

25 Year Three Phase Plan

The approximately 556-acre CVBMP project area is divided into three districts: the northern 130-acre Sweetwater District; the central 282-acre Harbor District; and the southern 144-acre Otay District. The CVBMP project is proposed to be developed in four phases over an approximately 24-year period. Construction of Phase I and II components would begin upon project approval and conclude approximately five years later. Phase I components are envisioned to consist of high-quality development and public improvements that would be concentrated in the Harbor and Sweetwater Districts Phase III would start in 2013 with an expected completion date of 2017. Phase IV is anticipated to conclude in 2031.

The proposed construction phasing schedule for the CVBMP represents a “best-case scenario” and will be contingent upon and subject to many factors,

Phase I components of the Proposed Project, as well as proposed roadway and infrastructure improvements in the Sweetwater and Harbor Districts, are analyzed in this report at a project specific level and the Phase II, III, and IV components are analyzed at a programmatic level. The nature and extent of additional environmental review, which may be required for the Phase II, III, and IV components, will be determined pursuant to State CEQA Guidelines Section 15168.

Sweetwater District

TABLE 1-1

Proposed Phase I Development for the Sweetwater District

Parcel Number	Proposed Use	Proposed Development
SP-3	Nature Center Parking and Access Road	3 acres
S-2	Signature Park/Open Space	18 acres

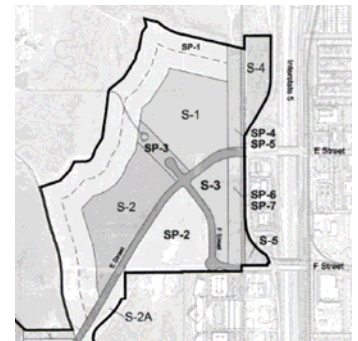


TABLE 1-2

Proposed Phase II Development for the Sweetwater District

Parcel Number	Proposed Use	Proposed Development
SP-1	Ecological Buffer	41 acres
SP-2	Seasonal Wetland	14 acres
S-2A	Open Space	3 acres

There is no development planned for Phase III in Sweetwater.

TABLE 1-3

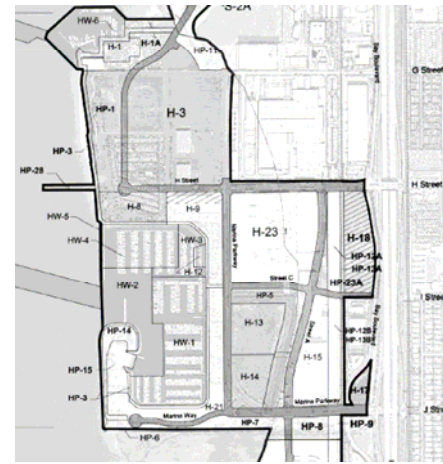
**Proposed Phase IV Development
for the Sweetwater District**

Parcel Number	Proposed Use	Proposed Development
S-1	Resort Hotel	500-750 rooms, 2-8 stories, 40-100 feet high
SP-4, SP-5, SP-6, SP-7, S-5	Parks/Open Space	11 acres
S-3	Mixed-Use Office/Commercial Recreation	80,000-120,000 square feet, 2-3 stories, 30-45 feet high
S-4	Office	120,000 square feet, 8 stories, 125 feet high

Harbor District

Proposed Phase I Development for the Harbor District

Parcel Number	Proposed Use	Proposed Development
HP-1, H-8	Signature Park	17 acres
HP-3	Shoreline Promenade (abutting HP-1 and H-8)	3 acres
HP-5	Wetlands and Buffer	9 acres
H-3	Resort Conference Center	1,500–2,000 hotel rooms; 415,000 square feet net conference space; 100,000 square feet restaurant; 20,000 square feet retail; 300 feet high
H-9	Interim Park/Landscaping	2 acres
H-13, H-14	Residential	1,500 units; 19 stories; 220 feet high
H-13, H-14	Ancillary Retail	15,000 square feet
H-17	Bayfront Fire Station	9,500 square feet; 2 stories; 27 feet high
H-18	Interim Surface Parking Lot	1,100 parking spaces
HP-23A	Industrial Business Park Use	1 acre



