



DRAFT MITIGATED NEGATIVE DECLARATION

Trust Lands Use Plan

February 2025

PUBLIC DRAFT

Mitigated Negative Declaration/Initial Study for the Trust Lands Use Plan

UPD #MND-2025-016

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February 2025

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LIST OF ABBREVIATIONS

ASER	archaeological survey evaluation report
BPC	Board of Port Commissioners
CCC	California Coastal Commission
CEQA	California Environmental Quality Act
CSLC	California State Lands Commission
District	San Diego Unified Port District
INRMP	Integrated Natural Resources Management Plan
MND/IS	Mitigated Negative Declaration and Initial Study
OHP	California Office of Historic Preservation
PD	planning district
PMPU	Final Draft Port Master Plan Update
Port Act	San Diego Unified Port District Act
Refuge	San Diego Bay National Wildlife Refuge
SO	Secretary of the Interior
TLUP	Trust Lands Use Plan
USACE	U.S. Army Corps of Engineers

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EXECUTIVE SUMMARY

This Draft Mitigated Negative Declaration and Initial Study (MND/IS) has been prepared for the proposed Trust Lands Use Plan (TLUP). The TLUP sets a comprehensive vision for the San Diego Unified Port District's (District's) management of the approximately 8,000 acres of tidelands and submerged lands granted under Senate Bill 507 (SB 507 – Atkins 2019) and as chaptered in Section 5.7 to the San Diego Unified Port District Act (Port Act). Collectively, these tidelands and submerged lands comprise the TLUP Area.

This Draft MND/IS has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.), the implementing regulations, the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000, et seq.), and the District's CEQA Guidelines. Specifically, this Draft MND/IS meets the requirements of CEQA Guidelines Sections 15070 and 15071, among others, and District CEQA Guidelines Section V. The attached Environmental Initial Study Checklist (Attachment A) meets the requirements of CEQA Guidelines Section 15063 and District CEQA Guidelines Section IV. Combined, the MND/IS fulfills CEQA's content requirements by providing a project description; a description of the environmental setting, thresholds of significance, potential environmental impacts, and mitigation measures for any significant effects; discussion of consistency with plans and policies; and names of the document preparers.

The District is the lead agency pursuant to the CEQA Guidelines Section 15367 because the District manages the TLUP Area as a trustee of the state.

ES.1 PROJECT DESCRIPTION

As discussed in detail in Section 2, Project Description, the TLUP sets a comprehensive vision for the District's management of the approximately 8,000 acres of tidelands and submerged lands granted under SB 507. As trustee for these public lands, the Board of Port Commissioners (BPC) and District staff manage a diverse array of activities within dynamic cities and the region. The TLUP governs the use, design, improvement, and preservation of these public trust lands. The TLUP only addresses the submerged lands and tidelands granted to the District through SB 507 (TLUP Area) and does not address the submerged lands and tidelands included in the District's ownership and jurisdiction prior to 2020.

The TLUP establishes specific goals, objectives, policies, and standards to: (1) direct future use of SB 507-granted trust lands including development, preservation and other uses; (2) facilitate a diverse range of uses and activities including, but not limited to, safe navigation, commerce, fisheries, and recreation; (3) provide a broad range of proposed public improvements; and (4) promote environmental stewardship of Tidelands. As a planning document, the TLUP does not specify or authorize individual projects or site-specific developments. Instead, it offers a planning vision, guidance, and standards that will govern any potential future development within the TLUP boundaries.

ES.2 PROPOSED FINDING

The Environmental Initial Study Checklist prepared for the TLUP (see Attachment A) found that implementation of the TLUP would not result in potentially significant impacts on the following resources areas: aesthetics, agriculture and forestry resources, energy, hazards and hazardous materials, land use and planning, mineral resources, population and housing, transportation, utilities and service systems, and wildfire.

Impacts on the following resource areas were shown to be potentially significant:

- ▶ air quality,
- ▶ biological resources,
- ▶ cultural resources,
- ▶ geology and soils,
- ▶ greenhouse gas emissions,
- ▶ hydrology and water quality,
- ▶ noise,
- ▶ public services,
- ▶ recreation, and
- ▶ tribal cultural resources.

Mandatory measures to mitigate these effects, which are listed in Section 5, *Mitigation Monitoring and Reporting Program*, would be implemented by future site-specific projects proposed within the TLUP Area, to reduce the impacts to below a level of significance.

1 INTRODUCTION

1.1 PURPOSE OF A NEGATIVE DECLARATION/ MITIGATED NEGATIVE DECLARATION

Public Resources Code (PRC) Section 21064 defines a “Negative Declaration” as a well written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.

PRC Section 21064.5 defines a “Mitigated Negative Declaration” as a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the lead agency that the project, as revised, may have a significant effect on the environment.

PRC Section 21068 defines a significant effect on the environment as a substantial or potentially substantial adverse change in the environment. PRC Section 21082.2(a) requires the lead agency to determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.

The District has prepared an Environmental Initial Study Checklist to address the potential environmental effects associated with the TLUP pursuant to the requirements of CEQA, the State CEQA Guidelines, and the District’s CEQA Guidelines. Specifically, the Environmental Initial Study Checklist meets the requirements of CEQA Guidelines Section 15063 and the District’s CEQA Guidelines Section IV. The Environmental Initial Study Checklist includes a discussion of the TLUP’s effects on the existing environment. Issue areas identified as having potentially significant impacts are discussed further and include mitigation measures that would reduce potential impacts to “Less Than Significant With Mitigation Incorporated.” See Chapter 3 for the Environmental Initial Study Checklist.

Special allowances, planned improvements, and development standards in the TLUP are analyzed in this MND/IS at a programmatic level using reasonable assumptions. The TLUP, if approved, would not include the approval of any site-specific development projects. Any future projects proposed within the TLUP Area would be subject to project-level environmental review once proposed. Relevant guidance for subsequent environmental review is provided under State CEQA Guidelines Sections 15152, 15162-15164, and 15168.

1.2 PROJECT PROPONENT

The project proponent is the San Diego Unified Port District.

1.3 PROJECT LOCATION

The TLUP Area consists of approximately 7,903 acres of submerged lands (water designated area) within San Diego Bay and approximately 99 acres of Tidelands (land designated area) granted to the District from the California State Lands Commission pursuant to SB 507. Figure 1-1 shows the boundaries of the TLUP Area.



Source: Adapted by Ascent in 2024.

Figure 1-1 Regional Location

2 PROJECT DESCRIPTION

2.1 OVERVIEW

The proposed TLUP¹ sets a comprehensive vision for the District's management of the approximately 8,000 acres of tidelands and submerged lands granted under Senate Bill 507 (SB 507 – Atkins 2019) and as chaptered in Section 5.7 to the Port Act. As trustee for these public lands, the BPC and District staff manage a diverse array of activities within dynamic cities and the region. The TLUP governs the use, design, improvement, and preservation of these public trust lands. The TLUP only addresses the submerged lands and tidelands granted to the District through SB 507 (TLUP Area) and does not address the submerged lands and tidelands included in the District's ownership and jurisdiction prior to 2020, which are addressed in the District's certified Port Master Plan (PMP).

The TLUP establishes specific goals, objectives, policies, and standards to: (1) direct future use of SB 507-granted trust lands including future development, preservation and other uses; (2) facilitate a diverse range of uses and activities including, but not limited to, safe navigation, commerce, fisheries, and recreation; (3) provide a broad range of proposed public improvements; and (4) promote environmental stewardship of Tidelands.

Development of the TLUP was a cooperative planning effort with adjacent jurisdictions and regional, state, and federal agencies. The TLUP is aligned with the California Public Trust Doctrine and the District's responsibilities as discussed in Chapter 1 of the TLUP.

Chapter 3 of the TLUP includes six elements, which align with the elements proposed in the Final Draft Port Master Plan Update (PMPU)² approved by the BPC on February 28, 2024, and which is currently pending certification by the California Coastal Commission.

The six elements include:

- ▶ Water and Land Use Element,
- ▶ Mobility Element,
- ▶ Ecology Element,
- ▶ Environmental Justice Element,
- ▶ Economics Element, and
- ▶ Safety and Resiliency Element.

Chapter 4 of the TLUP also proposes development standards for the TLUP Area, which establish requirements for the physical development of property. Issues covered include standards for Recreation Open Space (ROS) and activating features, view standards, height standards, and sign standards.

The TLUP adds four additional planning districts (PDs) to the District's jurisdiction, which are logically grouped by geographical areas and provide the vision, water use designations (including land use designations for PD14), special allowances, planned improvements, and development standards. The boundaries of the planning districts follow the boundaries of the four ecoregions of the Bay included in the Integrated Natural Resources Management Plan (INRMP). The four planning districts are as follows:

- ▶ PD11 – North Bay Planning District,
- ▶ PD12 – North Central Bay Planning District,
- ▶ PD13 – South Central Bay Planning District, and
- ▶ PD14 – South Bay Planning District.

Special allowances, planned improvements, and development standards in the TLUP are analyzed in this MND/IS at a programmatic level using reasonable assumptions. The TLUP, if approved, would not include the approval of any site-

¹ The TLUP is the proposed project under CEQA, consistent with the definition of a "discretionary project" provided under CEQA Guidelines Section 15357.

² References to the "PMPU" throughout this document refer to the Final Draft Port Master Plan Update, which was adopted by the Board of Port Commissioners (BPC) in February 2024 and, at the time of this analysis, is currently under review by the California Coastal Commission (CCC). The PMPU, which is an amendment to the currently certified Port Master Plan (PMP), must be certified by the CCC before it is considered final.

specific development projects. Any future projects within the TLUP Area would be subject to project-level environmental review once specific developments are proposed.

2.2 PROJECT BACKGROUND AND PURPOSE

The District was created in 1962 by the California State Legislature to manage and hold in trust certain tidelands and submerged lands within and around the San Diego Bay (or Bay). When this statutory grant took effect, State lands within the Bay that had been previously granted to the Cities of Chula Vista, Coronado, National City, and San Diego were transferred to the District. By subsequent action in 1990, tidelands and submerged lands along the Pacific Ocean previously granted to the City of Imperial Beach were also transferred to the District. The lands granted to the District are commonly referred to as Tidelands because they are located below the historic mean high tide line. Over time, the District has also acquired additional upland parcels and has been granted other land through exchanges. These properties are also part of the District's jurisdiction and considered to be a part of Tidelands and subject to the Tidelands Trust.

The District is governed by the seven-member BPC, which comprises appointees by the city councils of the District's Member Cities. These are the cities that conveyed the San Diego Bay granted lands to the District, and each city appoints one commissioner, except for the City of San Diego, which appoints three commissioners.

The District oversees a unique mix of water and land uses, including industrial uses and public safety, commercial recreation and visitor-serving uses, public facilities, and recreational and natural resource areas. The District issues leases for tenant businesses, and thereby, manages a diverse real estate portfolio that generate revenues to support the District's public services, including its various public amenities and the provision of coastal access around San Diego Bay.

On January 1, 2020, SB 507 became effective, adding Section 5.7 to the San Diego Unified Port District Act (Chapter 67 of the First Extraordinary Session of the Statutes of 1962), relating to tidelands and submerged lands, and making an appropriation thereof. Passage of SB 507:

- ▶ Grants, in trust, to the District additional tidelands and submerged lands held by the State within the San Diego Bay, previously under the jurisdiction of the California State Lands Commission (CSLC), subject to certain terms and conditions.
- ▶ Requires the District to transfer to the CSLC revenues generated on the lands granted, as specified, as existing law established the Bank Fund in the State Treasury and continuously appropriates moneys in the fund to the CSLC for expenditure for specified purposes related to land management, the preservation of open space, habitat for plants and animals, and public access.
- ▶ Requires the District to submit to the CSLC by January 1, 2024, a trust lands use plan describing any proposed development, preservation, or other use of the trust lands, and to, thereafter, submit to the CSLC for its approval any proposed changes to, or amendment to, the trust lands use plan. The bill would authorize the CSLC to consider whether the Port Master Plan meets the requirements of, and may be considered, a trust lands use plan for the trust lands granted pursuant to SB 507.

The TLUP only addresses the newly granted area (i.e., the TLUP Area) and does not address the submerged lands and tidelands included in the District's ownership and jurisdiction prior to 2020. After assessing existing conditions in the TLUP Area and conducting preliminary stakeholder engagement to better understand how the area is used, District staff presented a framework to the BPC in April 2023 for the development of the TLUP. A "Discussion Draft" of the TLUP was released on July 21, 2023, for a 30-day public review period, and 22 comments were received. Of the 22 comment letters received, two (2) were from agencies, three (3) were from organizations, one (1) was from a business or tenant, and 16 were submitted by individuals. Common themes of the submitted comments include:

- ▶ clarification on the SB507 granted lands transfer and boundaries of the transfer,
- ▶ clarification on management responsibilities within the TLUP area,
- ▶ clarification on the relationship between the TLUP and the PMPU and other Port plans,

- ▶ requests to enhance environmental stewardship policies and narratives,
- ▶ requests to encourage more nature-based shoreline solutions, and
- ▶ comments that are outside the scope of the TLUP or SB 507.

After revising the Discussion Draft based on the comments received, District staff prepared the “pre-submittal Draft TLUP” and received BPC direction on September 12, 2023, to submit the TLUP to the CSLC and commence environmental review. The “Draft TLUP” was presented to the CSLC on October 9, 2023, during their regularly scheduled commission meeting. The CSLC acknowledged the submittal of the Draft TLUP, satisfying the legislative requirement to submit a trust lands use plan prior to January 1, 2024. The most recent Draft TLUP, with revisions, is included as Appendix A of this MND/IS. Upon conclusion of environmental review for the TLUP, District staff will request the BPC to approve a Final Draft TLUP and to submit it to the California Coastal Commission (CCC) for certification as a Port Master Plan Amendment. Pursuant to the SB 507 legislation, any changes made to the TLUP during environmental review and/or CCC processing must be approved by the CSLC.

