MINUTE ITEM
This Calendar Item No. C3
was approved as Minute Item
No. 3 by the State Lands
Commission by a vote of 3
to 0 at its 10/23/86
meeting.

CALENDAR ITEM

C03

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S 40

10/23/86
W 23870 PRC 7013
Poe

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: San Diego Unified
Port District
P. O. Box 488
San Diego, California 92112-0488

AREA, TYPE LAND AND LOCATION:
A 22.566-acre parcel of tide and submerged land, located in San Diego Bay near the City of San Diego, San Diego County.

LAND USE: Installation and maintenance of a small craft mooring and anchorage area.

TERMS OF PROPOSED PERMIT:
Initial period: 25 years beginning October 1, 1986.

CONSIDERATION: The public use and benefit; with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State's best interest.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:
Applicant is permittee of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee and processing costs have been received.



(PAGES 13-13.24 ADDED 10/15/86)

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STATUTORY AND OTHER REFERENCES:

A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 03/15/87.

OTHER PERTINENT INFORMATION:

1. The San Diego Port District has adopted a comprehensive small craft mooring and anchorage management plan covering all of San Diego Bay. The purpose of this plan is to relocate existing randomly situated and often unauthorized small craft moored throughout the Bay into manageable selected anchorage sites. This Permit covers site A-3, and will be in an area known as the Laurel Street Anchorage.

2. The annual rental value of the site is estimated to be $37,500.

3. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

4. An EIR was prepared and adopted for this project by San Diego Unified Port District. The State Lands Commission's staff has reviewed such document and believe that it complies with the requirements of the CEQA.

APPROVALS OBTAINED:

California Coastal Commission, United States Army Corps of Engineers, and United States Coast Guard.

EXHIBITS:

A. Land Description.
B. Location Map.
C. Project Report Summary.

(ADDED 10/16/86)

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT AN EIR WAS PREPARED AND ADOPTED FOR THIS PROJECT BY SAN DIEGO UNIFIED PORT DISTRICT AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

2. DETERMINE THAT THERE ARE NO FINDINGS REQUIRED OF THE COMMISSION UNDER THE PROVISIONS OF SECTION 15091 OF THE CEQA FINDINGS;

3. CONCUR WITH THE PORT DISTRICT'S DETERMINATION THAT THE PROJECT, AS CONDITIONED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

4. FIND THAT THIS ACTIVITY WILL INVOLVE LANDS IDENTIFIED AS POSSESSING SIGNIFICANT ENVIRONMENTAL VALUES PURSUANT TO P.R.C. 6370, ET SEQ., BUT THAT SUCH ACTIVITY WILL HAVE NO DIRECT OR INDIRECT EFFECT ON SUCH LANDS.

5. AUTHORIZE ISSUANCE TO SAN DIEGO UNIFIED PORT DISTRICT OF A 25-YEAR GENERAL PERMIT - PUBLIC AGENCY USE BEGINNING OCTOBER 1, 1986; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; FOR ESTABLISHMENT OF A SMALL CRAFT MOORING AND ANCHORAGE AREA, CONSISTING OF THE INSTALLATION AND MAINTENANCE OF NAVIGATIONAL ACCESS CORRIDORS, ANCHORAGE BOUNDARY MARKERS AND SINGLE POINT ANCHOR BUOYS ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

(ADDED 10/16/86)

EXHIBIT "A"

LAND DESCRIPTION W 23870

A parcel of submerged land in the bed of San Diego Bay, located in the City of San Diego, San Diego County, State of California, more particularly described as follows:

BEGINNING at Harbor Line Station No. 471 on the U. S. Pierhead line as established for the Bay of San Diego and delineated on Map entitled "Harbor Lines, San Diego Bay, California, File No. (D.O. Series) 426," approved by the Secretary of the Army 29 April 1963, and filed in the office of the District Engineer, Los Angeles, California; thence S0°32'28"W along the U. S. Pierhead line a distance of 567.42 feet; thence N89°29'22"W a distance of 1435.45 feet; thence N23°54'35"E a distance of 1054.10 feet to the U.S. Pierhead line; thence S68°01'20"E a distance of 1092.95 feet along the U.S. Pierhead line to the point of beginning.

This description is based upon the California Coordinate System of 1927, Zone 6.

END OF DESCRIPTION

REVIEWED SEPTEMBER 9, 1986 BY BOUNDARY SERVICES UNIT, M. L. SHAFER, SUPERVISOR.