Proposed Phase II Development for the Harbor District

Parcel Number	Proposed Use	Proposed Development
HP-6, HP-7, HP-8,	Parks/Open Space	8 acres
H-9	Retail/Commercial Recreation and Marina Support	25,000–50,000 square feet; 1–2 stories; 15–30 feet high
H-15	Mixed-Use Office/Commercial Recreation	420,000 square feet; 90–130 feet high
H-15	Hotel	250 rooms, 90–130 feet high
H-23	Resort Hotel	500 rooms, 300 feet high
H-23	Cultural/Retail	200,000 square feet; 30–65 feet high
HP-3	Shoreline Promenade (abutting H-9)	1 acre
HP-28	H Street Pier (first half)	0.4 acre

Proposed Phase III Development for the Harbor District

Parcel Number	Proposed Use	Proposed Development
HP-3	Shoreline Promenade (abutting HP-14, HP-15, and HP-21)	3 acres
HP-9, HP-12, HP-13, HP-14, HP-15	Park/Open Space	18 acres
H-21	Retail/Commercial Recreation	75,000–150,000 square feet; 1–2 stories; 15–30 feet high

TABLE 1-7

Proposed Phase IV Development for the Harbor District

Parcel Number	Proposed Use	Proposed Development
H-1	Community Boating Center	10,000–20,000 square feet; 1–2 stories; 15–30 feet high
H-1A	Signature Park	5 acres
H-18	Mixed-Use Office/Commercial Recreation	100,000 square feet; 6–10 stories; 85–155 feet high
H-18	Collector Parking Garage	1,100–3,000 parking spaces; 6–10 stories; 85–155 feet high
HP-3	Shoreline Promenade (abutting H-1 and H-1A)	2 acres
HW-6	Marina (see H-1)	200 slips
HW-7	Navigation Channel	60 acres
H-12	Ferry Terminal/Restaurant	10,000–25,000 square feet; 2 stories; 30–40 feet high
HW-1, HW-2, HW-3, HW-4	Marinas, Boat Navigation Area, Commercial Harbor	50 acres, 700 slips

Otay District

Development is planned for Phase III, but contingent upon removal of the SBPP and moving of the SDG&E Switch Yard

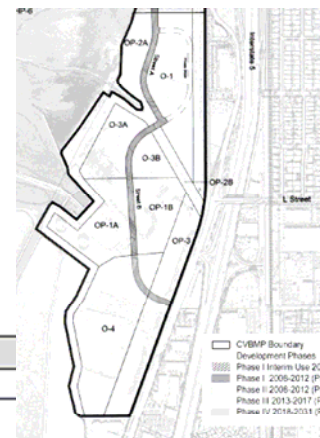


TABLE 1-8
Proposed Phase III Development for the Otay District

Parcel Number	Proposed Use	Proposed Development
OP-1A, OP-1B, OP-3	South Park/Open Space	51 acres
OP-2A, OP-2B	Ecological Buffer/Telegraph Creek Channel	27 acres
O-1	Industrial Business Park Use	18 acres
O-3A, O-3B	RV Park	175-236 RV spaces, 1-2 stories, 15-35 feet high
O-4	Industrial Business Park Use	28 acres

1.6.2 Significant Impacts

This EIR indicates that the project has the potential to create significant adverse impacts on: land/water use compatibility, traffic and circulation, aesthetics/visual quality, hydrology/water quality, air quality, energy, noise, terrestrial biological resources, marine biological resources, paleontological resources, hazards and hazardous materials/public safety, public services, public utilities, and seismic/geologic hazards. These impacts would require mitigation to reduce or avoid impacts.

1.6.3 Impacts Not Mitigated to Insignificant Level

The following project impacts would remain significant even after mitigation: traffic impacts on local freeway segments; visual impacts from the height and mass of buildings to be constructed in the Harbor District; and air quality impacts from emissions of nitrogen oxides, carbon monoxide, reactive organic gas, and particulate matter.

1.6.4 Cumulative Impacts

Cumulative impacts are considered less than significant for land/water use, parking, water quality, noise, cultural resources, paleontological resources, hazards and hazardous materials, parks and recreation, integrated waste management, seismic/geologic hazards, energy, and population and housing.

Cumulative impacts on biological resources are reduced to less than significant with implementation of regional habitat conservation plans, as well as project-specific mitigation measures to be implemented on a project-by-project basis. Cumulative impacts on public services and utilities (e.g., fire protection, law enforcement, schools, library services, sewer and wastewater capacity) would also require appropriate mitigation to reduce or avoid impacts.

During Phase II and IV construction of the marina, pier, and navigation channel, the Proposed Project could cause significant cumulative impacts on open water resources. These impacts were analyzed at the program level; therefore, prior to implementation of these project components, the Port will conduct additional review of cumulative impacts pursuant to CEQA Section 15168.