2.3 PROPOSED TLUP DESCRIPTION

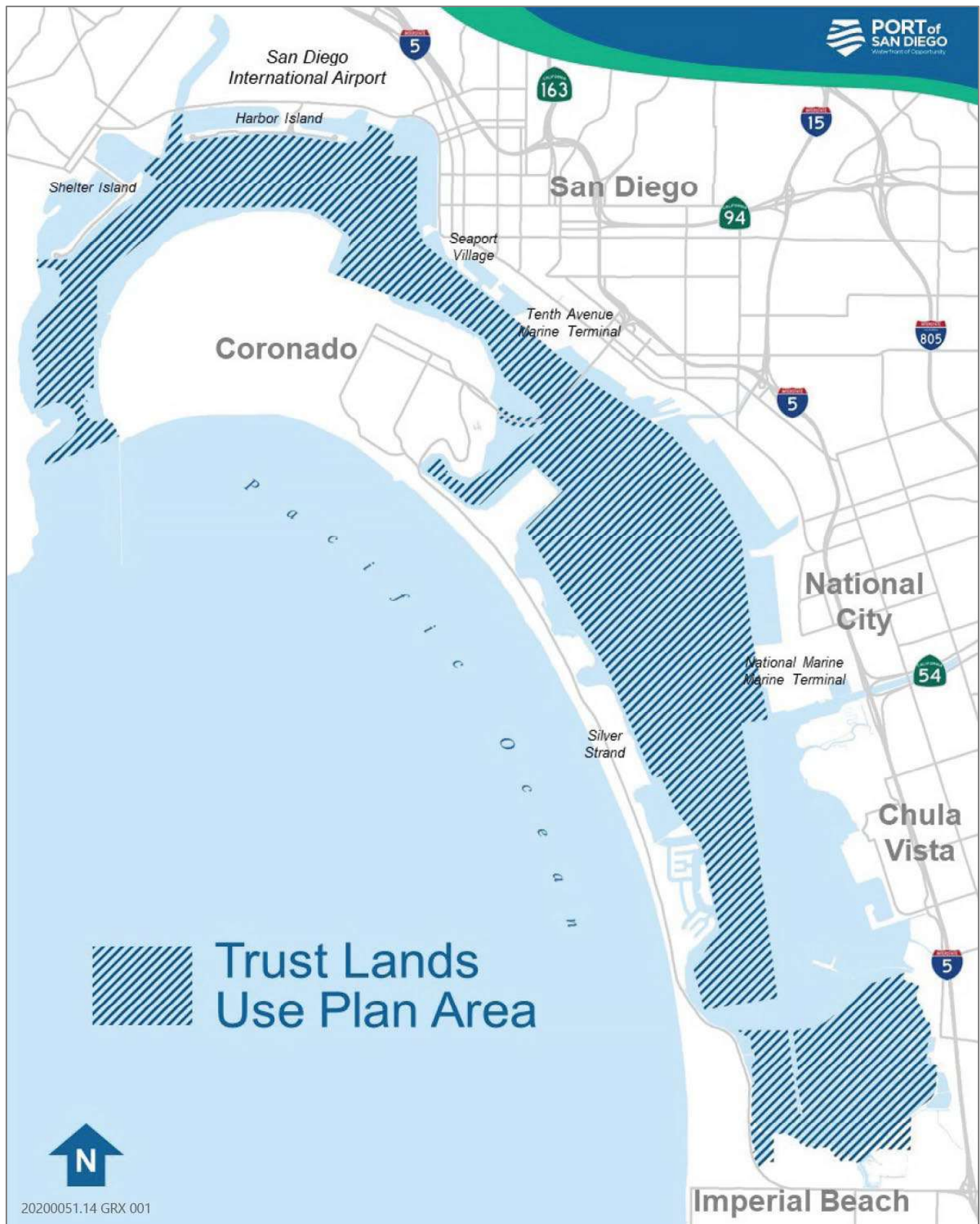
The TLUP sets a comprehensive vision for District management of the tidelands and submerged lands granted under SB 507 and as chaptered in Section 5.7 to the Port Act. The TLUP proposes goals, objectives, policies, and standards that would direct future use of trust lands including development, preservation and other uses, facilitate a diverse range of uses and activities including, but not limited to, safe navigation, commerce, fisheries, and recreation, provide a broad range of proposed public improvements, and promote environmental stewardship of Tidelands. As stated above, the TLUP only addresses the TLUP Area, which consists of approximately 8,000 acres of submerged lands and tidelands granted to the District through SB 507, and does not address the submerged lands and tidelands included in the District’s ownership and jurisdiction prior to 2020. Figure 2-1 shows the boundaries of the TLUP Area.

The TLUP includes six chapters and a glossary. Below is a brief summary of each chapter:

- ▶ **Chapter 1, Introduction:** The Introduction provides an overview of the District’s mission, the legislative background on the formation and governance of the District, the characteristics and boundaries of the TLUP Area, and the legislative framework of the Coastal Act, the Public Trust Doctrine, and the Port Act.
- ▶ **Chapter 2, User Guide:** The User Guide provides an overview of the content within the TLUP, how to navigate the document, and provides guidance for use of supporting technical data.
- ▶ **Chapter 3, Elements:** The elements in the TLUP contain goals, objectives, and policies that apply throughout the TLUP Area. The elements also provide the policy foundation and direction for the future development and planned improvements that are contemplated in each planning district. Each element includes a set of goals that are broad statements guiding action, and subsequent objectives and policies to support each goal in achieving that vision into the future.³ The TLUP includes six elements and the order of the elements in this document does not reflect a prioritization of one element, goal, objective, or policy over another. All elements have equal standing.
- ▶ **Chapter 4, TLUP Area Development Standards:** The TLUP Area Development Standards establish requirements for the physical development of a site. They address details of how development may occur on individual development sites and provide standards for quality design that enliven and enrich the Tidelands experience for businesses, workers, and visitors.⁴

³ The TLUP defines a “goal [as] a broad statement that guides action, in accordance with the District’s vision for the TLUP Area”; an “objective [as] a statement of a desired end”; and a “policy [as] a rule or guidance for a course of action that indicates how an objective will be achieved.” (TLUP, Chapter 2, Page 14)

⁴ Most of the area included in the TLUP comprises submerged lands. Planning District 14: South Bay is the only planning district of the four planning districts in the TLUP that includes land area.



Source: Image provided by Port of San Diego in 2023.

Figure 2-1 Trust Lands Use Plan Area

- ▶ **Chapter 5, Planning Districts:** The TLUP Area is divided into four planning districts that group the TLUP Area into identifiable and functional units. Planning district boundaries conform closely to established ecoregion boundaries, as identified in the INRMP.

The Planning Districts provide the basis for the specific improvements identified for each of the planning districts. Each planning district section includes the following, where applicable:

- An overview of the planning district's setting and the District's vision for that planning district;
 - Special allowances for unique topical or site-specific situations;
 - Improvements to enhance mobility, land-based public access, and coastal access, including the identification of projects falling under the appealable category pursuant to Coastal Act Section 30715;
 - Standards that provide planning district-specific requirements for uses, activation, management, and development to supplement the element policies.
 - A table summarizing water and land use acreages;
 - A water and land use map, or maps, that identify designated water uses and land uses; and
 - Views and walkways maps, where applicable, identifying the general location of Scenic Vista Areas and walkways.
- ▶ **Chapter 6, Plan Implementation and Development Conformance:** Chapter 6 provides guidance for plan implementation and interpretation, including requirements related to development consistency with the TLUP, nonconforming uses and developments, variances from TLUP Area and Planning District Development Standards, and initiation of a Port Master Plan Amendment (PMPA). As required by the Coastal Act, the TLUP also includes a description of the District's public hearing process, which may be applicable to various stages of the development process.

The environmental analysis provided in this MND/IS focuses on the reasonably foreseeable environmental changes that would occur if the TLUP is approved and implemented. Of particular focus are the element-related policies set forth in Chapter 3, the TLUP Area development standards set forth in TLUP Chapter 4, and the planning districts' visions, special allowances, planned improvements, and specific development standards set forth in TLUP Chapter 5. A full copy of the latest draft TLUP is available for review in Appendix A of this MND/IS.

2.3.1 Proposed Elements

As noted above, the TLUP contains six elements that set goals, objectives, and policies that provide the foundation and direction for the development and improvements contemplated in each planning district (i.e., PDs 11-14). The element policies are intended to help achieve the goals and the objectives of the TLUP by prescribing guidance for development that aligns with the District's mission and obligations under the Coastal Act, Public Trust Doctrine, and Port Act.

The following list is a general summary of the focus for each of the six elements:

- ▶ **Water and Land Use Element:** Guides growth and development throughout the TLUP Area by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
- ▶ **Mobility Element:** Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across the TLUP Area.
- ▶ **Ecology Element:** Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments in the TLUP Area.
- ▶ **Safety and Resiliency Element:** Guides the protection and sustainability in the TLUP Area through public safety and security, emergency preparedness, and resilience to climate change.
- ▶ **Environmental Justice Element:** Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy the TLUP Area and to participate in District outreach and decision making.

- ▶ **Economics Element:** Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio.

Furthermore, the policies in all the elements are intended to be balanced with each other and with the District's management responsibilities under the Coastal Act, Public Trust Doctrine, and Port Act. As an example, many of the policies proposed in the TLUP support and promote coastal-dependent uses while also integrating public coastal access. Together the elements promote the District's long-term vision, provide direction for physical development and the protection of resources, and guide decisions regarding the District's future.

WATER AND LAND USE ELEMENT

The purpose of the Water and Land Use Element is to guide future water and land uses and development on Tidelands. Specifically, this element establishes a balanced range of complementary uses that are intended to support the District's role as a steward of Tidelands. The Water and Land Use Element has been developed in conformance with the Coastal Act and the Port Act (which is rooted in the Public Trust Doctrine) and was created to meet the District's goal of protecting priority uses, which have been established in part based on their functional dependency to the water. The Water and Land Use Element establishes water and land use designations and corresponding allowable uses in each designation. The goals, objectives, and policies included in this element support:

- ▶ honoring the unique relationship between the diverse character of Tidelands and the water;
- ▶ implementing the requirements of the Port Act and Coastal Act; and
- ▶ improving the public's access to, and experience on, Tidelands and the water.

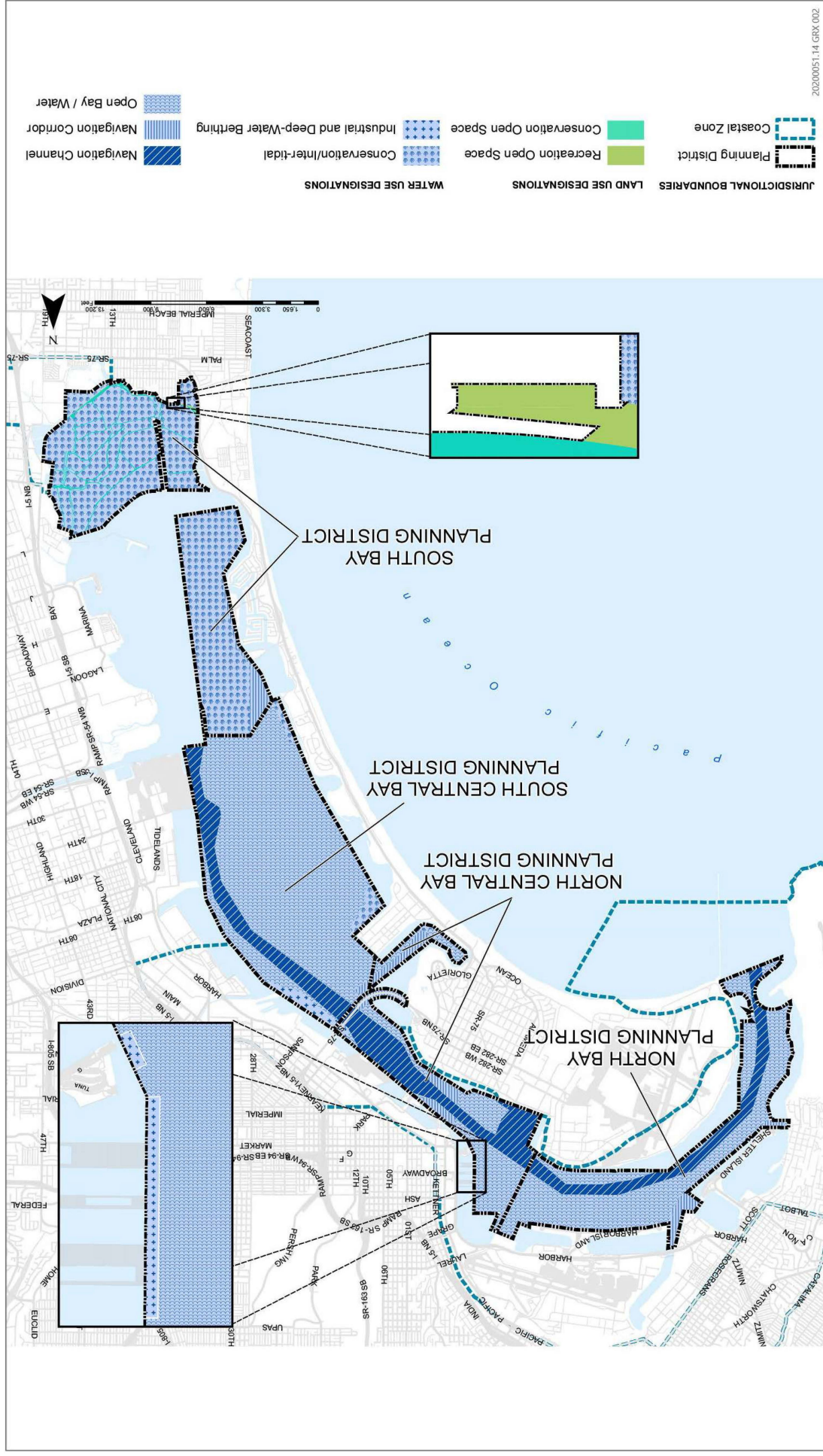
The goals, objectives, and policies contained in this element provide a framework for the District to:

- ▶ provide a diversity of water and land uses,
- ▶ enhance coastal access throughout Tidelands,
- ▶ retain and expand priority coastal uses,
- ▶ provide coastal and landside improvements, and
- ▶ encourage coordination with agency stakeholders.

These concepts are reflected in the Water and Land Use Element's seven goals, with objectives and policies to support each goal.

Water and Land Use Designations

The TLUP proposes the establishment of seven water and land use designations to ensure that a wide variety of uses are properly located throughout the TLUP Area and that appropriate space is provided for each use. The TLUP also ensures that each use is appropriately sited based on character and compatibility with other adjacent uses. Each water and land use designation includes a number of allowable use types, which are permitted within each designation. The TLUP also provides a greater level of detail about these uses in Chapter 5, "Planning Districts," particularly relating to more specific development requirements at the planning district level of review. Figure 2-2 provides a map of the water and land use designations in the TLUP area, and Table 2-1 describes each of the proposed water and land use designations in detail with the associated acreages.



Source: Image provided by Port of San Diego in 2023.

Figure 2-2 TLUP Water and Land Use Designations (Proposed)
San Diego Unified Port District
Trust Lands Use Plan

Table 2-1 TLUP Water and Land Use Designation Descriptions and Coverage Area¹ (Proposed)

Use Designation	Description	Acres
Water Use		
Conservation/Intertidal	Water areas primarily reserved for the management of habitat, wildlife conservation, and environmental protection. This designation allows scientific research, education and other uses that support environmental protection and restoration. This designation is complementary to land use designations of Conservation Open Space, Open Bay/Water, and Recreational Open Space, which may involve public access points or piers where appropriate. Marine Technology permitted as a secondary use in this designation must be consistent with California Coastal Act Section 30233.	2,201.21
Federal Navigation Channel	Water areas primarily dedicated to water navigation. This designation encompasses the coastal waterway that was constructed and is maintained by the U.S. Army Corps of Engineers (USACE). The waterway is a necessary transportation system that serves economic and national security interests. The Federal Navigational Channel primarily serves as a critical waterway for deep-water vessels.	1,176.03
Industrial and Deep-Water Berthing	Water areas primarily dedicated to ship berthing directly adjacent to berths. This designation supports the Marine Terminal, Visitor-Serving Marine Terminal, and Maritime Services and Industrial land use designations, with functional dependencies on direct access to, or association with, deep-water berthing and allows other supporting primary and secondary water uses or facilities.	81.03
Navigation Corridor	Water areas primarily devoted to the maneuvering of vessels.	366.53
Open Bay/ Water	Water areas adjoining shoreline recreation areas, boat and nonmotorized launch facilities, transient docking, water-based transfer points, public access points, public fishing piers, public vista areas, and other public recreational facilities. Multiple uses of Open Bay/Water areas for recreation and for natural habitat purposes are possible under this designation.	4,078.76
<i>Subtotal – Water Uses</i>		<i>7,903.57</i>
Land Use		
Conservation Open Space	Land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection. This designation supports the Conservation/Intertidal and Open Bay/Water use designations. This designation allows scientific research, education, and other uses that support environmental protection and restoration.	94.19
Recreation Open Space	Land areas primarily for visitor-serving, public open spaces that provide public access, public views, activating features, or access to coastal areas. Active and passive uses are allowed in the Recreation Open Space designation, unless otherwise location-specific requirements are stated in Chapter 5, <i>Planning Districts</i> of the TLUP. This designation is complementary to the Recreational Berthing, Conservation/Intertidal, and Open Bay/Water use designations.	5.24
<i>Subtotal – Land Uses</i>		<i>99.43</i>
Total – Water and Land Uses		8,003

¹ The water and land use designation descriptions and associated acreages provided in this table correspond with TLUP Table 3.1.4, *Description of Water and Land Use Designations*, and Table 3.1.1, *TLUP Water and Land Use Acreages*, respectively.

