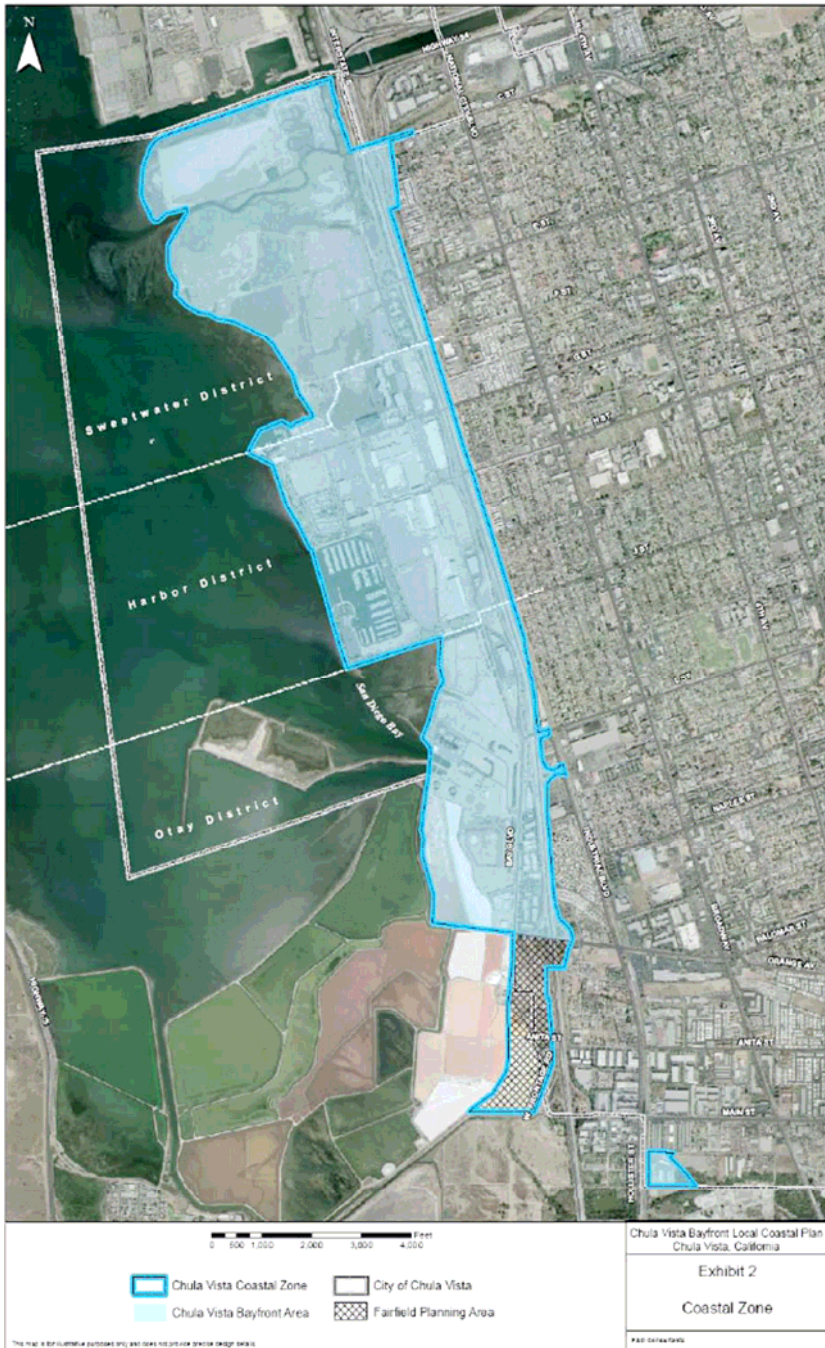


1. Purpose of Local Coastal Plan



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 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 Land Use Plan 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. In addition, the LCP must contain implementing ordinances to carry out the policy provisions of the Land Use Plan. 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.

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.

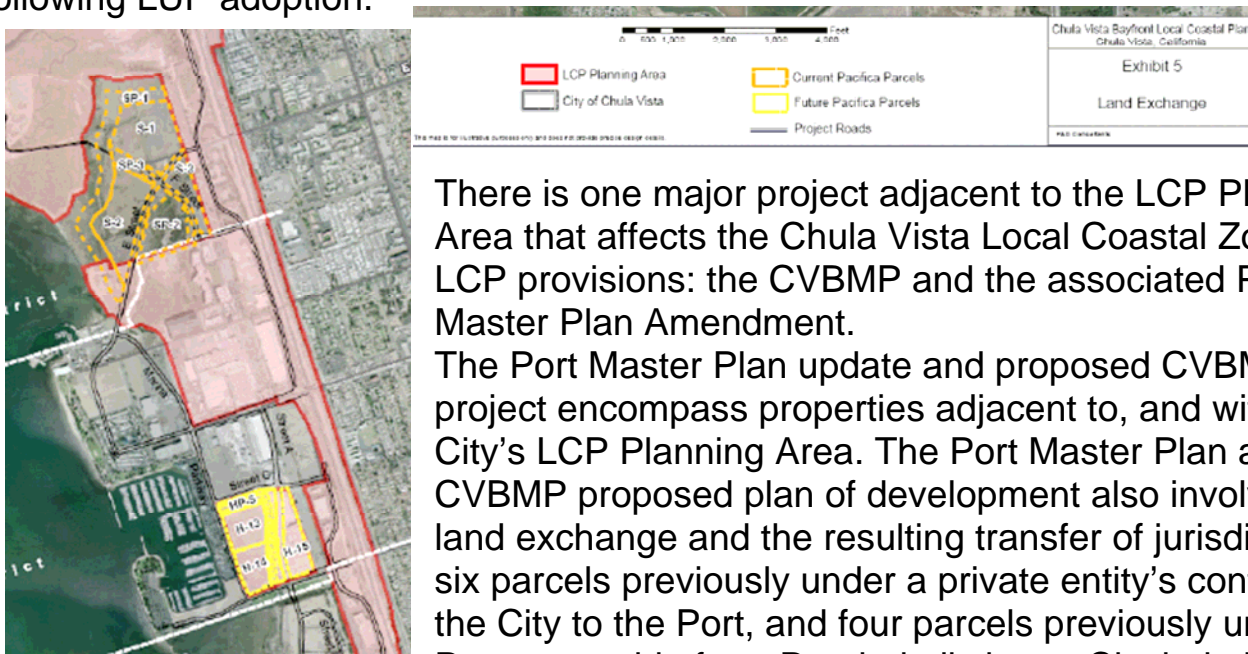
Land Ownership and Jurisdiction:

The Chula Vista Coastal Zone totals approximately 1,345 acres, of which 704 acres are within the LCP Planning Area (local coastal zone), 554 acres are within the Port's jurisdiction (Port Master Plan), and 87 acres are outside of the Bayfront area (West Fairfield Planning Area).¹ Four 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; 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). (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, and (4) Chula Vista Redevelopment Agency, which owns approximately 16 acres, also in the Sweetwater District of the Bayfront.

As stated above, the Port holds jurisdiction of over 550 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.

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.



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.



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.



0 500 1,000 2,000 3,000 4,000 Feet

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

P&D Consultants

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 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 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 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 at the south end of Faivre Street, south of Main 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 Redevelopment 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 on the west side of Marina Parkway, south of "F" Street (owned by the Redevelopment 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 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 Land Use Plan.

(I-12, pdf 18) 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 Land Use Plan 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.