When combined with the environmental effects of other past, present, and reasonably foreseeable future projects, the Proposed Project's cumulative impacts on traffic and circulation, aesthetics/visual quality, and air quality would be **significant and unmitigated** despite measures to reduce impacts.

1.6.5 Growth-Inducing Impacts

The plan is expected to contribute greatly to the economy of the Chula Vista region in terms of jobs, personal income, and tax revenues. New development, including hotel and office uses, visitor-serving retail, residential, parkland and open space, would increase activity and use of the waterfront. Construction of additional housing would accommodate regional population projections. The Proposed Project would increase demand on public services and require more retail businesses, ultimately creating new jobs that could be filled from within and outside the community.

While development intensity would be shifted from areas adjacent to sensitive wildlife areas to central areas of the Bayfront, the Proposed Project could encourage or facilitate other activities in the south San Diego Bay area. These activities, either individually or cumulatively, could significantly affect the environment; therefore, the Proposed Project or its alternatives would have a significant impact on growth in the area.

1.7 Project Alternatives

1.7.1 CEQA Requirements Regarding Alternatives

Under CEQA (California Public Resources Code Section 21000 et seq.), an EIR must assess a reasonable range of alternatives, including a No Project Alternative, and thereby provide the public and decision makers with the means to compare the Proposed Project with other potentially suitable options. In order to merit consideration in the EIR, an alternative should meet all or most of the identified project objectives and should reduce one or more significant impacts of the Proposed Project. Due to the nature of the Proposed Project as a master plan for this specific geographic area, an alternative location was not included as part of this EIR. CEQA recognizes that an EIR's assessment of an alternative's potential impacts would necessarily be less in depth than the assessment performed for the Proposed Project. This EIR discusses five alternatives. The Proposed Project EIR follows the standard protocol in respect to three of the proposed alternatives: the No Project Alternative, the Reduced Overall Density Alternative, and the Alternate L-Ditch Remediation Alternative. Although not legally required by CEQA, the Harbor Park Alternative and the No Land Trade Alternative are analyzed in greater detail. This was done to fulfill the Port's long-standing commitment to the community groups and resource agencies that have participated in planning efforts. The various alternatives to the Proposed Project are summarized below.

1.7.2 No Project Alternative

Under the No Project Alternative, no changes to existing or planned uses would occur, and there would be no land exchange. The Port Master Plan Precise Plan for District 7 would be retained in the Port lands. As a result, the lands could be developed pursuant to the existing Port Master Plan. Those parcels within the City's jurisdiction would be developed pursuant to the existing General Plan and Local Coastal Program (including the Land Use Plan and Specific Plan). These documents contemplate intense development of residential units in the Sweetwater District, as well as commercial, professional, recreation-oriented, public, and industrial uses throughout the project area. Under this alternative, no residences would be constructed in either the Harbor or Otay Districts. As a result, the risk of human exposure to hazardous substances in these areas would be reduced. The main biological benefit of this alternative is that it does not contemplate construction of a 300-foot-high hotel and high-rise residential in the Harbor District; therefore, it would likely result in fewer bird strikes in that district.

Although this alternative would not create conflicts with existing development plans, it would concentrate intense development adjacent to key sensitive areas, such as the F & G Street Marsh and the Sweetwater Marsh NWR. In addition, this alternative would not meet the objectives of the Port and the City to create a vibrant waterfront that attracts visitors and activates the economic potential of this part of the San Diego Bay.

1.7.3 Harbor Park Alternative

In contrast to the Proposed Project, the Harbor Park Alternative would place an RCC on a parcel further removed from the Bayfront and would establish the Signature Park and a lower scale, 350-room to 500-room hotel on parcels nearest the water in the Harbor District. In the Sweetwater District, a 400-room conference hotel with a maximum height of 60 feet would be constructed.

Up to 420,000 square feet of mixed-use office/commercial recreation and 50,000 square feet of cultural use would be built in the Sweetwater District in Phase IV. A 500-room hotel with a maximum height of 65 feet and a 200-slip marina would replace the community boating center in the Harbor District. Up to 100,000 square feet of retail would be built around the northern portion of the harbor, instead of up to 50,000 square feet of retail as in the Proposed Project. The E Street extension/Marina Parkway alignment within Sweetwater would be modified to direct traffic easterly as the road enters the Harbor District. In all other relevant respects, the Harbor Park Alternative is similar to the Proposed Project and would require Port and State Lands Commission approval of the proposed land exchange.