Allowable Use Regulations

Tables 3.1.2 and 3.1.3 of the TLUP identify the use types allowed across the TLUP Area according to the water or land use designations. The allowable use types (both water and land) are organized into Public Trust categories (i.e., commerce, environmental stewardship fisheries, navigation, and recreation) in accordance with WLU Policy 1.1.6. Table 3.1.4 of the TLUP provides a description of the designation's character (also provided in Table 2-1 of this Chapter) and Table 3.1.5 provides further detail about specific uses (e.g., facilities, structures, or operations) that are allowed within the corresponding water and land use designations. The TLUP's glossary contains additional definitions for specific terms referenced in Table 3.1.5 and should be consulted for further interpretation.

To allow flexibility for development and concurrently provide greater certainty to the prioritization and protection of certain uses, the proposed "Allowable Use Types" (for both water and land) are identified as primary uses, secondary uses, or not permitted uses, as further described below, with the intent for the primary uses to take precedent over secondary uses consistent with WLU Policy 1.1.3.

1. **Primary Use:** The preferred and dominant use in a water or land use designation. The primary use(s) for which land or a building is or may be intended, occupied, maintained, arranged, or designed.
2. **Secondary Use:** Secondary uses complement primary uses identified in a water and land use designation but are not the preferred use and should not dominate any development site or impede, interfere, or create conflicts with the functionality of the priority primary use. The following requirements apply to secondary use developments and are summarized from Section 3.1.5 of the TLUP.
 - a. Secondary uses are limited to 25 percent of the total development area on a development site.
 - b. A secondary use may be developed only after, or concurrently with, development of a primary use unless a plan for different phasing of all the primary and secondary uses in a cohesive development is approved by the District; and
 - c. Secondary uses shall be sited in a manner that reserves a minimum of 75 percent of functional ground floor water/shoreline frontage for primary uses.
3. Refer also to Section 3.1.8, Secondary Use Calculations, of the TLUP for standards and protocols for assessing secondary uses.
4. **Not Permitted Use:** Uses that are not allowed in a water or land use designation.
5. Additional use types that are currently not listed as a primary use or secondary use in any water or land use designation may be permitted, if compatible with the associated water or land use designation. They must also be an allowed Public Trust use.

MOBILITY ELEMENT

The purpose of the Mobility Element is to provide direction for the maintenance, enhancement, accessibility, and integration of the travel options to, from, and throughout the TLUP Area. This element reinforces the District's vision of providing an interconnected mobility network that supports a range of travel modes, while also being flexible and adaptable to the future demands of pedestrians, transportation, transit, parking, cargo, freight, and the U.S. military. Specifically, the focus of this element is to:

- ▶ encourage the implementation of new, and the improvement and expansion of existing mobility networks to provide users with diverse travel options, including transit, on both water and land;
- ▶ provide efficient marine terminals as cargo connection points to maintain a sustainable freight network; and
- ▶ continue coordination with the Department of Defense to support and maintain the Strategic Port designation.

These three concepts are reflected in the Mobility Element's goals, objectives, and policies. The policies complement those in other elements of the TLUP, particularly those relating to protecting and providing physical access throughout the TLUP Area. Section 3.2.2, Background, provides additional information and context regarding the District's commitment to enhanced circulation and mobility.

Proposed mobility modes throughout Tidelands facilitate three key types of movement: the movement of people, goods, and U.S. military forces. These types of movement use both water and land. The District collaborates with adjacent jurisdictions, the airport, and the regional, state, and federal planning agencies for the planning of accessways that provide access to and from Tidelands. The District also serves an important role as a Strategic Port and, when needed, is responsible for the movement of military assets.

Proposed policies in this element are focused on achieving objectives that include: the maintenance, enhancement, and expansion of the modes of travel available to people on the water and land (M Objective 1.1); providing clean, modern, and efficient transfer points at the District's marine terminals for goods movement between water and land (M Objective 2.1); providing a sustainable cargo network (M Objective 2.2); providing for safe navigation (M Objective 2.3); supporting and maintaining transportation facilities that enable the operation of the Strategic Highway Network (M Objective 3.1); and supporting and maintaining access to strategic assets located on Tidelands (M Objective 3.2).

ECOLOGY ELEMENT

As a trustee of public lands, the District is responsible for safeguarding its natural resources and the public's access to nature. The purpose of the Ecology Element is to identify goals, objectives, and policies that serve to enhance, conserve, and restore natural resources and foster a healthy environment. The balance between the natural environment and the built environment is a key consideration in protecting the ecological health and natural resources of the Bay and on Tidelands. The Ecology Element furthers the District's commitment in the protection of natural resources and ecological health of Tidelands by building on applicable environmental laws and existing District policies and programs to guide future planning and development. The element focuses on:

- ▶ Healthy and diverse ecosystems,
- ▶ A clean environment, and
- ▶ Collaborative stewardship.

The goals, objectives, and policies presented in this element demonstrate the District's commitment as a steward of the environment and its role in supporting a healthy and sustainable ecosystem through:

- ▶ requirements for future development adjacent to or otherwise near environmentally sensitive areas;
- ▶ protection, enhancement, and conservation of biologically diverse resources;
- ▶ pollution prevention and improving the quality of the land, water, and air; and
- ▶ enhanced collaboration with local partners on shared priorities.

Proposed policies in this element are focused on achieving objectives that include enhancing, conserving, restoring, and maintaining biodiversity in Tideland areas (ECO Objective 1.1); protecting and enhancing water quality to support swimmable, fishable, and biologically productive waters (ECO Objective 2.1); improving fill, soil, and sediment quality (ECO Objective 2.2); preventing pollution from entering the Bay (ECO Objective 2.3); reducing levels of toxic air contaminants and criteria pollutants (ECO Objective 3.1); partnering with regional agencies on shared priorities (ECO Objective 4.1); and increasing awareness about the ecology of Tidelands (ECO Objective 4.2).

SAFETY AND RESILIENCY ELEMENT

The Safety and Resiliency Element establishes goals, objectives, and policies to ensure that the District is prepared to respond to natural and human-caused hazards and fulfill its responsibilities to protect and maintain critical infrastructure, public assets, and coastal access. The focus of this element is public safety and security, emergency preparedness and recovery, and climate resiliency. This element highlights the District's commitment to safety and resiliency throughout the TLUP Area by:

- ▶ creating and maintaining safe access to and within Tidelands and the Bay;
- ▶ enhancing safety and security features through design and use of the public realm and development;
- ▶ collaborating with adjacent jurisdictions and other partners within the region to effectively mitigate, prepare for, respond to, and recover from emergencies; and
- ▶ applying an adaptive management approach to mitigate, prepare for, respond to, and recover from human-caused and natural hazards through an iterative cycle of planning, monitoring, evaluating, and adapting.

Proposed policies in this element are focused on achieving objectives that include establishing and maintaining safe access to, from, and throughout Tidelands (SR Objective 1.1); enhancing physical security capabilities (SR Objective 1.2); maintaining public safety through law enforcement, fire safety, and emergency medical services (SR Objective 1.3); enhancing District Homeland Security capabilities (SR Objective 1.4); providing for the preparation and carrying out of plans for the protection of persons and property in the TLUP Area in the event of an emergency (SR Objective 2.1); reducing GHG emissions and support pathways toward carbon neutrality throughout the Tidelands (SR Objective 3.1); effective planning, monitoring, research, and adaptation to improve coastal resiliency (SR Policy 3.2); applying adaptive

management to reduce the risk of marine and coastal resource climate impacts (SR Objective 3.3); and collaborating with partner agencies and adjacent disadvantaged communities to effectively monitor, assess, plan, and adapt for future hazards, including climate-related impacts in and around San Diego Bay (SR Objective 3.4).

ENVIRONMENTAL JUSTICE ELEMENT

The Environmental Justice Element is centered on coastal access, outreach and public participation, and a healthy environment. It establishes goals, objectives, and policies to ensure that disadvantaged communities are afforded equitable opportunity to access on Tidelands, participate in District planning and public involvement processes, and enjoy a healthy environment through:

- ▶ improved mobility and transit linkages from adjacent disadvantaged communities throughout Tidelands and additional free and lower cost recreational opportunities;
- ▶ greater opportunities to participate in the District's planning and decision-making processes;
- ▶ reduced pollution in disadvantaged communities to improve those communities' quality of life; and
- ▶ enhanced collaboration locally and regionally, as well as deepening relationships with indigenous communities, so that disadvantaged communities near Tidelands and adjacent areas are cleaner and thriving places to work, live, and play.

Proposed policies in this element are focused on achieving objectives that include promoting a diverse range of mobility options for accessing Tidelands (EJ Objective 1.1); providing recreational opportunities that are safe and accessible (EJ Objective 1.2); increasing coastal access and recreational opportunities near disadvantaged communities (EJ Objective 1.3); increasing awareness about the District and Tidelands (EJ Objective 2.1); providing meaningful engagement opportunities for disadvantaged and indigenous communities to participate in the District's planning and public involvement processes (EJ Objective 2.2); increasing awareness of disproportionate environmental impacts on adjacent disadvantaged communities and the potential to disproportionate environmental impacts on relevant indigenous communities and tribes (EJ Objective 2.3); minimizing land use conflicts between industrial, working waterfront uses and historical adjacent residential uses (EJ Objective 3.1); and advancing clean air and water programs and strategies (EJ Objective 3.2).

ECONOMICS ELEMENT

The Economics Element is centered on financial sustainability, thriving businesses, a dedicated workforce, and a growing and diverse economic portfolio. It establishes goals, objectives, and policies to ensure that the District supports the economic vitality of the District and the region, with an emphasis on promoting equity and the Tidelands economy. The policies in this element emphasize the District's commitment through:

- ▶ continued strengthening of public and private partnerships;
- ▶ exploration of innovative financing mechanisms;
- ▶ provision of infrastructure to support businesses on Tidelands; and
- ▶ encouraging a diverse suite of uses and businesses to operate on Tidelands, which can support local and regional economic prosperity.

Proposed policies in this element are focused on achieving objectives that include supporting and nurturing long-term development partnerships (ECON Objective 1.1); exploring a diverse suite of self-sustaining revenue sources for reinvestment in the District's Public Trust obligations (ECON Objective 1.2); providing infrastructure to support existing and future industry needs, as well as the environment (ECON Objective 2.1); ensuring the District maintains its Strategic Port designation (ECON Objective 2.2); retaining and encouraging a diverse mix of coastal-dependent and supporting coastal-related industries and businesses (ECON Objective 2.3); encouraging recreational activities and coastal-enhancing industries that help create a vibrant waterfront (ECON Objective 2.4); creating and maintaining

programs and services that address the needs of the District's business community (ECON Objective 2.5); encouraging participation in the TLUP Area from a diverse suite of businesses (ECON Objective 2.6); and attracting and supporting innovative and emerging coastal-dependent industries (ECON Objective 3.1).

2.3.2 TLUP Area Development Standards

The TLUP Area Development Standards establish requirements for the physical development of property. They provide standards for design that enlivens and enriches the TLUP Area experience for visitors, businesses, and workers, and will be used to implement new development in a manner that is consistent with the surrounding pattern and character of development. The TLUP Area Development Standards specifically address the following topic areas:

- ▶ Recreation Open Space and Activating Features Standards,
- ▶ View Standards,
- ▶ Structure Height Standards, and
- ▶ Wayfinding Signage Standards.

TLUP Area Development Standards apply consistently across the TLUP Area, to development in all planning districts, except where specifically noted in a subdistrict development standard. In addition to compliance with the TLUP Area Development Standards, all development is required to conform to the subdistrict development standards described in Chapter 5, Planning Districts.

2.3.3 Proposed Planning Districts

The TLUP Area is divided into planning districts, and the boundaries of these identifiable and functional units conform closely to established ecoregion boundaries (see Figure 2-2, above). Together, these planning districts represent the TLUP Area. This chapter includes a section devoted to each planning district, and each of the sections includes introductory information on the following items:

1. Existing Setting
2. Location and Context Map
3. Water and Land Use Acreages
4. Water and Land Use Map
5. Coastal Access: Views and Pathways Map (where applicable)

Discussions of each planning district are organized as follows:

1. Vision – describes the long-term vision and character for the subdistrict.
2. Special Allowances – consistent with TLUP WLU Goal 2 (Chapter 3.1, Water and Land Use Element), addresses unique situations for the planning district.
3. Planned Improvements – appealable and non-appealable development (as defined by Section 30715 of the Coastal Act) or improvements are identified for each planning district. Planned improvements are organized under landside access and coastal access subheadings. Additional discussion is provided in Chapter 5 of the TLUP.
4. Development Standards – provide requirements for development, including size, location, siting, and orientation of the required public realm features, buildings, and structures.⁵

⁵ All development in each planning district would be required to comply with the planning district's Development Standards, as well as the standards identified in TLUP Chapter 4, *TLUP Area Development Standards*. The planning district development standards may be an extension of, or a supplement to, a specific element policy, or a standard identified in TLUP Chapter 4, *TLUP Area Development Standards*. Accordingly,

The following sections summarize the vision, special allowances, planned improvements, and development standards for each planning district. Depending on the characteristics of a specific planning district, there may not be applicable Special Allowances, Planned Improvements, or Development Standards.

In addition, future development that is not currently anticipated in the planned improvements or the planning district's vision may still occur. Such development would need to be consistent with the water or land use designation for the proposed development site, as described in Table 3.1.4, *Description of Water and Land Use Designations*, of the TLUP, as well as the goals, objectives, and policies of the TLUP, baywide development standards, and the development standards established for each planning district, which by extension would be consistent with the Port Act and CCA.

As a planning document, the TLUP does not automatically authorize or approve any site-specific projects identified within the TLUP. Additional details regarding the timing, location, and design of future projects are not available to facilitate a project-level impact analysis at this time; therefore, this MND evaluates the potential physical changes to the environment associated with the TLUP at a programmatic level. The environmental review of future site-specific development projects implemented under the authority of the TLUP will be performed in accordance with the State CEQA Guidelines, Article 5 *Preliminary Review of Projects and Conduct of Initial Studies*.