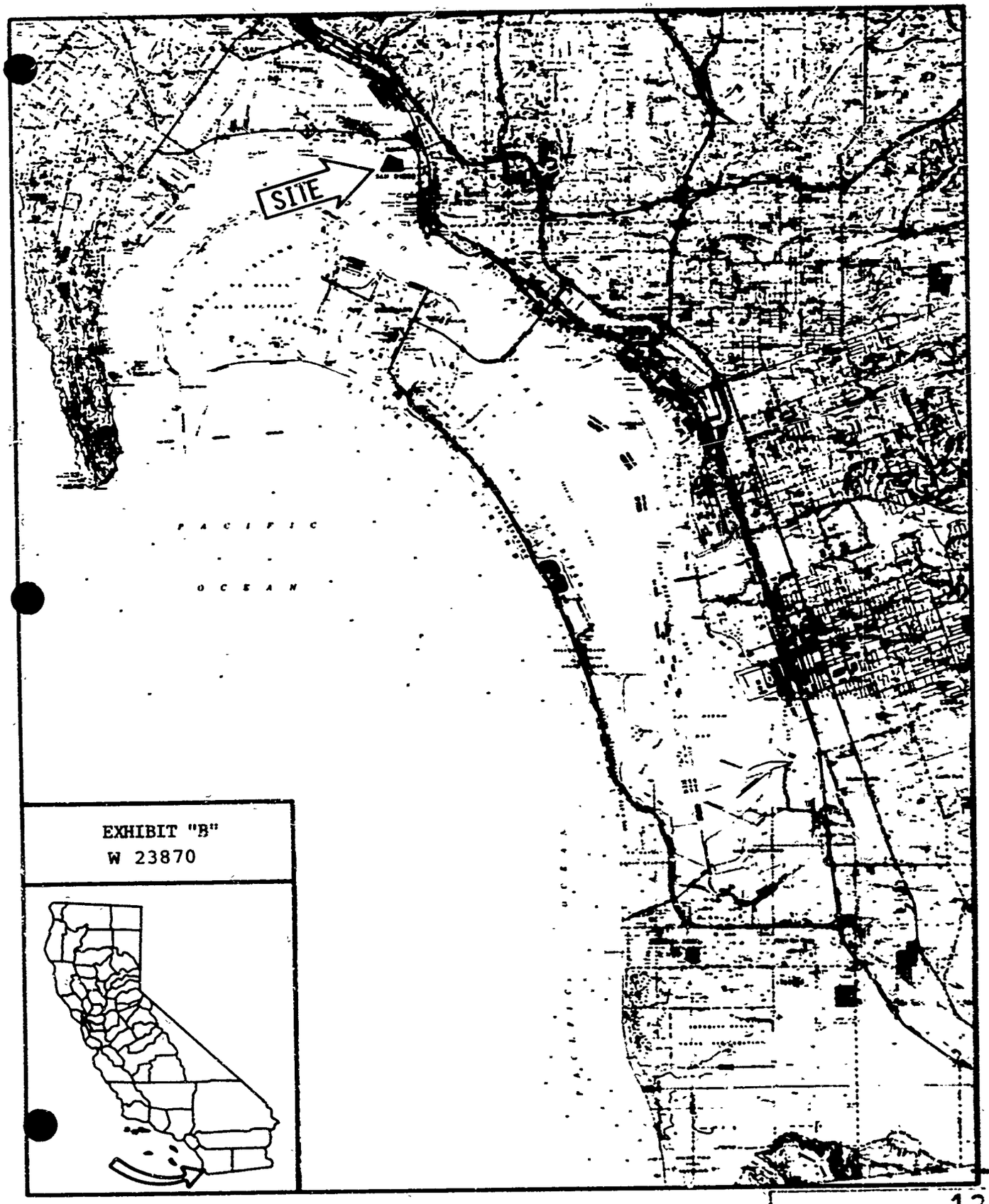


EXHIBIT "B"
W 23870

EXHIBIT C

# I. SUMMARY

## A. PROJECT DESCRIPTION

San Diego Bay has experienced an increase in the uncontrolled size of the anchored vessel fleet. This unplanned increasing fleet size has caused or worsened several problems which the proposed project seeks to remedy. The problems include conflicts between water use activities; recurring instances of trespass across docks and land parcels; unauthorized use of shoreside improvements; long-term vehicular parking and repair activities on streets and in parking lots; unlawful use of tidelands for residential purposes; overboard discharge of sewage, toxic paint, petroleum products and other trash; random anchorage patterns and fouled and crossed anchorage lines that restrict or block emergency access to anchored vessels; increased public financial expenditures involving the recovery and disposal of unseaworthy, abandoned and derelict vessels; and the potentially hazardous conditions of crowding, fire and severe weather to vessels and harbor improvements.