The impacts associated with this alternative would be similar to those identified for the Proposed Project. However, the relocation of the RCC would incrementally reduce direct and indirect impacts to biological resources as compared to the Proposed Project. This alternative proposes locating less intensive uses closer to the open space areas. The road network would also be pushed back to serve the RCC; this would reduce impacts on the shoreline. In general, the Harbor Park Alternative would locate fewer intense uses adjacent to sensitive park and habitat areas, such as the F & G Street Marsh, and thus would generate fewer and/or less intense impacts on these resources.

1.7.4 No Land Trade Alternative

In addition to the No Project Alternative discussed above, this EIR evaluates the No Land Trade Alternative, which would keep the RCC in the Harbor District. The Sweetwater District would not be a part of the project; however, under existing entitled uses under the Midbayfront LUP/LCP, high-density residential units, a hotel, and ancillary retail and commercial uses in the Sweetwater District could be developed. Under this alternative, the proposed land trade would not take place. Tidelands trust properties in the Project Area would remain within the Port's jurisdiction. Parcels held under option by private developers would remain within the City's jurisdiction. Impacts, including traffic, services, and utilities, would be similar to that expected with the Proposed Project, although impacts at specific intersections would differ slightly. Visual impacts to the adjacent Sweetwater Marsh NWR would be greater than for the Proposed Project, as more intensive residential, commercial, and retail development would be constructed in the Sweetwater District instead of the Harbor and Otay Districts. However, school impacts would be reduced, as the number of residential units, and therefore the number of potential students, is fewer under this alternative than under the Proposed Project.

1.7.5 Reduced Overall Density Alternative

The Reduced Overall Density Alternative (30 percent reduction) was selected for consideration to provide a development alternative that would reduce overall building mass and height and intensity of uses in order to reduce overall impacts. Because this alternative would develop 450 fewer residential units and reduce the square footage of all other proposed uses by one-third, this alternative would reduce the following significant impacts of the Proposed Project: traffic/circulation, aesthetics/visual quality, hydrology/water quality, air, noise, paleontological resources, hazards, public services, public utilities, seismic/geologic hazards, and energy. The Reduced Overall Density Alternative retains all uses proposed for the project but provides for a 30 percent overall reduction of floor area/residential units throughout all development areas.

Given that this alternative calls for an across-the-board reduction in density, it would result in fewer and/or less intense impacts than those associated with the Proposed Project. This is true of virtually every resource or impact category. For this reason, the Reduced Overall Density Alternative has been identified as the Environmentally Superior Alternative, as required under CEQA Guidelines (14 CCR 15126.6(e)(2)). This alternative also assumes Port and State Lands Commission approval of the proposed land exchange.

1.7.6 Alternate L-Ditch Remediation Alternative

Cleanup and Abatement Order (CAO No. 98-08; revised April 2, 1998), issued by the RWQCB, requires the cleanup of existing contamination on the former Goodrich South Campus, including the L-Ditch on a portion of Parcel HP-5. Remediation of the contamination pursuant to the CAO is a regulatory enforcement action subject to the jurisdiction of the RWQCB, which is proceeding independently of the Proposed Project (see *Section 3.4.9.2, Goodrich South Campus Remediation*, of this document). The Proposed Project assumes that the remedial action plan approved by the RWQCB will require the L-Ditch to be remediated in place and will result in the L-Ditch retaining its status as a wetland area after the remediation is completed. The Alternative L-Ditch Remediation Alternative is based on the alternate assumption that the remedial action plan ultimately approved by the RWQCB would require the L-Ditch to be remediated and filled.

Under this assumption, the L-Ditch would no longer be considered a wetland after the remediation is completed. This alternative analyzes the potential environmental impacts of a development plan for Parcels HP-5, H-13, and H-14, which may occur in the event the L-Ditch is filled pursuant to the CAO. This alternative assumes that all other aspects of development in all phases would be the same as the Proposed Project.