PLANNING DISTRICT 11: NORTH BAY

Environmental Setting

The North Bay Planning District is located in the northern portion of San Diego Bay beginning east of the Pacific Ocean, residing between Shelter Island and Harbor Island to the north and North Island Naval Air Station to the south. Planning District 11 is bisected by the Federal Navigation Channel that runs west to east through the planning district. Figure 2-3 provides the North Bay Planning District location and context.

Vision

The vision for the North Bay Planning District is to provide safe, unobstructed navigation for water-going vessels entering or exiting San Diego Bay. The North Bay Planning District has a strong water-landside connection to a variety of recreational, sportfishing, commercial fishing, and maritime vessel berthing and moorings just outside of the planning district's boundaries. Through an integrated network of navigation channels and navigation corridors, water-going vessels can safely navigate to and from berthing and mooring areas located on District Tidelands.

With the variety of adjacent land uses and broad range of local, state, and federal agencies with neighboring authority in Planning District 11, the District envisions continued collaboration to ensure safe navigation and management of complementary uses. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district and should be in accordance with applicable TLUP policies and standards, including but not limited to: Chapter 3.1, "Water and Land Use Element," (e.g., Tables 3.1.2 and 3.1.3) and policies within Chapter 3.3, "Ecology Element," ECO Goal 1 and Chapter 3.4, "Safety and Resiliency Element," SR Goal 3.

Proposed Water Use Designations

Proposed water designations for PD11, as well as the proposed acreages of each, are provided in Table 2-2.⁶ As shown, proposed water use designations would include Federal Navigation Corridor, Navigation Corridor, and Open Bay/Water. The proposed water and land use map for PD11 is provided as Figure 2-4.

planning district development standards may refer to, and therefore receive guidance from, a specific element policy, or standard in TLUP Chapter 4, *TLUP Development Standards*. Where an exception to a standard identified in TLUP Chapter 4, *TLUP Development Standards* is applicable to a specific location, it is noted in the relevant planning district standard.

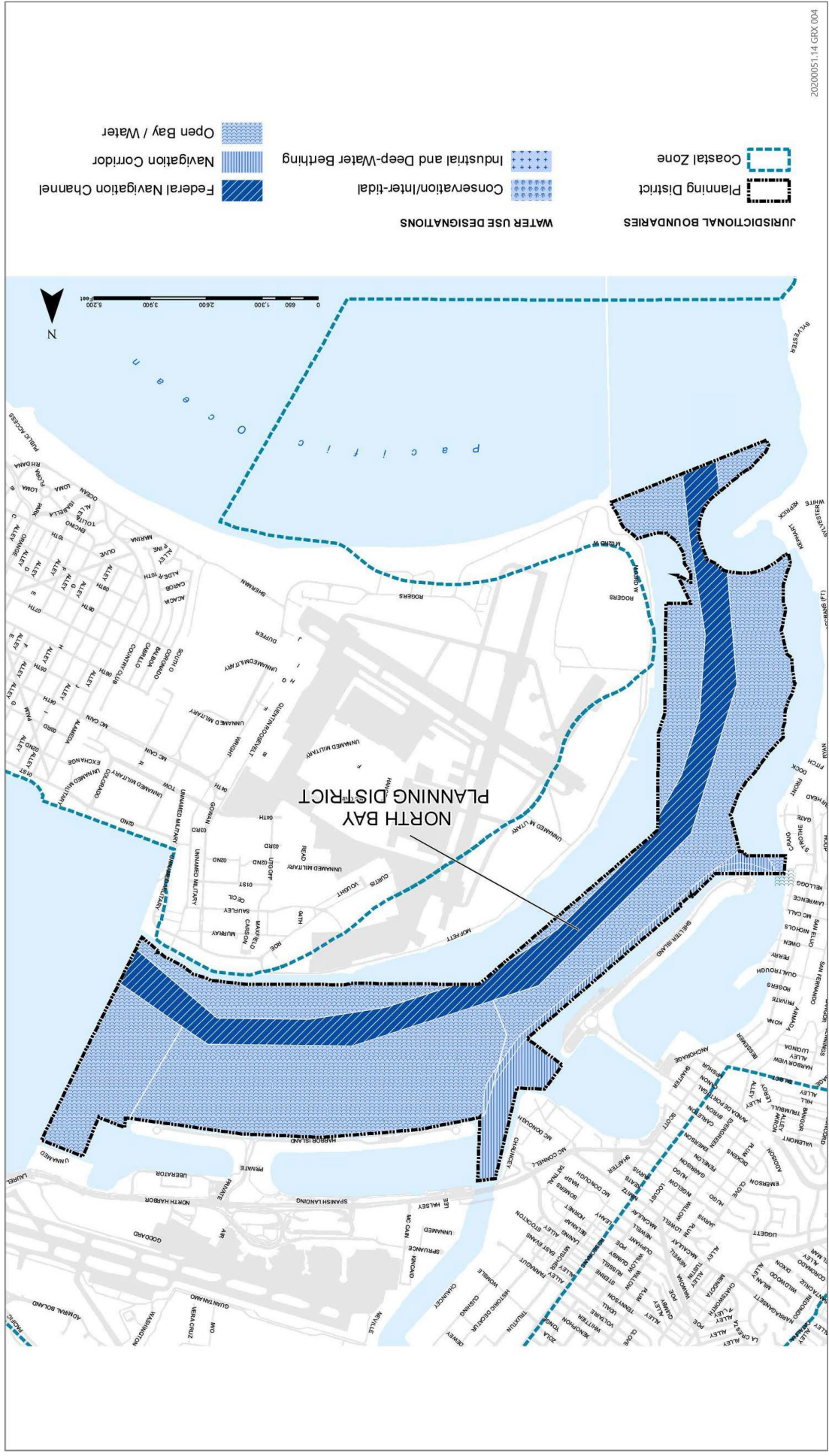
⁶ There are no proposed land use designations in PD11.



Source: Image provided by Port of San Diego in 2023.

Figure 2-3 PD11: North Bay Planning District Location and Context

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Source: Image provided by Port of San Diego in 2023.

Figure 2-4 PD11: North Bay Planning District: Water Uses

San Diego Unified Port District
Trust Lands Use Plan

Table 2-2 North Bay Planning District Water Use Acreages

Water Uses	Acres
Federal Navigation Channel	343.15
Navigation Corridor	90.78
Open Bay/Water	1,083.44
Total Water Uses	1,517.37

Special Allowances

The following special allowances, consistent with WLU Goal 2 (Chapter 4.1, "Water and Land Use Element"), address unique situations in the North Bay Planning District.

PD11.1 Uses related to operation and maintenance of the baitfish storage, bait barges and vendor operations supporting the fishing industries (including commercial, sport, and recreational) shall be permitted within the existing lease boundaries. Expansion of existing lease boundaries and uses, or additional baitfish storage, bait barges and vendor operations supporting fishing industries, may be permitted.

Planned Improvements

Landside Access

There are no landside access improvements planned for the North Bay Planning District.

Coastal Access

There are no coastal access improvements planned for the North Bay Planning District.

Development Standards

All of the TLUP's Chapter 4, *TLUP Area Development Standards* are applicable in the North Bay Planning District.

PLANNING DISTRICT 12: NORTH CENTRAL BAY

Environmental Setting

The North Central Bay Planning District is located in San Diego Bay beginning from the northern boundary of the City of Coronado to the west and Laurel Street to the east, extending south to incorporate the Coronado Bridge. Planning District 12 is bisected by the Federal Navigation Channel that runs north to south through the planning district. Figure 2-5 provides the North Central Bay Planning District location and context.

Vision

The vision for the North Central Bay Planning District is to provide a safe and efficient transbay connection for water-going vessels. Through continued maintenance of the Federal Navigation Channel, navigation corridors, and deep-water berthing, all vessel types are provided safe passageway to the Embarcadero and Working Waterfront from around San Diego Bay. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable TLUP policies and standards, including but not limited to: TLUP Chapter 3.1, "Water and Land Use Element," (e.g., Tables 3.1.2 and 3.1.3) and policies within TLUP Chapter 3.3, "Ecology Element," ECO Goal 1 and TLUP Chapter 3.4, "Safety and Resiliency Element," SR Goal 3.



Source: Image provided by Port of San Diego in 2023.

Figure 2-5 PD12: North Central Bay Planning District Location and Context

Proposed Water Use Designations

Proposed water use designations for PD12 as well as the proposed acreages of each water use designation are provided in Table 2-3.⁷ As shown, proposed water use designations would include Conservation/Inter-tidal, Federal Navigation Channel, Industrial and Deep-Water Berthing, Navigation Corridor, and Open Bay/Water. The proposed water use designation map for PD12 is provided on Figure 2-6.

Table 2-3 North Central Bay Planning District Water Use Acreages

Water Uses	Acres
Conservation/Inter-tidal	6.13
Federal Navigation Channel	454.07
Industrial & Deep-Water Berthing	17.25
Navigation Corridor	162.29
Open Bay/Water	506.30
Total Water Uses	1,146.04

Special Allowances

The following special allowances, consistent with WLU Goal 2 (TLUP Chapter 4.1, "Water and Land Use Element"), address unique situations in the North Central Bay Planning District.

- PD12.1** Routine maintenance activities supporting the safety and functionality of the Coronado Bridge shall be allowed.
- PD12.2** Routine maintenance activities or improvements supporting the safety and functionality of transbay pipelines or telecommunication lines shall be allowed.
- PD12.3** Short-term or transient docking for recreational vessels may be allowed temporarily in areas designated as Navigation Corridor that are directly adjacent to piers, wharves, or other infrastructure that support vessel docking.

Planned Improvements

Landside Access

There are no landside access improvements planned for the North Central Bay Planning District.

Coastal Access

There are no coastal access improvements planned for the North Central Bay Planning District.

Development Standards

All of the TLUP's Chapter 4, *TLUP Area Development Standards* are applicable in the North Central Bay Planning District.

- PD12.4** Development on submerged lands shall avoid placing structures (including anchors or moorings) on transbay pipelines or telecommunication lines.

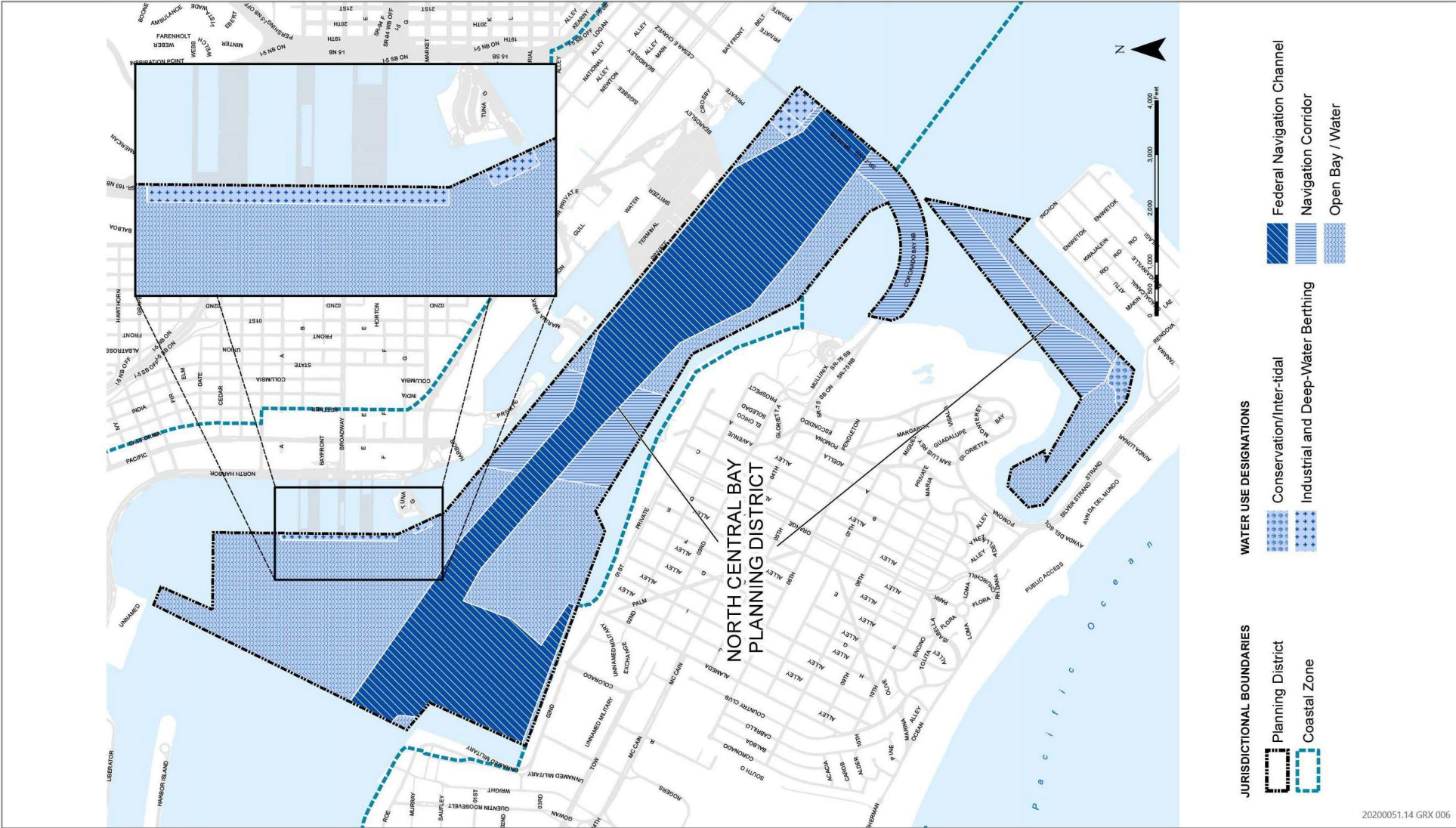
PLANNING DISTRICT 13: SOUTH CENTRAL BAY

Environmental Setting

The South Central Bay Planning District is located in the south central portion of San Diego Bay beginning from the Coronado Bridge to the north and extending south to the National City Marine Terminal. The Federal Navigation Channel runs north to south through the planning district in close proximity to the Working Waterfront. Figure 2-7 provides the South Central Bay Planning District location and context.

⁷ There are no proposed land use designations in PD12.

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Source: Image provided by Port of San Diego in 2023.

Figure 2-6 PD12: North Central Bay Planning District Water Use Designation

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Source: Image provided by Port of San Diego in 2023.

Figure 2-7 PD13: South Central Bay Planning District Location and Context

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Trust Lands Use Plan

Vision

The vision for the South Central Bay Planning District is of a waterway focused on recreational opportunities as San Diego Bay transitions from industrial and commercial uses to the north and the U.S. Fish and Wildlife Service Refuge to the south. Within the South Central Bay Planning District, opportunity exists for restoration and enhancement of environmental resources, as well as increased conservation through restoration, living shorelines, and other efforts that enhance habitat, water quality, and resiliency. This planning district encompasses one of the widest portions of the Bay and as such, opportunities for lateral exploration and enjoyment of the southern waters abound. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district and should be in accordance with applicable TLUP policies and standards, including but not limited to: TLUP Chapter 3.1, "Water and Land Use Element," (e.g., Tables 3.1.2 and 3.1.3) and policies within TLUP Chapter 3.3, "Ecology Element," ECO Goal 1 and TLUP Chapter 3.4, "Safety and Resiliency Element," SR Goal 3.