The proposed Port Master Plan Amendment seeks to repeal the identification of all of San Diego Bay as an anchorage ground. Eight small craft mooring and anchorage areas are to facilitate the retention and orderly management and development of a variety of functional, aesthetically pleasing facilities in carefully selected sites (Figure 2-2) some of which have already been Federally designated. The intent of the plan is to prohibit long-term permanent or semipermanent indiscriminate anchoring throughout the Bay in a manner so as not to interfere with short-term uses of the Bay for fishing, sailing, and other social and recreational activity, including the rafting of vessels. Long-term anchoring and mooring shall be limited to eight designated anchorages under local control of the jurisdictional authority of the Port District, U.S. Navy, and State Department of Parks and Recreation. Long-term users are encouraged to use marinas where there are secure moorings and shoreside support facilities which have been provided by private investors. Changes to Federal regulations pertaining to anchorages can be accomplished by complying with the established procedure which permits the new regulations to go into effect after publication in the Federal Register.



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## B. JURISDICTIONAL/LAND USE/WATER USE

In order to assess the existing anchored fleet of vessels in San Diego Bay in each of the pr ed eight anchorages and their environs, on-water surveys were conducted on March 12, 13 and 14, 1984. Counts of anchored vessels in other parts of San Diego were derived from previous Port District surveys. Anchored vessels were surveyed to determine their number, type, size, condition, seaworthiness, registration, certification, actual use and duration of stay. Sailboats were distinguished from other types of vessels, and vessel size was determined using aerial photographs and registration information.

Seaworthiness, as currently defined by the Port District in Draft regulations for Commercial Basin, describes a vessel "in good material condition which is not likely to sink or become a menace to navigation, or a nuisance, and which is capable of getting underway, and navigating over the surface of International Waters or High Seas" (SDUPD, 1984). Seaworthiness was determined in the field by the condition of each vessel's paint and structure, whether the vessel was entirely floating and the presence of an obvious means of propulsion. Obvious means of propulsion referred to a visible motor or mast(s) and boom(s) and did not account for the possibility of inboard, non-visible motors. Because many motorized boats contain inboard motors, this field definition does not mean that a vessel does not meet the "seaworthy" definition cited above. It is estimated that 75 percent of the surveyed vessels may prove to be "seaworthy" upon inspection.

Duration of stay represented the most subjective parameter and was based on whether or not the vessels appeared to be occupied. Certain vessels are occupied full-time such as for ocean cruising vessels with only temporary stays in San Diego. Some vessels are simply stored on the Bay and occupied on weekends or holidays. Commercial fishermen occupy their boats while in port and other persons occupy their vessels as full-time residences. Occupied vessels, or vessels appearing to be used for long-term stays, were either open, had residents and/or animals onboard, had one or more dinghys attached or had unattached household items on deck. Vessels used for short-term stays did not exhibit these characteristics.



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A total of 470 vessels were counted in and adjacent to the proposed anchorage areas. Additional vessels located in the Bay but outside the anchorage's boundaries were not surveyed in some cases. It is estimated, based on previous surveys, that an additional 187 vessels anchor in the Bay for a total of 657 vessels.

Sixty-three percent of the vessels (297) surveyed in March 1984 were sailboats. The remaining vessels (173) included commercial fishing boats, cruisers, barges, platforms, houseboats, and motor boats. Seventy-nine percent of the vessels (371) exhibited CF numbers or names and home ports. The remainder exhibited incomplete registration numbers/names or lacked registration information altogether. Of the 470 vessels surveyed, 240 (51 percent) were currently registered as verified by the Harbor Police and the U.S. Coast Guard. Fifty-seven percent (270) of the vessels were found to be "seaworthy" according to the field definition which, because of the inability to further determine the method of propulsion, overestimated the number of unseaworthy vessels. Since many small craft contain inboard motors, up to 75 percent of the vessels (353) might prove to be seaworthy upon closer inspection. Sixty-three percent (279) of the vessels appeared to be occupied by long-term users.