**TABLE 3-7
Sweetwater District Summary: Proposed Land Uses and
Development Program/Height Ranges**

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
Public Space				
Phase I				
S-2	Signature Park	18 acres	1	N/A
SP-3	Nature Center Parking and Access Road	3 acres	N/A	N/A
Phase II				
SP-1	Ecological Buffer	41 acres	N/A	N/A
SP-2	Seasonal Wetland	14 acres	N/A	N/A
S-2A	Open Space	3 acres	N/A	N/A
Phase III				
—	Public Infrastructure Only	—	—	—
Phase IV				
SP-4, SP-5, SP-6, SP-7	Open Space	10 acres	N/A	N/A
Development				
Phase I				
—	Public Infrastructure Only	—	—	—
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				
—	Public Infrastructure Only	—	—	—

**TABLE 3-8
Harbor District Summary: Proposed Land/Water Uses and Density/Height Ranges**

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
Public Space				
Phase I				
HP-1, H-8	Signature Park	17 acres	1	N/A
HP-3	Shoreline Promenade (abutting HP-1 and H-8)	3 acres	N/A	N/A
HP-5	Wetlands and Buffer	9 acres	N/A	N/A
H-9 (Interim Use)	Interim Park/Landscaping	2 acres	N/A	N/A
Phase II				
HP-3	Shoreline Promenade (abutting H-9)	1 acre	N/A	N/A
HP-6, HP-7, HP-8	Parks	8 acres	1	N/A
HP-11	Existing Wetlands	3 acres	N/A	N/A
HP-28	H Street Pier (first half)	0.4 acre	N/A	N/A
Phase III				
HP-9, HP-12, HP-13, HP-14, HP-15	Park/Open Space	18 acres	N/A	N/A
HP-3	Shoreline Promenade (abutting HP-14, HP-15, and H-21)	3 acres	N/A	N/A
Phase IV				
H-1A	Signature Park	5 acres	N/A	N/A
HP-3	Shoreline Promenade (abutting H-1 and H-1A)	2 acres	N/A	N/A
HP-28	H Street Pier (second half)	0.4 acre	N/A	N/A
HW-3	Commercial Harbor	4 acres	N/A	N/A
HW-7	Navigation Channel	60 acres	N/A	N/A
Development				
Phase I				
H-3	Resort Conference Center (RCC)	1,500-2,000 hotel rooms	N/A	300
H-3	Conference Space	415,000 square feet (net)	N/A	120
H-3	Restaurant	100,000 square feet	Included in RCC	
H-3	Retail	20,000 square feet		
H-13, H-14	Residential	1,500 units	19 stories	
H-13, H-14	Ancillary Retail	15,000 square feet	220 feet	

TABLE 3-8 (Cont.)

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
H-17	Bayfront Fire Station	9,500 square feet	2	27
H-18 (Interim Use)	Interim Surface Parking Lot	1,100 parking spaces	N/A	N/A
HP-23A	Industrial Business Park Use	1 acre	N/A	N/A
Phase II				
H-9	Retail/Commercial Recreation and Marina Support	25,000–50,000 square feet	1 to 2	15 to 30
H-15	Mixed Use Office/Commercial Recreation	300,000–420,000 square feet	14 to 17	90 to 130
H-15	Hotel	200–250 rooms	14 to 17	90 to 130
Phase II				
H-23	Resort Hotel	500 rooms	300 feet	
H-23	Cultural/Retail	200,000 square feet	30 to 65 feet	
Phase III				
H-21	Retail/Commercial Recreation and Marina Support	75,000–150,000 square feet	1 to 2	15 to 30
Phase IV				
H-1	Community Boating Center	10,000–20,000 square feet	1 to 2	15 to 30
H-12	Ferry Terminal and Restaurant	10,000–25,000 square feet	2	30 to 40
H-18	Mixed Use Office/Commercial Recreation	100,000 square feet	6 to 10	85 to 155
H-18	Collector Parking Garage	1,100–3,000 parking spaces	6 to 10	85 to 155
HW-1, HW-2, HW-3, HW-4	Marinas (see H-9 and H-21), Boat Navigation/Open Water Area, Commercial Harbor	46 acres, 700 slips	N/A	N/A
HW-6	Marina (see H-1)	200 slips	N/A	N/A

*HW-5 Existing Fishing Pier will remain.

**Otay District Summary:
Proposed Land Uses and Development Program/Height Ranges**

Parcel Number	Proposed Use	Program Range	Maximum Stories	Maximum Height (feet)
<i>Public Space</i>				
Phase I				
—	Public Infrastructure Only	—	—	—
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				
OP-1A, OP-1B	South Park	24 acres	1	N/A
OP-3	Open Space	27 acres	N/A	N/A
OP-2A, OP-2B	Ecological Buffer/Telegraph Creek Channel	27 acres	N/A	N/A
Phase IV				
—	Public Infrastructure Only	—	—	—
<i>Development</i>				
Phase I				
—	Public Infrastructure Only	—	—	—
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				