Proposed Water and Land Use Designations

Proposed water and land use designations for PD13, as well as the proposed acreages of each, are provided in Table 2-4.⁸ As shown, proposed water use designations would include Conservation/Inter-tidal, Federal Navigation Channel, Industrial and Deep-Water Berthing, Navigation Corridor, and Open Bay/Water. The proposed water use designation map for PD13 is provided on Figure 2-8.

Table 2-4 South Central Bay Planning District Water Use Acreages

Water Uses	Acres
Conservation/Inter-tidal	79.53
Federal Navigation Channel	378.81
Industrial & Deep-Water Berthing	63.78
Navigation Corridor	17.31
Open Bay/Water	2,489.02
Total Water Uses	3,028.46

Special Allowances

The following special allowances, consistent with WLU Goal 2 (TLUP Chapter 4.1, "Water and Land Use Element"), address unique situations in the South Central Bay Planning District.

PD13.1 At the former A-8 anchorage, Industrial and Deep-Water Berthing shall be considered as a secondary use.

Planned Improvements

Landside Access

There are no landside access improvements planned for the South Central Bay Planning District.

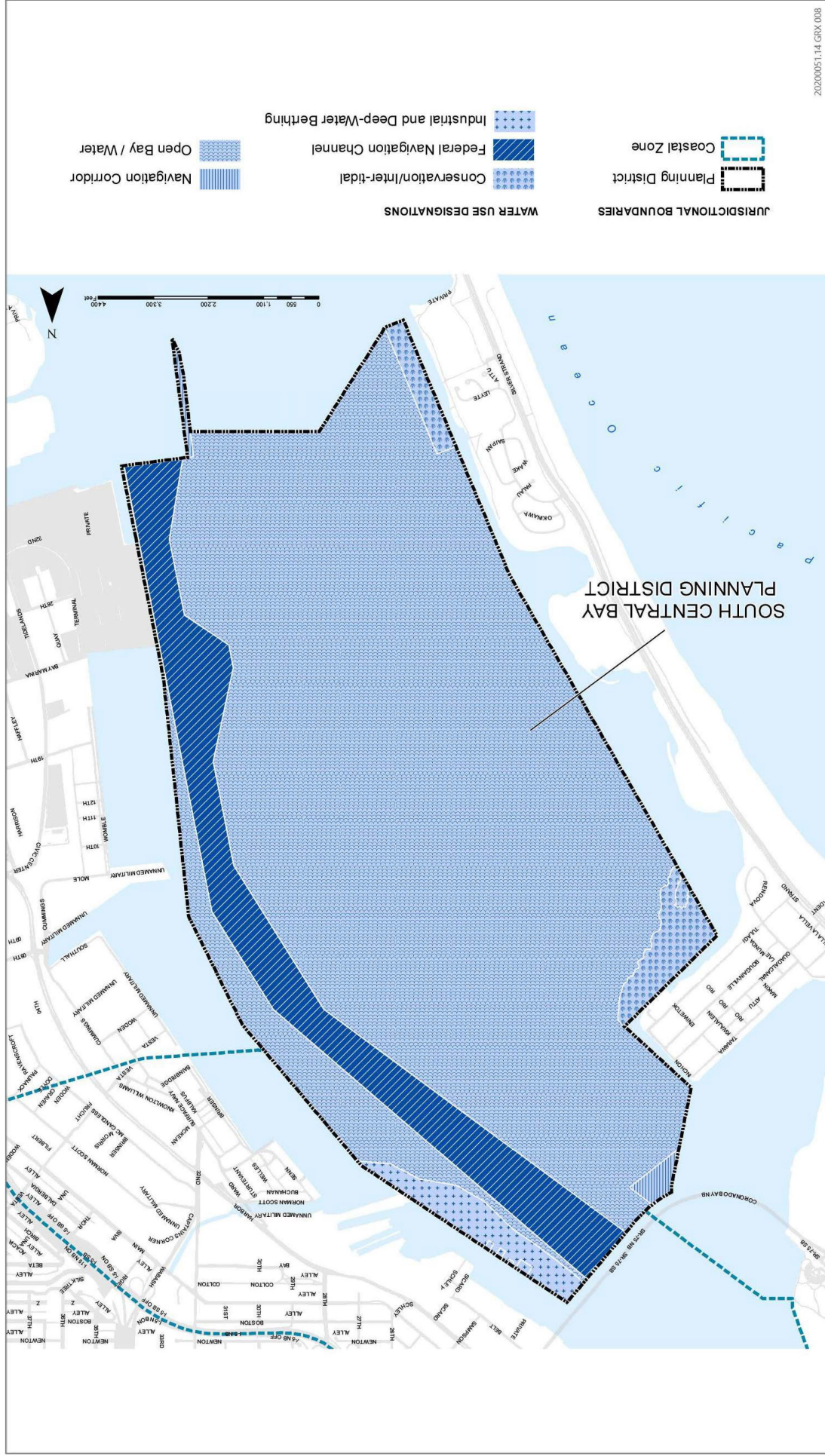
Coastal Access

PD13.2 Support the development of shellfish and seaweed aquaculture operations at the former A-8 anchorage.

Development Standards

All of the TLUP's Chapter 4, *TLUP Area Development Standards* are applicable in the South Central Bay Planning District.

⁸ There are no proposed land use designations in PD13.



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Source: Image provided by Port of San Diego in 2023.

Figure 2-8 PD13: South Central Bay Planning District Water Use Designation

San Diego Unified Port District
Trust Lands Use Plan

PLANNING DISTRICT 14: SOUTH BAY

Environmental Setting

The South Bay Planning District is located in the southern portion of San Diego Bay. This planning district is divided into two sections: a northwestern portion located east of Planning District 9: Silver Strand in the PMPU and north of Planning District 7: South Bay in the PMPU; and a southern portion that sits south of and around Planning District 7 in the PMPU: South Bay. The most southern edge abuts the boundaries of the City of Imperial Beach and the City of San Diego. Figure 2-9 provides the South Bay Planning District location and context.

With the exception of a small area near the Coronado Cays and the Bayshore Bikeway to the south, the majority of the South Bay Planning District encompasses the United States Fish and Wildlife's South Bay Unit of the San Diego Bay National Wildlife Refuge (Refuge). The Refuge supports a variety of migratory shorebirds and wintering waterfowl. A unique component of the natural environment within the South Bay Planning District are the former and current solar salt evaporation ponds used to produce salt. These ponds, occupying approximately 1,060 acres, consist of diked open water cells with differing levels of salinity, provide roosting habitat for a variety of migratory birds, nesting habitat for a variety of ground nesting birds, supplemental foraging habitat for various shorebirds, and foraging habitat.

Vision

The vision for the South Bay Planning District is to continue protecting a rich diversity of endangered, threatened, migratory, and native species and their habitats in the midst of a highly urbanized coastal environment. The public will continue to be provided with the opportunity to observe birds and wildlife in their native habitats and to enjoy and connect with the natural environment. Planned improvements are intended to enhance coastal access consistent with this District's character. Coastal resilience efforts to address projected sea level rise should balance the needs of the adjacent communities with the District's Public Trust obligations, including the integration of opportunities to restore and enhance the ecosystem, provide additional recreational opportunities without impacting native habitats or disturbing nesting birds, and preserve coastal access including existing nature trails. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district and should be in accordance with applicable TLUP policies and standards, including but not limited to: Chapter 3.1, "Water and Land Use Element," (e.g., Tables 3.1.2 and 3.1.3) and policies within Chapter 3.3, "Ecology Element," ECO Goal 1 and Chapter 3.4, "Safety and Resiliency Element," SR Goal 3.

Proposed Water and Land Use Designations

Proposed water and land use designations for PD14, as well as the proposed acreages of each, are provided in Table 2-5. As shown, proposed water use designations would include Conservation/Inter-tidal and Navigation Corridor. In addition, Recreation Open Space and Conservation Open Space are proposed as the land use designations. The proposed water and land use designation map for PD14 is provided as Figure 2-10.

Table 2-5 South Bay Planning District Water and Land Use Acreages

Water Uses	Acres
Conservation/Inter-tidal	2,115.55
Navigation Corridor	96.15
<i>Subtotal - Water Uses</i>	<i>2,211.70</i>
Land Uses	Acres
Conservation Open Space	94.19
Recreation Open Space	5.24
<i>Subtotal - Land Uses</i>	<i>99.43</i>
Total – Water and Land Uses	2,311.13

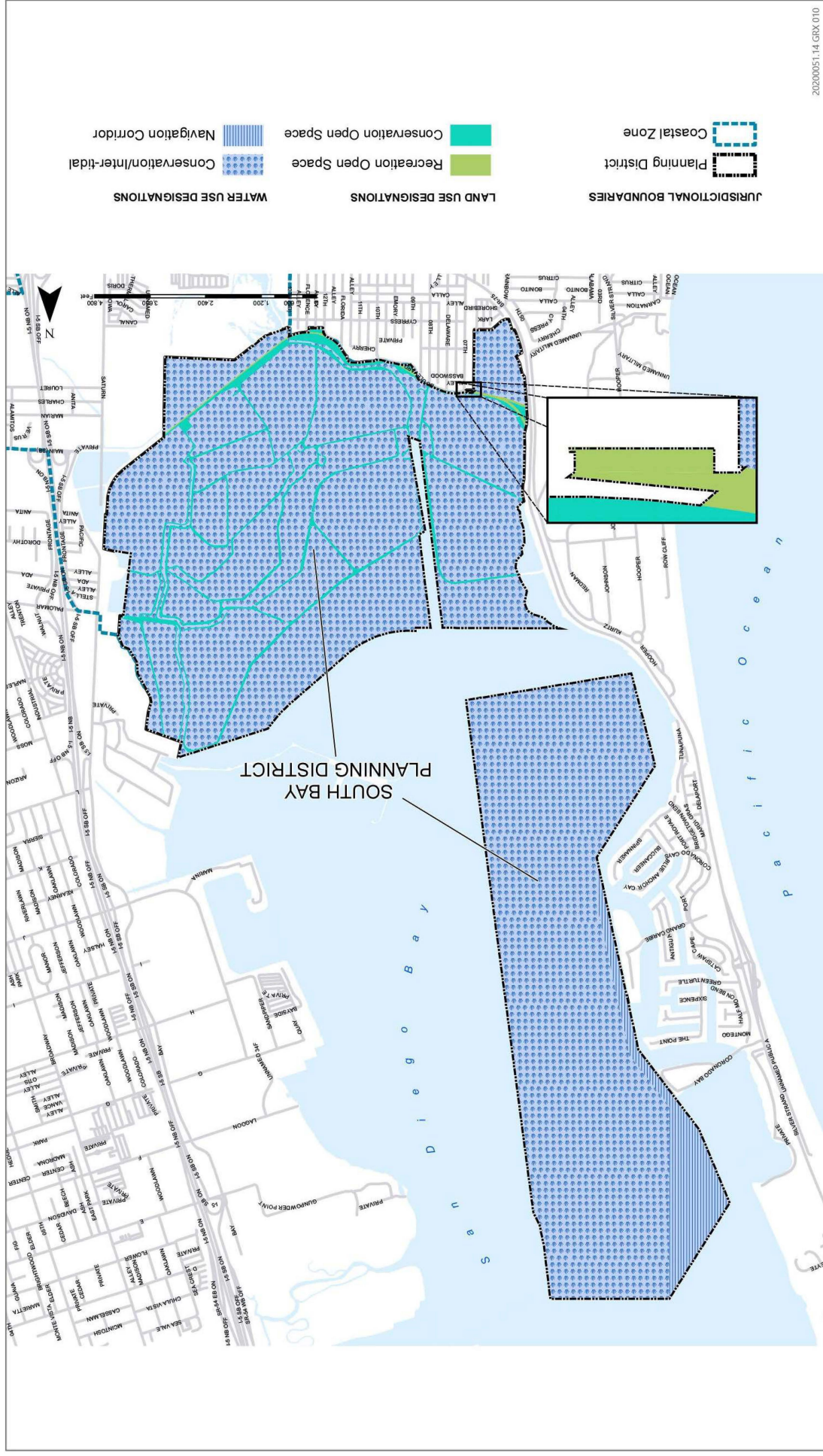
Coastal Access Map

Figure 2-11 provides additional information to illustrate the planned improvements and public realm standards related to coastal access, including views, and pathways in the planning district.



Source: Image provided by Port of San Diego in 2023.

Figure 2-9 PD14: South Bay Planning District Location and Context



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Figure 2-10 PD14: South Bay Water and Land Use Designation

San Diego Unified Port District
Trust Lands Use Plan



Source: Image provided by Port of San Diego in 2023.

Figure 2-11 PD14: South Bay Planning District – Coastal Access: Views and Pathways

San Diego Unified Port District
Trust Lands Use Plan

Special Allowances

The following special allowances, consistent with WLU Goal 2 (TLUP Chapter 4.1, "Water and Land Use Element"), address unique situations in the South Bay Planning District.

- PD14.1** Salt ponds may continue to operate, but not expand, within the Refuge, as approved by the U.S. Fish and Wildlife Service.
- PD14.2** If the Bayshore Bikeway is removed from its existing location north of the Bayside Elementary School, the affected area shall be allowed to transform and integrate into the adjacent habitat.
- PD14.3** All proposed activities or features within the Refuge shall be consistent with the approved comprehensive conservation plan or the governing management plan for the Refuge and must be approved by the U.S. Fish and Wildlife Service.

Planned Improvements

Landside Access

Bayshore Bikeway

- PD14.4** Coordinate with adjacent jurisdictions and applicable resource agencies to support climate resiliency projects that promote habitat restoration or preserve or enhance public access through design and implementation of natural shoreline sea level rise adaptation strategies.
- PD14.5** The Bayshore Bikeway shall be operated and maintained by the agency in which each segment occurs, following approved or adopted licensing agreements.
- PD14.6** If coastal flooding causes any segment(s) of the Bayshore Bikeway multi-use path unsuitable for public use by creating health and safety risks, or if it results in the need to protect natural resources, the following shall apply:
- Maintain the multi-use path in place, and then, if necessary, coordinate with adjacent jurisdictions and applicable resource agencies to address coastal flooding; and
 - If shoreline restoration is necessary and it would be feasible to preserve continuous use of the multi-use path, incorporate natural materials or nature-based shoreline adaptation strategies into the restoration and other improvements

Recreation Open Space

- PD14.7** Coordinate with adjacent jurisdictions to enhance the Recreation Open Space land use located west of the 7th Street terminus, with minimal activating features, including additional seating, public art, and informational and interpretive signage.

Coastal Access

There are no coastal access improvements planned for the South Bay Planning District.

Development Standards

In addition to TLUP Chapter 4, *TLUP Area Development Standards*, the following standards apply to development in the South Bay Planning District. The standards provide requirements for the size, location, siting, and orientation of required public realm features or buildings and structures.

Public Realm Standards

Recreation Open Space, a component of the public realm, supports or facilitates social interaction and is used for active and passive activities. Refer to WLU Goal 3 (TLUP Chapter 3.1, *Water and Land Use Element*) for additional guidance related to Recreation Open Space. The following standards apply to all Recreation Open Space in PD14.

PD14.8 Prohibit restrooms within Recreation Open Space areas in this planning district.

PD14.9 Preserve scenic vista areas in accordance with the requirements of Chapter 4, TLUP Area Development Standards, in the following locations as generally depicted in Figure PD14.3:

- a. View of the Bay and Refuge, within the Recreation Open Space area between 7th Street and the Flamingo Trail; and
- b. View of the Bay and Refuge, along the Bayshore Bikeway approximately north of the Florence Street terminus.

