.1.B Vehicle parking areas within the Harbor District should be visually obscured to achieve a pedestrian-oriented, village-scale atmosphere with connected open space areas.

Policy SA2.C.1.C On-street parking shall be provided to encourage patronage of retail establishments, slow traffic, and enhance the village-scale atmosphere.

Policy SA2.C.1.D Subterranean parking shall be located at or below existing grade. Parking structures at grade shall be screened or partially screened by residential, commercial, office, retail, or hotel uses; or by earth bermed-up against the structure to a minimum of 4 feet in height where the parking structure exterior wall is otherwise exposed. Maximum slope for the berm shall be 2:1 or less, as required by City streetscape standards. To the extent that all or a portion of the structure is below the new finish grade, that portion of the structure shall be considered "subterranean."

Policy SA2.C.1.E Any portion of a parking structure 4 feet or more above finish grade shall be considered a building for setback purposes. Such structures shall be given special architectural/landscaping treatment to reduce visual impacts. Above-grade parking shall be constructed of permanent materials (demountable steel structures are not allowed).

Objective SA2.C.2 *Ensure that the hotel development in the Harbor Subarea accomodates and is accessible to the broader Chula Vista community.*

Policy SA2.C2.A Open spaces integrated into the hotel must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.

Policy SA2.C2.B Public access and other path-finding signage shall be placed at strategic locations throughout the hotel complexes and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities.

Policy SA2.C2.C To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel development and associated outdoor areas shall contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATM's, public art or gift shops easily accessible to the public.

Policy SA2.C2.D Ensure that the residential portion of the plan is designed to encourage public access and "feet on the street" with features such as a "woonerf walk," where pedestrians and cyclists are given priority.

Policy SA2.C2.E Ensure that the residential portion of the plan invites the public into the project to avoid the feeling of a "private" community by including a north–south garden walk that connects through the site and is intersected by several plazas including a plaza near "J" Street that incorporates ground-level retail such as a cafe and two other large plazas with public art and water features. Locate the garden walk so as to connect up with the pedestrian promenade to extend through the mixed-use development planned to be build north of the site in future phases of the master plan.

Policy SA2.C2.F Ensure that the residential portion of the development includes a "marina walk" on the west side of the project that brings the pedestrian into the site. Further enhance the experience by creating an interspersing of ground-level retail between residential units and on street corners.

Physical Form and Appearance

Objective SA2.P.1 Provide clearly identifiable gateways to the Bayfront, preserve existing views and create enhanced views with development, and encourage high-quality, well-integrated, mixed-use development.

Policy SA2.P.1.A The intersections of Bay Boulevard with "H" Street, and "J" Street shall be primary entries into the Bayfront. These gateways shall establish a memorable image for the Bayfront. Landscape framing and architectural elements flanking the entry that protects and enhances public views to the bay shall reflect the importance of these entrances.

Utilities and Areawide Grading

Objective SA2.U.1 Allow development intensity that provides for the economic development of the Bayfront, within the capacity of public service and infrastructure systems. Grading design shall result in (1) all habitable spaces situated above the 100-year flood level, (2) to the extent possible, parking spaces obscured from view, (3) adequate slopes for surface drainage; and (4) project balance with on-site grading.

Policy SA2.U.1.A New development within Harbor District shall locate, to the extent possible, first level parking slabs on or near existing grades. This will ensure that (1) all activity levels (vs. parking levels) are above the 100-year flood line, (2) the major circulation arteries coincide with these activity levels, and (3) most parking is hidden.

Policy SA2.U.1.B No new development that requires excavations to a ground level requiring permanent de-watering shall be permitted.

Policy SA2.U.1.C No import or export of soil that will have significant environmental impacts shall be permitted to balance grading quantities, without an environmental analysis and mitigation program.

Policy SA2.U.1.D Cut and fill activity shall be consistent with the Army Corps of Engineers requirements.

Policy SA2.U.1.E The provision of all utilities and service shall be achieved and timed to serve new development through public facilities programs or by agreements with the City and the Port, or some combination thereof.

Environmental Management

Objective SA2.E.1 Protect environmentally sensitive lands in the Harbor District while implementing a land exchange option that places more intensive residential development on disturbed lands.

Policy SA2.E.1.A Activity along most sensitive areas adjoining wetlands shall be restricted per land use designations. Intense development shall be set back from sensitive edges and clustered toward the central portion of the site.

Policy SA2.E.1.B The siting and orientation of major high-rise buildings shall respect the adjacent environmentally sensitive issues.

Policy SA2.E.1.C New development shall obtain all necessary permits to minimize impacts to, or from, environmental conditions such as required hazardous site assessments and wetland impact analyses.

Objective SA2.E.2 Consistent with the requirements of the NRMP referenced above, developments on 2h and 2f must be designed to be sensitive to adjacent wildlife areas.

Policy SA2. E.2 As part of its specific residential building designs focusing on the building elevations along J-Street facing south and along Marina Parkway facing west, developers will:

- Make a good faith effort to incorporate fenestration designs that obviate significant bird strike potential. Appropriate designs may include such features as stepped back building designs, protruding balconies, recessed windows, window cut-ups and/or other fenestration design techniques, with any technique to be considered in light of restricting raptor perching potential;
- To the extent significant bird strike potential remains notwithstanding the design techniques described above, make a good faith effort to investigate and incorporate other economically feasible design and/or construction measures identified as potential mitigation measures in the Final EIR such that bird strike impacts are considered mitigated;
- Limit exterior lighting within the residential project to only that necessary and appropriate for resident and general public safety and for informational signage. Walkway lights will be located on low pedestals;
- Ensure its projects contain no residential building accent lighting, beacon or flood lighting;
- Shield exterior lighting within its residential project to restrict intrusion into the J-Street habitat areas; and
- Install only non-invasive plant species within its residential, office and hotel projects.