Impacts to jurisdictional and administrative authority as a result of the Plan's adoption may involve the need for increased public and private staffing to provide control and enforcement of regulations. Any required increased number of staff would vary between the public and private sectors depending upon the number of anchorages operated by lease arrangement. Staffing may need to be provided for an increase in long-term enforcement capabilities such as inspections, permit issuance, fee collection, debris clean-up and policing. Initial impacts to regulatory authority at the time of anchorage construction may involve an increase in staffing to manage vessel movement and displacement, removal of derelict vessels and debris clean-up.

The proposed Baywide Plan would allow small craft anchoring only in eight designated areas thereby making the remainder of the open bay waters available to other uses. The problem caused by the current anchoring of vessels throughout the Bay has created unsafe conditions on the Bay. Derelict vessel



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removal has required enormous expenditures of public funds. The Baywide plan would decrease this expenditure and concentrate police and maintenance efforts to specific areas of the Bay.

Based on the existing estimated anchored fleet of 657 vessels, a deficiency in the number of mooring spaces will not result under the proposed Plan. Also, since only seaworthy vessels would be eligible for a mooring space subsequent to Plan adoption, a large number of mooring spaces would be available. Fifty-seven percent of the anchored vessels were considered seaworthy. Using this percentage rate, at least 375 of the existing anchored vessels are seaworthy and eligible for mooring spaces under the Plan. It should be noted that the actual number of seaworthy boats is probably closer to 75 percent (493) because vessels with inboard motors were not considered "seaworthy" during the field survey.

Assuming that the existing 375 seaworthy vessels would occupy mooring spaces and that the estimated 282 unseaworthy vessels would be removed from San Diego Bay, about 300 mooring spaces would be vacant initially. This number of available mooring spaces is probably less due to the number of vessels containing inboard motors which were judged to be unseaworthy but would not exceed 175 spaces.

No significant adverse impacts were identified concerning jurisdictional authority over the eight proposed anchorage locations in San Diego Bay. However, an increase in staff by one person and supplies to administer and enforce anchorage regulations will be required. The provision of increased staffing and supplies would mitigate regulatory control impacts to a level of insignificance.

General mitigation measures for water use impacts associated with required vessel movement would include the availability of Sweetwater Small Craft Anchorage (A-8) to accommodate vessels from other anchorages under construction. At present only four vessels are located within Sweetwater Small Craft Anchorage. Approximately 250 mooring spaces would then be available to vessels from other anchorages. Also, the Port District must be prepared



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issue permits and conduct inspections to determine the eligibility of vessels prior to Plan implementation.

## C. WATER SEDIMENT QUALITY

Water and sediment quality impacts associated with the proposed Plan will be generated by changes in use rates and vessel numbers in the individual basins, the installation of buoys, docks and other ancillary facilities and the removal of debris from some anchorage areas. Impacts from vessel use changes are assessed in light of the existing counts compared to the proposed number of moorings per anchorage.

The installation of ancillary facilities to accommodate proposed boat use should have no significant impact on water quality. The removal of bottom debris will have both positive and negative impacts. Removal of the materials will make anchorages safer and more effective; however the removal of the "artificial reefs" created by the debris will reduce the biological value in the anchorages affected. The replacement of anchors and buoys will partially mitigate that loss.

Anchorage regulations which requires vessels to have approved marine sanitation devices in order to be eligible for mooring space will improve the Bay's water quality. Periodic inspections by the Port District will be allowed to ensure compliance.

The inability or unwillingness of boat owners to legally pump out holding tanks has contributed to a deterioration of some water quality parameters in specific basins. At the present time, there are at least eight pumpout facilities, primarily in the northern bay area, available at a fee.

No pumpout facilities are planned for any of the proposed ancillary facilities to be provided for each anchorage. It is expected that the lack of availability of proximate pumpouts will cause long-term vessel occupants to continue discharging waste waters illegally into the bay. A mobile pumpout barge/boat or



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effective enforcement of a permit program could reduce the illegal discharging. If a mobile pumpout boat were available to boat owners, a program of anchorage stops could be developed. Fees charged for the anchorage could include sufficient funds to operate the pumpout boat. However, in the future all vessels would be seaworthy and mobile and their use of existing pumpout stations should present no difficulties, particularly since they would be required to comply with permit regulations.