2.3.4 Plan Implementation and Development Conformance

The TLUP represents the District's long-range vision for future growth and development on Tidelands and future programs and implementation actions must be consistent with the TLUP.⁹ This chapter of the TLUP explains the parameters for interpretation and potential amendments, as well as the interplay between Chapter 3, *Elements*, Chapter 4, *TLUP Area Development Standards*, and Chapter 5, *Planning Districts*, of the TLUP. Together, these items provide a collective road map for determining conformance with the TLUP.

2.3.5 Potential Permits and Approvals Required

Table 2-6 provides a summary list of the potential permits and approvals that would be required.

Table 2-6 List of Potential Permits and Approvals

Potential Permits and Approvals	San Diego Unified Port District	California Coastal Commission	California State Lands Commission
Adoption of the Mitigated Negative Declaration	X		
Adoption of Mitigation Monitoring and Reporting Program	X		
Approval and Adoption of the Final Draft TLUP (as a PMPA)	X		
Certification of the TLUP PMPA		X	
Final Adoption of CCC-Certified TLUP PMPA	X		
CCC Executive Director Acceptance of Final Adoption of TLUP PMPA		X	
Final Approval of the TLUP			X

⁹ Consistency and conformance with the TLUP would only be required if it is certified by the CCC and approved by the Board.

3 ENVIRONMENTAL SETTING

The TLUP Area consists of approximately 7,903 acres of submerged lands (water designated area) within San Diego Bay and approximately 99 acres of tidelands (land designated area) granted to the District from the CSLC pursuant to SB 507. While the waters of the Bay are calm due to the enclosed and protected nature of the Bay, it is a busy waterway with a high level of activity associated with commercial, maritime, and recreational boating activities in the north and central portions of the Bay. South Bay includes conservation and intertidal areas, including the San Diego Bay National Wildlife Refuge. The southern end of San Diego Bay includes intertidal zones such as tidal mudflats and coastal salt marshes.

The surrounding land uses and setting are predominately urban in character with the remaining areas generally consisting of open space and/or conservation areas. The urbanized areas include a range of development from high-density commercial uses to undeveloped recreation open space areas. Additionally, much of the urbanized area within the District's Tidelands is leased to developers and operators and was developed through the issuance of coastal development permits.

The environmental setting for each planning district is provided within the preceding pages of this chapter. For additional environmental setting information, please see the environmental settings provided for each resource area included in Attachment A, "Environmental Initial Study Checklist."

4 ENVIRONMENTAL ANALYSIS

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The Environmental Initial Study Checklist (Attachment A) evaluated the potential environmental impacts of the TLUP and determined that the TLUP would result in potentially significant impacts without mitigation related to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, public services, recreation, and tribal cultural resources. These impacts would be mitigated to below a level of significance with the incorporation of the measures listed in Table 5-1. A full analysis/discussion of these issue areas is provided in the attached Environmental Initial Study Checklist.

Mandatory measures to mitigate these effects, which are listed in Section 5, *Mitigation Monitoring and Reporting Program*, would be implemented by future projects associated with the TLUP to reduce the impacts to below a level of significance.

4.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on the Environmental Initial Study Checklist completed for the TLUP (see Attachment A), the following effects were found not to be significant (less than significant or no impact): aesthetics, agriculture and forestry resources, energy, hazards and hazardous materials, land use and planning, mineral resources, population and housing, transportation, utilities and service systems, and wildfire. A full analysis/discussion of these issue areas is provided in the attached Environmental Initial Study Checklist. No mitigation is required for these resources.

5 MITIGATION MONITORING AND REPORTING PROGRAM

The Draft Mitigation Monitoring and Reporting Program for the TLUP is included in Table 5-1.

Table 5-1 Draft Mitigation Monitoring and Reporting Program for the Trust Lands Use Plan

Mitigation Measure	Responsible Party	Mitigation Timing
Air Quality		
<p>MM-AQ-1: Implement Best Management Practices During Construction of All Future TLUP-Consistent Projects. The project proponent shall implement the following measures during construction of future projects within the TLUP Area, subject to verification by the District.</p> <ul style="list-style-type: none"> ▶ The proponent shall limit all construction-related equipment, drayage, and delivery truck idling times by shutting down equipment when not in use and reducing the maximum idling time to less than 5 minutes. The project proponent shall install signage that is clearly worded regarding the limitation on idling time at the delivery and/or loading areas, if applicable. ▶ The project proponent shall verify that all construction equipment used on-site is maintained and properly tuned in accordance with manufacturers' specifications. Prior to the commencement of construction activities using diesel-powered vehicles or equipment, the project proponent shall verify that all vehicles and equipment have been checked by a certified mechanic or a mechanic experienced with such equipment, and determined to be running in proper condition prior to admittance onto the project site. The project proponent shall submit a report by the certified mechanic or a mechanic experienced with such equipment, of the condition of the construction vehicles and equipment to the District prior to commencement of their use. ▶ The project proponent shall submit evidence of the use of diesel emission reduction measures, including truck idling time violations, to the District through regular reporting, with the first report due thirty days from the date of commencement of construction and each subsequent report due exactly 30 days thereafter, until construction is completed, noting all violations with relevant identifying information of the vehicles and drivers in violation of these measures. 		
<p>MM-AQ-2: Implement Diesel Emission-Reduction Measures During Construction of All Future TLUP-Consistent Projects. To reduce emissions during construction of future projects within the TLUP Area, the project proponent shall implement the following measures during construction of the project, and shall provide verification to the District, prior to the project proponent shall submit a list of equipment to be used and the equipment's specifications (model year, engine tier, horsepower) to the District to ensure the construction equipment is consistent with the following requirements. No changes shall be made to the list of equipment without the District's prior approval. Within 30 days after the completion of construction, the project proponent/operator and/or its contractor(s) shall provide written evidence to the District that the construction was consistent with the following requirements.</p> <ul style="list-style-type: none"> ▶ For all construction activities, equip all off-road diesel equipment engines over 25 horsepower with EPA Tier 4 or cleaner engines unless Tier 4 construction equipment is not commercially available (defined below) within 100 miles of the project site. The project proponent shall submit written evidence to the District prior to commencement of construction activities that Tier 4 or cleaner equipment shall be used, or that Tier 4 or cleaner equipment is not available for use during the entire duration of that project's construction period beyond 2025. The provided evidence shall include details of the project proponent's effort to secure Tier 4 or cleaner equipment, including suppliers contacted and their responses, subject to the District's concurrence. ▶ Use renewable diesel fuel in all heavy-duty off-road diesel-fueled equipment. Renewable diesel fuel must meet the most recent ASTM D975 specification for Ultra Low Sulfur Diesel 		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>and have a carbon intensity no greater than 50 percent of diesel with the lowest carbon intensity among petroleum diesel fuels sold in California.</p> <ul style="list-style-type: none"> ▶ Use zero or near-zero emissions equipment in lieu of diesel- or gasoline-powered equipment where such zero or near-zero equipment is commercially available. Commercially available means available within 100 miles, for purchase or lease by the project proponent or any contractors that may be retained by the project proponent. ▶ Use diesel particulate filters (or the equivalent) if permitted under manufacturer's guidelines for on-road and off-road diesel equipment. 		
<p>MM-AQ-3: Implement Fugitive Dust Control During Construction of All Future TLUP-Consistent Projects. During construction of a future project within the TLUP Area, the project proponent shall implement the following dust control measures that go beyond SDAPCD Rule 55. The project proponent shall submit evidence of its compliance with the following fugitive dust reduction measures to the District, within 90 days after the completion of construction.</p> <ul style="list-style-type: none"> ▶ Water the grading areas, if any, at a minimum of three times daily to minimize fugitive dust. ▶ Stabilize graded areas, if any, immediately after grading, to minimize fugitive dust. ▶ Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry. ▶ Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads. ▶ Remove any visible track-out into traveled public streets within 30 minutes of occurrence. ▶ Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred. ▶ Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads. ▶ Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling. ▶ Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph. ▶ Cover/water onsite stockpiles of excavated material. ▶ Enforce a 15-mph speed limit on unpaved surfaces. ▶ Sweep up any dirt and debris spilled onto paved surfaces immediately to reduce resuspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites daily for construction-related dirt in dry weather. ▶ Hydroseed, landscape, or develop as quickly as possible all disturbed areas and as directed by the District and/or SDAPCD to reduce dust generation. <p>Should non-compliance with any of the measures listed above occur, the project proponent shall correct the violation immediately and shall notify the District within five days from the day the violation occurred.</p>		
<p>MM-AQ-4: Use Modern Harbor Craft and Dredgers. Prior to commencement of waterside construction or activities within the TLUP Area that require the use of marine vessels, the project proponent shall ensure that any harbor craft, including but not limited to tugboats, pusher tugs, tow boats, work boats, crew and supply boats, and dredgers for use during any in-water work shall meet the following criteria:</p> <ul style="list-style-type: none"> ▶ For all activities through 2025, ensure all equipment is Tier 3 or better (cleaner). ▶ For all activities after 2025, ensure all equipment is alternatively fueled or electrically powered. If alternatively fueled or electrically powered equipment that emits less emission than Tier 4 or better (cleaner) is not commercially available (defined in MM-AQ-3), then the project proponent shall ensure all equipment is Tier 4 or better. ▶ Use renewable diesel fuel in all heavy-duty off-road diesel-fueled equipment. Renewable diesel must meet the most recent ASTM D975 specification for Ultra Low Sulfur Diesel and 		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>have a carbon intensity no greater than 50 percent of diesel with the lowest carbon intensity among petroleum diesel fuels sold in California.</p> <p>This measure applies to short-term construction projects, such as dredging, and longer-term operations, such as marine vessels used in aquaculture operations. If clean harbor craft and dredgers are not available within 200 miles of the project site for the duration of all activities, the project proponent shall prioritize use of equipment that is maintained and properly tuned in accordance with manufacturers' specifications. The project proponent shall document and submit evidence to the District prior to commencement of waterside activities that tugboats, survey vessels, and dredgers meeting the above tiering requirements or better standards are not available for use during the duration of all in-water activities, which shall be subject to the District's concurrence and approval. Regardless of the equipment used, the project proponent shall verify that all equipment has been checked by a mechanic experienced with such equipment and determined to be running in proper condition prior to admittance into the project area. The project proponent shall submit a report prepared by the mechanic experienced with such equipment of the condition of the vehicles and equipment to the District prior to commencement of their use.</p>		
<p>MM-AQ-5: Project-Level Environmental Reviews. If a future project within the TLUP Area would have the potential to result in significant impacts that were not identified and mitigated in the TLUP Environmental Checklist, then the District shall require the project proponent to prepare an air quality technical report that analyzes all phases of project construction and operations. If a project's air quality technical report determines that construction or operations emissions exceed the SDAPCD threshold(s), the project proponent shall be required to implement site-specific mitigation measures to avoid or reduce emissions to SDAPCD thresholds. Where mitigation measures are required, the District shall identify these measures in the project-level environmental document and include them in a mitigation monitoring and reporting program for the individual development project.</p>		
Biological Resources		
<p>MM-BIO-1: Implement Overwater Coverage Mitigation in Coordination with the Appropriate Resource Agencies and the District to Compensate for Loss of Open Water Habitat. Prior to approval of a future project that may result in the loss of open water habitat, the project proponent shall implement the following:</p> <ol style="list-style-type: none"> 1. During site-specific environmental review and as required by applicable laws and regulations, the project proponent shall consult with the appropriate resource agencies regarding mitigation of impacts associated with loss of beneficial uses from overwater coverage and loss of open water habitat function. The project proponent shall secure all applicable permits for the mitigation of overwater coverage prior to commencement of waterside construction. One or more of the appropriate resource agencies may require additional or greater mitigation than specified under options 2.A, 2.B, 2.C, 2.D, and 2.E of this mitigation measure (see below). 2. For impacts that the District determines are significant, a future project proponent shall implement one of the following mitigation options, or a combination thereof. These options provide the minimum mitigation for overwater coverage impacts. One or more of the appropriate resource agencies may require additional or greater mitigation than specified in this mitigation measure. <ol style="list-style-type: none"> A. Remove an amount of existing overwater coverage within San Diego Bay that is equivalent to the project's net increase in overwater coverage. This would replace the area affected by a project at a 1:1 mitigation ratio, subject to the District's review and approval. B. Restore or create an amount of wetland or eelgrass habitat within San Diego Bay equivalent to the project's net increase in overwater coverage at a suitable location within San Diego Bay, at a 1:1 ratio for wetlands and a 1.2:1 ratio for eelgrass consistent with the CEMP, which would offset the net increase in overwater coverage by 		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>improving the habitat structure and primary productivity at the restoration site. The restoration or creation of wetland or eelgrass habitat shall require the project proponent to prepare a mitigation plan for the District's review and approval. The mitigation plan at a minimum shall include a description of the restoration site, mitigation requirements, planting plan (e.g., transplant sites, donor sites, reference site), restoration methods (e.g., plant collection or purchase, transplant units), timing of the restoration work, and a monitoring program to include a mitigation success criteria. The District or its designee shall secure all applicable permits for the mitigation project and all applicable District Real Estate agreements for the mitigation site, prior to commencement of construction. Additionally, all fill materials proposed for discharge into San Diego Bay for the development of the mitigation site shall meet the requirements of the USACE's Evaluation of Dredged Material Proposed for Discharge in Waters of the U.S. – Testing Manual (Inland Testing Manual).</p> <p>C. If a suitable mitigation bank within the Coastal Zone that is not yet available, becomes available in the future, prior to construction of the future project, the project proponent shall purchase saltmarsh wetland or overwater coverage credits to offset the net increase in overwater coverage.</p> <p>D. For overwater coverage, the project proponent shall retain a qualified biologist to conduct eelgrass surveys per the CEMP to determine potential impacts to eelgrass from construction. The qualified biologist must have at least four years of university training in marine biology or a related science and/or have at least three years of demonstrated field experience monitoring sensitive species in the Southern California marine environment. A qualified biologist with more than 10 years of experience monitoring for sensitive marine species in Southern California shall oversee the monitoring work.</p> <p>E. If pre- versus post-construction eelgrass surveys determine that overwater structures will shade and impact eelgrass, then mitigation for the loss of eelgrass will be conducted pursuant to the CEMP mitigation ratio based on the amount of impacted eelgrass.</p>		
<p>MM-BIO-2: Develop an Aquaculture Mitigation Plan in Coordination with the Appropriate Resource Agencies and the District to Minimize the Potential for Degraded Essential Fish Habitat, Potential Benthic Impacts, and Entanglement of Green Sea Turtles. Prior to the District's approval of future aquaculture operations involving shellfish or seaweed, the project proponent shall prepare and submit to the District for approval an Aquaculture Mitigation Plan. The project proponent shall prepare the Aquaculture Mitigation Plan in coordination with the appropriate regulatory and resource agencies, as well as the District, and shall implement the program during project design and operation of the future aquaculture facility. In addition, the project proponent of a future aquaculture operation shall obtain all applicable permits from the appropriate regulatory agencies, which may include permit requirements that differ from the mitigation requirements outlined below. In such cases, the measures outlined in this mitigation measure shall be superseded by agency permit requirements and shall not be in addition to the requirements of those permits.</p> <p>1. Mitigation for Impacts on Essential Fish Habitat:</p> <p>A. The project proponent shall prepare a mitigation plan, in coordination with the District, that is informed by best available science and practices to evaluate the size of the aquaculture facility, the filtration rates and biomass of any cultured shellfish species, the mean phytoplankton biomass and production, and the tidal flushing rates of the facility location to determine potential impacts on organic particulate matter food resources. The mitigation plan shall include:</p> <p>i. An adaptive management strategy that accommodates cultivated shellfish density as necessary without significantly affecting food resources available to other organisms in the Bay.</p>		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>2. Mitigation for Benthic Impacts:</p> <p>A. The project proponent shall prepare a mitigation plan, in coordination with the District, that is informed by best available science and practices to evaluate various benthic impacts as affected by the species, and culture methods utilized, the size of the aquaculture facility, accumulation of materials such as pseudofeces, shell debris, and gear. The mitigation plan shall contain the following elements:</p> <ul style="list-style-type: none"> i. A monitoring plan that evaluates the seabed beneath and adjacent to the facility for benthic ecosystem health. ii. An adaptive management strategy that responds to negative indicators of benthic health as described in the monitoring plan to appropriately reduce the density, as necessary. Site-specific BMPs are to be developed and implemented during construction and operation of the aquaculture facility to lessen or eliminate potential benthic impacts. <p>3. Mitigation for Entanglement Hazards:</p> <p>A. The project proponent shall prepare a mitigation plan, in coordination with the District, that is informed by best available science and practices to evaluate any proposed aquaculture facility relative to entanglement hazards to sensitive species and the green sea turtle in particular. The materials utilized by the facility, and the methods of connection to surface markers and the seafloor, shall all be considered.</p> <ul style="list-style-type: none"> i. A design plan shall be developed and evaluated relative to the best available science that illustrates how the proposed structures minimize the risk of entanglement to wildlife and the green sea turtle in particular. ii. A reporting program shall be developed to provide data on any observed entanglement by wildlife. An adaptive facility management strategy shall be identified that highlights actions to be taken if a sensitive species is identified to be entangled. iii. Signage shall be provided along the perimeter of the facility to provide contact information that the public can use to report any sighting of wildlife found injured or entangled within San Diego Bay. 		
<p>MM-BIO-3: Detect Special-Status Plant Species and Develop Conceptual Restoration Plan for Translocation/Salvage. Focused surveys shall be conducted to determine the presence/absence of federally and/or state listed plant species, or CRPR 1B.1 or 1B.2 species previously observed, or with high or moderate potential to occur. For species that can only be reliably detected during specific blooming periods, focus surveys may need to be conducted during those periods to determine presence/absence. If these species occur within the proposed construction, access, staging, or stockpiling areas of a future project, one of two equally suitable options shall be implemented:</p> <p>1. Construction areas shall be modified to avoid direct impacts to mapped sensitive plant species.</p> <p>A. Implement an approved Conceptual Restoration Plan or acquisition of mitigation credits that provides one or more of the following measures:</p> <ul style="list-style-type: none"> i. Impacted plants would be salvaged and relocated; ii. Seeds from impacted plants would be collected for use at an off-site location; iii. Off-site habitat that supports the species impacted shall be enhanced and/or supplemented with seed collected on site; and/or iv. Comparable habitat supporting the species at an off-site location shall be preserved. <p>B. Mitigation that involves relocation, enhancement, or transplanting sensitive plants may be conducted in combination with other habitat mitigation (e.g., wetlands HMMP) and shall include the following:</p>		