Objective SA2.E.3 Development in the Harbor District should be designed in a sustainable and energy efficient manner as possible.

Policy SA2.E.3.A Buildings should meet a LEED Standard of Energy Design, the specific standard level to be determined through subsequent investigations, analyses and discussions in good faith between devlopers of parcels 2-f and 2-h and the Bayfront Coalition;

Policy SA2.E.3.B Construction should meet an enhanced energy efficiency standard of Title 24 2008 Plus 20%.

Policy SA2.E.3.C Development should utilize solar pool heating and solar hot water heating systems for all common area facilities to the fullest extent feasible given design limitations on appropriate solar panel locations.

Policy SA2.E.3.D Projects should utilize C-10 licensed contractors for installation of PV systems.

Policy SA2.E.3.E Developers should install Energy "Star" qualified products where such products are generally equivalent in quality and cost to competing products.

Policy SA2.E.3.F Make a good faith effort to investigate and incorporate other products, materials and techniques to reduce energy consumption and generate energy on-site where such products, materials and techniques are deemed by the project developer to be cost effective.

Objective SA2.E.4 Development in the Harbor District should be placed at an adequate distance from existing hazardous material generators to protect the health of residents.

Policy SA2.E.4 Development of residential units shall maintain the following minimum separations from its residential developments: (a) 1,000-foot distance from the BF Goodrich facilities north of H-Street; (b) 1,000-foot distance from the existing power plant south of J Street; and, (c) 500-foot distance from the existing I-5 freeway main lanes.

Objective SA2.E.5 Development in the Harbor Subarea should protect the health of residents and wildlife areas by remediating any contamination before construction begins.

Policy SA2.E.5.A Parcels contaminated with hazardous materials will be remediated to levels adequate to protect human health and the environment.

Policy SA2.E.5.B Secure the approval of all agencies having jurisdiction over contaminated soil and/or soil gas remediation activities required in conjunction with the development by NCVW of the Exchange Properties.

Policy SA2.E.5.C Ensure no development of 2-f and 2-h will occur prior to required contamination remediation and approval of agencies having such jurisdiction.

Objective SA2.E.6 Construction and development of parcels 2-f and 2-h shall be carefully managed to reduce impacts from dewatering on adjacent wildlife habitat.

Policy SA2.E.6.A Prepare and submit a Plan for approval of all agencies having jurisdiction to address groundwater contamination issues associated with temporary construction dewatering.

Policy SA2.E.6.B Secure the approval of all agencies having jurisdiction to regulate foundation designs that penetrate groundwater.

Policy SA2. E.6.C Design development on 2-f and 2-h such that it will not result in any permanent dewatering discharges into San Diego Bay or other water courses;

C. SUBAREA 3 – OTAY DISTRICT

1. Special Subarea Conditions

The Otay District is located generally south of "J" Street and west of I-5. The Otay River is this subarea's southern boundary. This area is within the Coastal Zone but only a limited number of parcels are within the LCP Planning Area, Subarea 3. Approximately 158 acres and 13 parcel areas are within the Subarea 3 LCP boundary. An additional inland parcel area (Parcel Area 3-k) within Subarea 3 is located south of the western end of Faivre Street, adjacent to the San Diego Trolley tracks. The site was annexed to Chula Vista in December 1985 as a part of the Montgomery Annexation. It is approximately 10 acres in size and is primarily used as a lumber yard distribution facility and open space. These current uses are unsightly and are especially visible from the trolley tracks, which are elevated along the western edge of the parcel. None of the parcels in the Otay District are part of the land exchange; therefore no changes in land use occur as a result of the implementation of the CVBMP.

2. Subarea Objective/Policies

<u>Land Use</u>

Areawide policies apply. Additional subarea specific policies have been identified below for the Faivre Street parcel (3-k).

Objective S3.LU.1 *Improve the appearance of the current uses and establish a land use designation and development regulations which are consistent with the City's land use planning and regulatory structure.*

Policy S3.LU.1.A The City shall endeavor to improve the screening and landscaping of the site and shall require such improvements to current City standards with any new use or development permit approed for the site.

Policy S3.LU.1.B All development proposals shall demonstrate that proposed improvements are located outside of the 100 year frequency storm flood hazard zone.

<u>Circulation, Public Access, and Parking</u>

Areawide policies apply. No additional subarea specific policies have been identified.

<u>Physical Form and Appearance</u>

Objective S3.C.1 *Maximize the sense of arrival to the Bayfront via the "J" Street entry and provide clearly identifiable gateways to the Bayfront.*

Policy S3.C.1.A Provide a clearly identifiable gateway to the Bayfront at the intersection of Bay Boulevard and "J" Street concurrent with the development occurring between "I" and "L"/Moss Streets.

Policy S3.C.1.B The Bay Boulevard and "J" Street entry shall be a primary southern entry into the Bayfront. This gateway shall provide a memorable image of the Bayfront. Landscape framing and architectural elements flanking the entry that protects and enhances public views of the bay must reflect the importance of this entrance.

Policy S3.C.1.C Immediately west of the freeway, future buildings on the south side should be sited and designed to reinforce the sense of entry created by landscaping.

Policy S3.C.1.D The "J" Street/Bay Boulevard intersection shall be enhanced with landscaping, signage, lighting, paving, and other features, which will identify it as a southern pedestrian, vehicular, and bicycle gateway to the Bayfront.

Utilities and Areawide Grading

Areawide policies apply. No additional subarea specific policies have been identified.

Environmental Management

Areawide policies apply. No additional subarea specific policies have been identified.