## D. TRAFFIC CIRCULATION

The proposed project has the potential to affect traffic circulation, parking and transit service in the vicinity of each anchorage. These parameters were investigated and it was determined that existing systems were adequate to service projected needs, especially since in most instances, the proposed project would cause a reduction in the existing demand. It will be essential that mitigation measures which limit the duration of stay at the proposed anchorages be strictly enforced to ensure that a deficiency in parking spaces does not occur.

## E. PUBLIC SAFETY/NAVIGATION HAZARDS

Impacts associated with the eight San Diego Bay anchorages involving public safety and navigation are expected to be positive. Limitation and decrease in number of vessels at some of the anchorages, symmetrical arrangements of anchorages, and designated channels for circulation and fire access, are measures proposed which will create positive impacts. Navigation to and within the anchorages will be simplified by proposed anchorage regulations. Ease of circulation and navigation would then result in increased public safety. Potential navigational hazards could occur during the construction phases of the anchorages. One anchorage may become overcrowded as a result of construction (clearing of boats) at another anchorage. This impact is not considered significantly adverse, however, and is mitigable.

No significant adverse constraints were identified in regard to marine circulation or the provision of police and fire protection. The proposed Baywide



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Mooring and Anchorage Plan itself serves as mitigation to existing public safety and navigational impacts by the proposed provision of limited, symmetrically-arranged anchorages with marked navigational channels. The Plan presents an overall positive impact of eight controlled anchorages. A general mitigative measure that will be provided includes the marking of such zones with buoys. Construction of Anchorages A-2 (Commercial Basin) and A-3 (Laurel Street Roadstead), which will require movement of vessels, should be phased to allow a reasonable distribution time to the other anchorages. Early institution of permit processes to control anchoring could help to alleviate this potential problem.

## F. VISUAL QUALITY

The eight proposed anchorages will accent the marine-oriented, commercial and recreational visual impression of San Diego Bay, and reflect predominant land uses in each area. None of the proposed anchorages will present disruptive visual barriers that are unmitigable. Major vista points would not be significantly impacted. The proposed anchorages are in conformance with the objectives and criteria of the 1972 Master Plan Open Space Element which emphasizes landscaping and open space in the Port's area. The proposed anchorages would result in overall improved visual quality on San Diego Bay. Since no adverse effects are expected, no mitigation measures are necessary.

## G. CUMULATIVE IMPACTS/GROWTH INDUCEMENT

The long-term effect of the Baywide Mooring and Anchorage Plan, when considered with the Coastal Commission certified Port Master Plan, could cause a decline in the rate of growth of the San Diego Bay vessel fleet. These plans limit the number of mooring spaces and marina slips which will be available to prospective vessel owners thereby possibly reducing the local demand for small-craft.

The proposed Baywide Mooring and Anchorage Plan will provide some shoreside support facilities in several areas on San Diego Bay. Also, the Plan, as



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proposed, will preclude "unseaworthy" vessels and permanent residential "live-aboards" from occupying the anchorage areas. The current uncontrolled anchorage situation on San Diego Bay is used instead of residential housing for a maximum of about 500 households. State lands regulations and the Plan would prohibit permanent residential use of tidelands and would potentially cause some of these permanent vessel occupants to seek residence elsewhere. A portion of the transient vessel fleet may move from San Diego to another location which offers uncontrolled and unlimited anchorage thereby preserving their lifestyle.



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## II. PROJECT DESCRIPTION

### A. PROJECT LOCATION

The San Diego Unified Port District's Port Master Plan affects San Diego Bay and its shoreline which are located about 5 miles north of the U.S.-Mexican border on the Pacific Coast in southwestern California (Figure 2-1). San Diego Bay is bordered by Point Loma on the north, the City of Imperial Beach on the south, the Silver Strand peninsula and the City of Coronado on the west and the Cities of San Diego, National City and Chula Vista on the east.

### B. PROJECT OBJECTIVES

San Diego Bay has experienced an increase in the uncontrolled size of the anchored vessel fleet. This unplanned increasing fleet size has caused or worsened several problems which the proposed project seeks to remedy. The problems include conflicts between water use activities; recurring instances of trespass across docks and land parcels; unauthorized use of shoreside improvements; long-term vehicular parking and repair activities on streets and in parking lots; unlawful use of tidelands for residential purposes; overboard discharge of sewage, toxic paint. petroleum products and other trash; random anchorage patterns and fouled and crossed anchorage lines that restrict or block emergency access to anchored vessels; increased public financial expenditures involving the recovery and disposal of unseaworthy, abandoned and derelict vessels; and the potentially hazardous conditions of crowding, fire and severe weather to vessels and harbor improvements.