Mitigation Measure	Responsible Party	Mitigation Timing
<ul style="list-style-type: none"> i. Conceptual planting plan, including grading and temporary irrigation if necessary to create appropriate habitat conditions to support the species; ii. Planting specifications (e.g., seed source, soil suitability, container size); iii. Monitoring program including success criteria (e.g., a minimum number of sensitive plant individuals, a minimum percent cover of native species, a maximum percent cover of non-native species); and iv. 5-year post construction maintenance and preservation plan (e.g., sensitive plant monitoring, adaptive management actions). 		
<p>MM-BIO-4: Implement Construction Measures to Avoid or Reduce Impacts on Sensitive Nesting and Coastal Habitat-Dependent Avian Species. For TLUP projects that the District determines have the potential to disturb sensitive nesting marine dependent avian species, the District shall ensure that nesting bird behavior is not modified during construction activities and that noise levels do not exceed ambient conditions such that effects to these species would occur. The project proponent shall implement the following measures during construction:</p> <ul style="list-style-type: none"> ▶ During the nesting season for sensitive avian species with the potential to occur at the construction site, the project proponent shall retain a qualified biologist approved by the District to perform a nesting bird survey within 500 feet of the noise-generating activity. The qualified biologist must have at least four years of university training in biology or a related science and/or have at least three years of demonstrated field experience monitoring sensitive species in the Southern California coastal environments. The nesting season survey shall occur 1 week prior to the start of construction utilizing heavy equipment and, if nests are found, the qualified biologist shall perform a survey once per week during construction until use of noise-generating heavy equipment ceases to ensure that construction activities do not disturb natural nesting behavior of species present. Specific criteria for California least tern and light-footed Ridgway's rail are included at the end of this mitigation measure. ▶ The project proponent shall submit the pre-construction nesting season survey to the District for review and approval of the survey and the buffer area, defined below, if any, prior to the commencement of these activities at the project site. ▶ The nesting surveys shall consist of a thorough inspection of the project area by a qualified biologist(s). The survey shall occur between sunrise and 12:00 p.m., when birds are most active. The qualified biologist(s) shall prepare and submit to the District a letter report documenting the results of the survey. If there is a delay of more than 7 days between when the nesting bird survey is performed and construction activities begin, the qualified biologist shall re-survey to confirm that no new nests have been established. ▶ If the survey detects nesting behavior, the project proponent shall establish a no-disturbance buffer around each nest site, based on species identified, to avoid disturbance or destruction of the nest until after the nesting season or a qualified biologist determines that the nest is no longer active. The size and constraints of the no-disturbance buffer shall be determined by the qualified biologist and included in the letter report documenting the survey results. ▶ The qualified biologist shall establish a baseline ambient sound level by measuring ambient sound levels during the time of day that the work is expected to occur. The monitoring distance from the nest shall be chosen to determine the noise levels present at the nest, without causing disturbance to the sensitive species. ▶ If sensitive avian species begin nesting within 500 feet of noise-generating construction and the sensitive species' behavior is modified, the qualified biologist shall establish a baseline ambient sound level by measuring sound levels at a distance without disturbing the species during a representative construction day. The qualified biologist shall monitor those nests daily during construction activities, until after the nesting season or a qualified biologist determines that the nest is no longer active. Sound levels at nest sites shall not exceed 10 A-weighted decibels (dBA) above ambient levels. If the monitoring shows 		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>sound levels more than 10 dBA above the baseline ambient levels (representative construction noise included), and the species behavior is modified, the qualified biologist shall have the authority to halt or modify construction activity to ensure the behavior of sensitive nesting avian species is not altered by construction noise.</p> <ul style="list-style-type: none"> ▶ If the above noted sound thresholds are exceeded, the project proponent shall implement actions recommended by the qualified biologist and approved by the District to reduce sound levels to within thresholds. ▶ If the qualified biologist determines that noise cannot be attenuated, noise-generating activities must cease until such time that adequate noise attenuation is achieved, or nesting is complete. <p>For California least terns specifically:</p> <ul style="list-style-type: none"> ▶ Noise generating activities shall be conducted outside of the California least tern nesting season (September 16th to March 31st). ▶ If the nesting season cannot be avoided and the project is within 500 feet of a nest, then California least tern pre-construction nest surveys, nest monitoring, and sound and visual barriers shall be implemented prior to the beginning of construction activities, subject to District approval, which may include consultation with USFWS where appropriate, including as part of any required permit application by the project proponent. ▶ When construction activities will occur within 500 feet of suitable California least tern nesting habitat, a qualified biologist shall conduct surveys prior to activity initiation. ▶ If a nest is detected, a 500-foot buffer shall remain in place until the nest has fledged or is no longer active. No loud construction activities shall occur within the 500-foot buffer. ▶ The qualified biologist shall remain on-site during all construction activities that occur within, or adjacent to, nesting habitat for California least tern during the nesting season to ensure compliance with the 500-foot buffer and to modify or stop work in accordance with this mitigation measure. <p>For light-footed Ridgway's rail specifically:</p> <ul style="list-style-type: none"> ▶ Noise generating activities within 500 feet of suitable nesting habitat (i.e., coastal salt marsh) shall be conducted outside of the light-footed Ridgway's rail nesting season (September 16th to March 14th). ▶ If the nesting season cannot be avoided, a minimum of three focused pre-construction surveys shall be conducted within suitable habitat on separate days, to determine the presence of Ridgway's rails in or adjacent to the project impact area. Surveys shall begin a maximum of 7 days prior to performing project construction and one survey will be conducted the day immediately prior to performing project construction. ▶ Before each day of work begins in or within 500 feet of coastal salt marsh habitat, the qualified biologist shall survey the construction area to determine if Ridgway's rails have entered the area. If any rails are found within the survey area, the biologist shall either stop noise-generating work or, if feasible, direct construction personnel to begin in an area more than 500 feet from the rails; ▶ If a nest is detected, a 500-foot buffer shall remain in place until the nest has fledged or is no longer active. No loud construction activities shall occur within the 500-foot buffer. ▶ The qualified biologist shall remain on-site during all construction activities that occur within, or adjacent to, nesting habitat for light-footed Ridgway's rail during the nesting season to ensure compliance with the 500-foot buffer and to modify or stop work in accordance with this mitigation measure. 		
<p>MM-BIO-5: Develop a Conceptual Mitigation Plan in Coordination with the Appropriate Resource Agencies and the District to Provide No-Net Loss of Wetlands and Compensate for Permanent Loss. Implement: (1) habitat creation, restoration, enhancement, and/or preservation through an approved Habitat Mitigation and Monitoring Plan (HMMP); or (2) acquisition of approved mitigation credits at approved mitigation banks or in-lieu fee</p>		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>programs, including any Port of San Diego Environmental Mitigation Property, within the appropriate portion of the Coastal Overlay Zone, as applicable. Both mitigation options (1) and (2) outlined below are equally suitable as compensatory mitigation methods.</p> <p>Wetland mitigation required as part of any federal (404) or state (1601/1603/coastal development permit) wetland permit shall supersede and shall not be in addition to any mitigation identified in the California Environmental Quality Act (CEQA) document for those wetland areas covered under any federal or state wetland permit.</p> <ol style="list-style-type: none"> 1. An HMMP shall be prepared in accordance with the District standards and definitions for creation, restoration, enhancement, and preservation. The HMMP must achieve no-net-loss of wetlands by including at least a 1:1 ratio of establishment/re-establishment for all areas of significant impacts to wetlands. <p>When proposed mitigation involves habitat establishment, re-establishment, and/or enhancement, the HMMP shall include the following information:</p> <ul style="list-style-type: none"> ▶ Conceptual planting plan including planting zones, grading, and irrigation, as necessary; ▶ Seed mix/planting palette; ▶ Planting specifications; ▶ Monitoring program including success criteria; and ▶ Long-term maintenance and preservation plan. <ol style="list-style-type: none"> 2. For mitigation which involves habitat acquisition, the HMMP shall include the following: <ul style="list-style-type: none"> ▶ Location of proposed acquisition; ▶ Description of the biological resources to be acquired, including support for the conclusion that the acquired habitat mitigates for the specific maintenance impact; and ▶ Documentation that the mitigation area would be adequately preserved and maintained. <p>Allocation of mitigation site credits, including at any Port of San Diego Environmental Mitigation Property, shall include the following:</p> <ul style="list-style-type: none"> ▶ Location of approved mitigation site; ▶ Description of the mitigation credits to be acquired, including that the acquired habitat mitigates for the specific impact; and ▶ Documentation of the credits that are associated with a mitigation bank that has been approved by the appropriate Resource Agencies. 		
Cultural Resources		
<p>MM-CUL-1: Alteration of Historical Resources in Accordance with SOI Standards. Any improvements related to the maintenance of the San Diego-Coronado Bay Bridge or activities within the Western Salt Company Salt Works Historic District that have the potential to adversely affect the resources' historical significance shall be designed to comply with Secretary of Interior (SOI) Standards for the Treatment of Historic Properties (SOI Standards) and thereby avoid any impacts that could cause an adverse change in the significance of a historical resource (USDI NPS 2020). The project proponent shall retain an SOI-qualified architectural historian or historic architect (approved by the District) to identify the applicable SOI Standards, assist in the project design, review the design plans, and provide a written report to the District assessing the design plans' compliance with the applicable SOI Standards. The District shall review the report and confirm the design plans' compliance with the applicable SOI Standards. The project proponent shall adhere to the design plan approved by the District. This will ensure that alterations to the historical resource are implemented in accordance with the SOI Standards and that the historical resource retains sufficient character-defining features to express its historical significance.</p>		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>MM-CUL-2: Conduct an Archaeological Resource Assessment for Landside Planned Improvements. Once specific details are known about future individual landside planned improvements associated with the TLUP, a future project level analysis shall be completed to determine if archaeological resources may be present under the soil. The project proponent shall retain an SOI-qualified archaeologist to prepare an Archaeological Resources Assessment (ARA), which shall be submitted to the District for its review and approval. The ARA is a preliminary inquiry into the potential for archaeological resources being present on site and will assist the District in determining if a future project may or may not have an effect on archaeological sites that are historical resources or unique archaeological resources, per State CEQA Guidelines Section 15064.5(c)(1-4) and PRC Section 21083.2(g).</p> <p>The ARA shall be completed according to the following steps:</p> <ol style="list-style-type: none"> 1. Desktop Analysis. The ARA shall define an appropriate archaeological study area for the proposed project, and research the study area to determine its sensitivity for subsurface archaeological resources. Research shall include but is not limited to reviewing the prehistoric archaeological sensitivity analysis under Archaeological Resources in Section 4.4.2 of the PMPU PEIR, a records search, and a review of historic maps such as Sanborn fire insurance maps, and U.S. Geological Survey (USGS) topographic maps, and Tax Factor 1928-1929 aerial photos. The ARA shall make recommendations regarding the need for further archaeological studies to be completed. If the ARA shows to the District's satisfaction that the study area consists entirely of fully developed fill with no undisturbed land, or entirely of land with little or no potential for subsurface prehistoric or historic archaeological resources preserved within depositional context, no field survey, additional study, or measures for protecting archaeological resources that are historical resources, or qualify as a unique archaeological resource, would be necessary. A brief ARA memo shall serve as documentation of the findings. <p>Based on the information and recommendations provided in the ARA memo, if further archaeological studies are required, the project proponent shall take one or more of the following sequential actions, which are determined by the District to be necessary to avoid or reduce the proposed project's impacts on archaeological resources that are historical resources, or qualify as a unique archaeological resource, to a level below significance:</p> <ol style="list-style-type: none"> A. Archaeological Survey. If the ARA finds that the study area contains previously identified prehistoric or historic archaeological resources preserved in depositional context, undeveloped land with undisturbed or minimally disturbed surface soils, or historic archaeological resource potential based on historic map research, the project proponent will retain an SOI-qualified archaeologist (approved by the District) to conduct a preconstruction archaeological resources field survey of the project area. B. Archaeological Testing and Evaluation. If the District determines that the resource cannot be avoided through project design, the SOI-qualified archaeologist retained by the project proponent shall implement an evaluative subsurface testing program to determine the resource boundaries within the project area, assess the site's eligibility for listing in the NRHP and CRHR, or for its potential to be a unique archaeological resource, and assess the integrity of the resource, all subject to verification and approval from the District. The testing and evaluation program shall be used to determine whether the site is a historical resource or unique archaeological resource. The Secretary of the Interior's (SOI)-qualified archaeologist shall prepare an archaeological survey evaluation report (ASER) at the conclusion of the field survey and evaluative subsurface testing program. The ASER will conform with the California Office of Historic Preservation (OHP) recommended contents and format for cultural resources reports. The report shall be submitted to the District for review and, upon the District's determination that the report is satisfactory, shall be deposited at the SCIC. If the District determines the site is not a historical resource or a unique archaeological resource, the effects of the project on the resource shall not 		

Mitigation Measure	Responsible Party	Mitigation Timing
<p>be considered a significant effect on the environment and need not be considered further in the CEQA process, per State CEQA Guidelines Section 15064.5(c)(4).</p> <p>C. Preservation in Place. Preservation in place is the preferred manner of mitigating impacts on archaeological historical resources and unique archaeological resources. If the District determines the site is a historical resource or unique archaeological resource, and the project can be designed to avoid the historical resource or unique archaeological resource, preservation in place may be accomplished by, but not limited to: planning construction to avoid the resource; incorporating sites within parks, greenspace, or open space; covering the site with chemically stable soil prior to construction; or deeding the site into a permanent conservation easement, per State CEQA Guidelines Section 15126.4(b)(3)(A) – (B) and PRC Section 21083.2(b).</p> <p>D. Archaeological Data Recovery. If the District determines the site is a historical resource, preservation in place is not possible, and data recovery is the only feasible mitigation, an archaeological Data Recovery Plan (DRP) will be designed to record and remove scientifically important data that would otherwise be destroyed through construction-related ground disturbance, per State CEQA Guidelines 15126.4(b)(3)(C). The DRP and data recovery fieldwork will be completed prior to the start of project construction. After the archaeological data recovery fieldwork is complete, the SOI-qualified archaeologist retained by the project proponent shall prepare an archaeological data recovery report. The report will conform with the OHP recommended contents and format for cultural resources reports. The report shall be submitted to the District for review and, upon the District's determination that the report is satisfactory, shall be deposited at the SCIC. Any artifacts collected during data recovery will be curated at the San Diego Archaeological Center, at the project proponent's expense. Per State CEQA Guidelines Section 15126.4(b)(3)(D), if the District determines that testing or studies already completed have adequately recovered the scientifically important information from and about the archaeological or historical resource, data recovery will not be required, provided that the determination is documented and that the studies are deposited with the SCIC.</p> <p>E. Archaeological Construction Monitoring. In the event the District determines that archaeological construction monitoring is necessary in order to mitigate the potential for project construction (including geotechnical borings) to impact as-yet unknown archaeological resources, then the project proponent shall retain an SOI-qualified archaeologist, approved by District. The District may require a Native American monitor to also be present during ground-disturbing construction activities. The District may utilize a monitor qualified to monitor both archaeological and tribal cultural resources. During project-specific environmental review, the approved SOI-qualified archaeologist shall prepare and submit to the District for approval an archaeological monitoring and discovery plan (AMDP). The AMDP shall describe the project, archaeological sensitivity of and known archaeological resources in the project area, monitor qualifications, monitoring and discovery procedures, roles and responsibilities, and reporting. Upon completion of archaeological construction monitoring, a final monitoring report shall be prepared in conformance with the OHP's guidelines for the preparation of cultural resources management reports and will be deposited at the SCIC. Any diagnostic artifacts collected during archaeological construction monitoring will be curated at the San Diego Archaeological Center, at the project proponent's expense. If an artifact is determined to be a tribal cultural resource, the District shall consult with the applicable Native American tribes to determine the appropriate treatment of the artifact.</p> <p>2. Unanticipated Discovery Procedures. For those projects where there is the potential for encountering unknown archaeological resources, if an unanticipated discovery of an archaeological resource occurs during construction of a project, construction-related ground disturbance would be diverted or temporarily halted until the SOI-qualified archaeologist and/or Native American monitor can assess if it is a historical resource, or a</p>		

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<p>unique archaeological resource, or has tribal cultural significance. The District, based on information provided by the SOI-qualified archaeologist or Native American monitor (for tribal cultural resources), would determine the significance of the discovered resources in accordance with PRC 21083.2(i) and State CEQA Guidelines Section 15064.5(f). For archaeological resources, significance would be based on the results of evaluative archaeological testing completed by the SOI-qualified archaeologist and applying the criteria for listing in the CRHR, per State CEQA guidelines Section 15064.5(a)(1-4) and identifying unique archaeological resources per Section 21083.2 of the PRC. For tribal cultural resources, the significance would be based on the opinion of the Native American monitor, consistent with PRC Section 21074 related to a potential tribal cultural resource. For cultural resources determined by the District to be a historical resource or a unique archaeological resource, the SOI-qualified archaeologist shall prepare a Research Design and Data Recovery Program, which shall mitigate impacts in accordance with State CEQA Guidelines Section 15126.4(b)(3) and Section 15064.5(f), and the project proponent would be required to retain an SOI-qualified archaeologist for continuous archaeological monitoring, until the completion of ground-disturbing construction activities in the vicinity of the unanticipated discovery.</p> <p>3. Discovery of Possible Human Remains. In the event possible human remains are discovered, the qualified archaeologist and/or Native American monitor shall inform the District and simultaneously inform participating Native American Tribes of the find. No further disturbance shall occur in the area of the find until the County Medical Examiner has made the necessary findings as to origin. If the human remains are to be taken offsite for evaluation, they shall be accompanied by a participating Native American monitor. If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the District or its representative in order to determine proper treatment and disposition of the remains. The qualified archaeologist shall notify local Native American Tribes of the identification of human remains. The immediate vicinity where the Native American human remains are located shall not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations has been conducted, as required by Public Resources Code Section 5097.98. In all cases, Public Resources Code §5097.98, CEQA §15064.5, and Health & Safety Code §7050.5 shall be followed if human remains are discovered.</p>		
Geology and Soils		
<p>MM-GEO-1: Require Paleontological Sensitivity Screening and Monitoring in Areas of Sensitivity in the South Bay Planning District. Prior to approval of a future project in the South Bay Planning District (PD14), a paleontological and geologic resource sensitivity screening analysis shall be performed. The paleontological resource sensitivity screening shall examine whether the proposed development would include ground disturbance with the potential to encounter undisturbed soils and whether the development is located on a site (or sites) underlain by Bay Point Formation, and meets one or more of the following conditions: (1) construction would involve ground disturbance of a fossil recovery site or within 100 feet of a mapped fossil recovery site, or (2) construction would require over 1,000 cubic yards of excavation and depth of excavation exceeding 10 feet. The Paleontological Sensitivity Screening analysis will be subject to the District's review and approval and no development shall proceed until the Paleontological Sensitivity Screening analysis is deemed acceptable to the District.</p> <p>If the proposed development meets either or both of the above-stated criteria, the project proponent shall retain a Qualified Paleontologist, approved by the District, who shall conduct paleontological monitoring during all ground-disturbing activities. The paleontological monitoring required by this mitigation measure shall include the following measures:</p> <ul style="list-style-type: none"> ▶ The project proponent shall retain a Qualified Paleontologist, approved by the District. A "Qualified Paleontologist" shall be defined as an individual (i) who has a M.S. or Ph.D. in paleontology, or geology, (ii) who also has demonstrated familiarity with paleontological 		

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<p>procedures and techniques, (iii) who is knowledgeable in the geology and paleontology of San Diego County, and (iv) who has worked as a paleontological monitor within San Diego County for at least 1 year.</p> <ul style="list-style-type: none"> ▶ The Qualified Paleontologist shall attend the preconstruction meeting(s) to consult with the grading and excavation contractors or subcontractors concerning excavation schedules, paleontological field techniques, and safety issues. ▶ The Qualified Paleontologist or Paleontological Monitor shall be on site, on a full-time basis, during ground-disturbing activities that occur 10 feet or more below ground surface, to inspect exposures for contained fossils. The Paleontological Monitor shall work under the direction of the project's Qualified Paleontologist. A "Paleontological Monitor" shall be defined as an individual selected by the Qualified Paleontologist who has experience in monitoring excavation and the collection and salvage of fossil materials. ▶ If fossils are discovered on a development site, the Qualified Paleontologist shall recover them and temporarily direct, divert, or halt grading to allow recovery of fossil remains. ▶ The Qualified Paleontologist shall be responsible for the cleaning, repairing, sorting, and cataloguing of fossil remains collected during the monitoring and salvage portion of the mitigation. ▶ The Qualified Paleontologist shall deposit and donate prepared fossils, along with copies of all pertinent field notes, photos, and maps, in a scientific institution with permanent paleontological collections, such as the San Diego Natural History Museum, approved by the District. Curation costs of the fossils shall be paid for by the project proponent. ▶ Within 30 days after the completion of excavation and pile-driving activities, a final data recovery report shall be completed by the Qualified Paleontologist and submitted to the District for review and approval. The final report shall document the results of the mitigation and shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. 		
Greenhouse Gas Emissions		
Implement MM-AQ-1 , MM-AQ-2 , and MM-AQ-4 , as described for Impact-AQ-1 in Section 1.3, "Air Quality."		
Hydrology and Water Quality		
<p>MM-WQ-1: Conduct Water Quality Monitoring of Aquaculture Operations. Prior to the District's approval of an aquaculture project, the project proponent shall use the best available science to (1) develop an aquaculture water quality monitoring plan consistent with the requirements of the Shellfish Aquaculture Mitigation Plan and (2) identify site-specific BMPs to be implemented during operation of the aquaculture facility to lessen or eliminate potential water quality impacts. The project proponent shall submit the monitoring plan and BMPs to the District for review and approval. The water quality monitoring plan shall include an existing conditions report, an outline of water quality monitoring parameters and objectives as issued by relevant permitting authorities and resource agencies. Throughout the duration of the project's operations, the project proponent shall comply with relevant permit conditions issued by permitting authorities and shall implement the water quality monitoring plan, as issued, reviewed, and approved by the appropriate regulatory and resource agencies in coordination with the District, which shall ensure water quality is not impaired by the proposed aquaculture operation. If at any time during this monitoring, the water quality exceeds the operational permit conditions, the project proponent shall immediately notify the relevant permitting authorities and the District, and shall immediately identify specific actions that would eliminate the water quality impairments, approved by the relevant permitting authorities and the District.</p> <p>Approved BMPs shall include a regular monitoring, reporting, and site inspection program, as issued through operational permit conditions by relevant permitting authorities and resource agencies, to ensure that the operations are in compliance with BMPs related to the specific type of aquaculture being implemented.</p>		

Mitigation Measure	Responsible Party	Mitigation Timing
In addition, the project proponent of a future aquaculture operation shall obtain all applicable permits from the appropriate regulatory agencies, which may include permit requirements that differ from the mitigation requirements outlined above. In such cases, the requirements outlined in this mitigation measure shall be superseded by agency permit requirements and shall not be in addition to the requirements of those permits.		
Noise		
MM-NOI-1: Prohibit Exterior Construction Activities Outside of the Permitted Construction Hours. During construction of a future project consistent with the TLUP, the project proponent shall not conduct typical exterior construction activities during the prohibited hours based on the city in which the construction site is located. Also, material or equipment deliveries and collections shall be prohibited during these hours to the extent feasible unless otherwise allowed by the noise ordinance of the city where the project is located. Except for construction personnel specifically working on interior construction tasks within a completed building shell, construction personnel shall not start construction equipment on the job site during the prohibited hours.		
MM-NOI-2: Implement General Best Practices for Construction Noise Abatement. During construction of a future project consistent with the TLUP, the project proponent shall require all contractors to adhere to the following noise abatement measures: <ul style="list-style-type: none"> ▶ All construction equipment and vehicles using internal combustion engines will be equipped with mufflers; air-inlet silencers where appropriate; and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. ▶ All mobile or fixed construction equipment used on the project that is regulated for noise output by a local, State, or Federal agency will comply with such regulation while in the course of project activity. ▶ All construction equipment will be properly maintained and serviced. ▶ All construction equipment will be operated only when necessary and will be switched off when not in use, and stationary construction equipment shall be located as far from sensitive receptors as possible. ▶ Construction employees will be trained in the proper operation and use of the equipment to avoid careless or improper operation of equipment that could increase noise levels. ▶ Construction site speed limits will be established and enforced during the construction period. ▶ The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only. ▶ The contractor will provide advance written notification of construction activities to residences within 300 feet of the construction site for projects that do not include pile driving, and to residences within 700 feet of the construction site for projects that include pile driving. Notification will include a brief overview of the proposed construction activity and its purpose and schedule. It also will include the name and contact information of the project manager or representative responsible for resolving any noise concerns. 		
Public Services		
Implement MM-AQ-1 through MM-AQ-5 as described in Section 1.3, "Air Quality." Implement MM-BIO-1 through MM-BIO-5 as described in Section 1.4, "Biological Resources." Implement MM-CUL-1 and MM-CUL-2 as described in Section 1.5, "Cultural Resources." Implement MM-GEO-1 as described in Section 1.7, "Geology and Soils." Implement MM-NOI-1 and MM-NOI-2 as described in Section 1.13, "Noise."		

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Recreation		
Implement MM-AQ-1 through MM-AQ-5 as described in Section 1.3, "Air Quality."		
Implement MM-BIO-1 through MM-BIO-5 as described in Section 1.4, "Biological Resources."		
Implement MM-CUL-1 and MM-CUL-2 as described in Section 1.5, "Cultural Resources."		
Implement MM-GEO-1 as described in Section 1.7, "Geology and Soils."		
Implement MM-NOI-1 and MM-NOI-2 as described in Section 1.13, "Noise."		
Tribal Cultural Resources		
Implement MM-CUL-2 as described in Section 1.5, "Cultural Resources."		

6 FINDINGS

The TLUP would not result in potentially significant adverse impacts related to aesthetics, agriculture and forestry resources, energy, hazards and hazardous materials, land use and planning, mineral resources, population and housing, transportation, utilities and service systems, and wildfire. With the incorporation of mitigation measures and the adoption of the mitigation monitoring and reporting program, the project would have no significant impact on the environment with respect to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, public services, recreation, and tribal cultural resources.

7 DOCUMENTATION



The attached Environmental Initial Study Checklist (see Attachment A) and additional appendices provide documentation in support of the above findings.

8 REFERENCES

References for the Mitigated Negative Declaration and the Environmental Initial Study Checklist are included at the end of the Environmental Initial Study Checklist (Attachment A).

9 CERTIFICATION

The Draft Mitigated Negative Declaration and supporting documents are on file with and may be reviewed during regular business hours in the Office of the District Clerk of the San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101. The District administration offices are open Monday through Thursday and every other Friday from 8:00 a.m. to 5:00 p.m.

Prepared by:	February 21, 2025	
	Date	Dennis Campbell, Program Manager, Planning
Draft Report:	February 21, 2025	
	Date	Lesley Nishihira, Assistant Vice President, Planning
Final Report:	TBD	TBD
	Date	Lesley Nishihira, Assistant Vice President, Planning