The proposed Port Master Plan Amendment seeks to repeal the identification of all of San Diego Bay as an anchorage ground. Eight small craft mooring and anchorage areas are to facilitate the retention and orderly management and development of a variety of functional, aesthetically pleasing facilities in carefully selected sites (Figure 2-2) some of which have already been Federally designated. The intent of the plan is to prohibit long-term permanent or semipermanent indiscriminate anchoring throughout the Bay in a manner so as not to interfere with short-term uses of the Bay for fishing, sailing, and other



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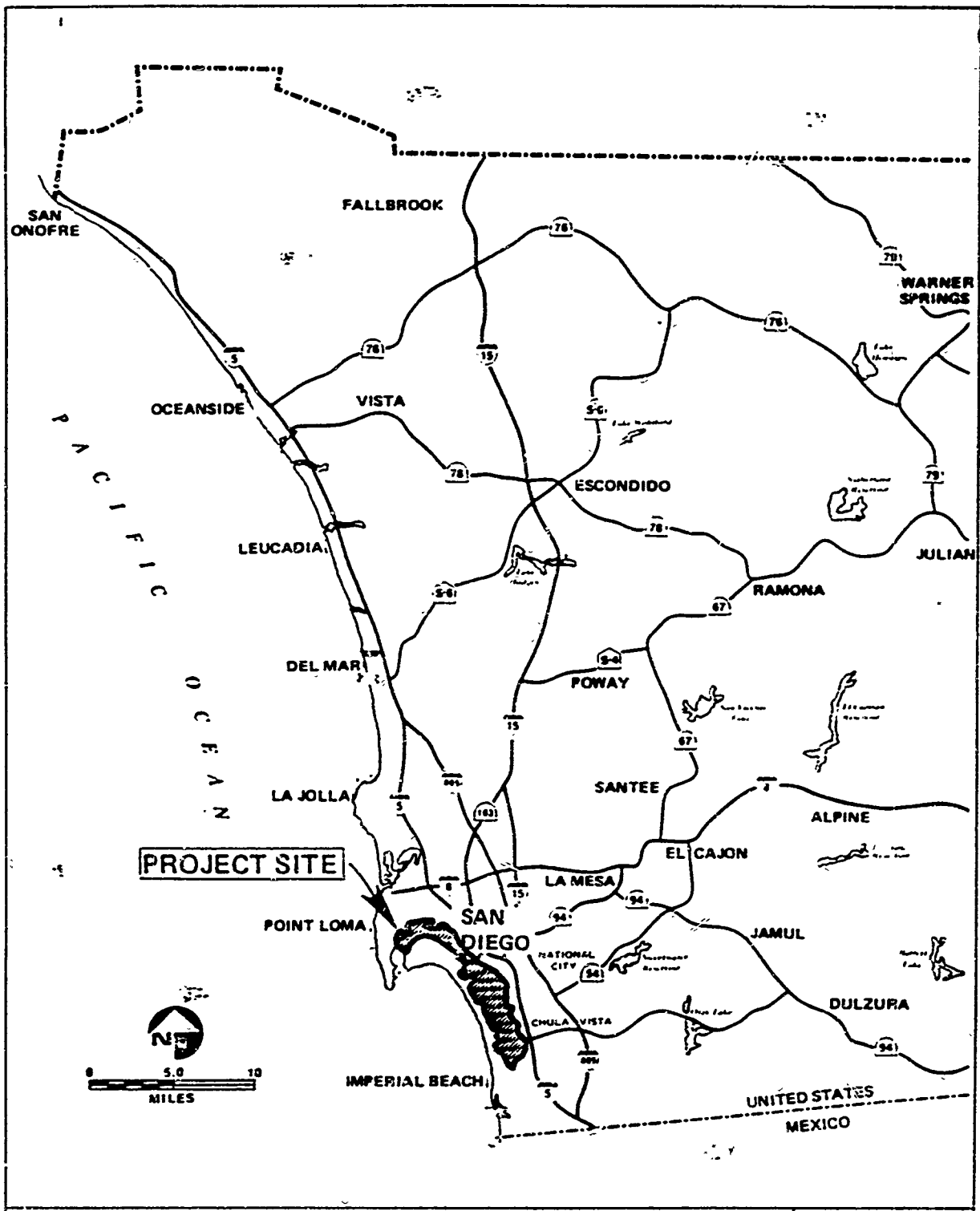
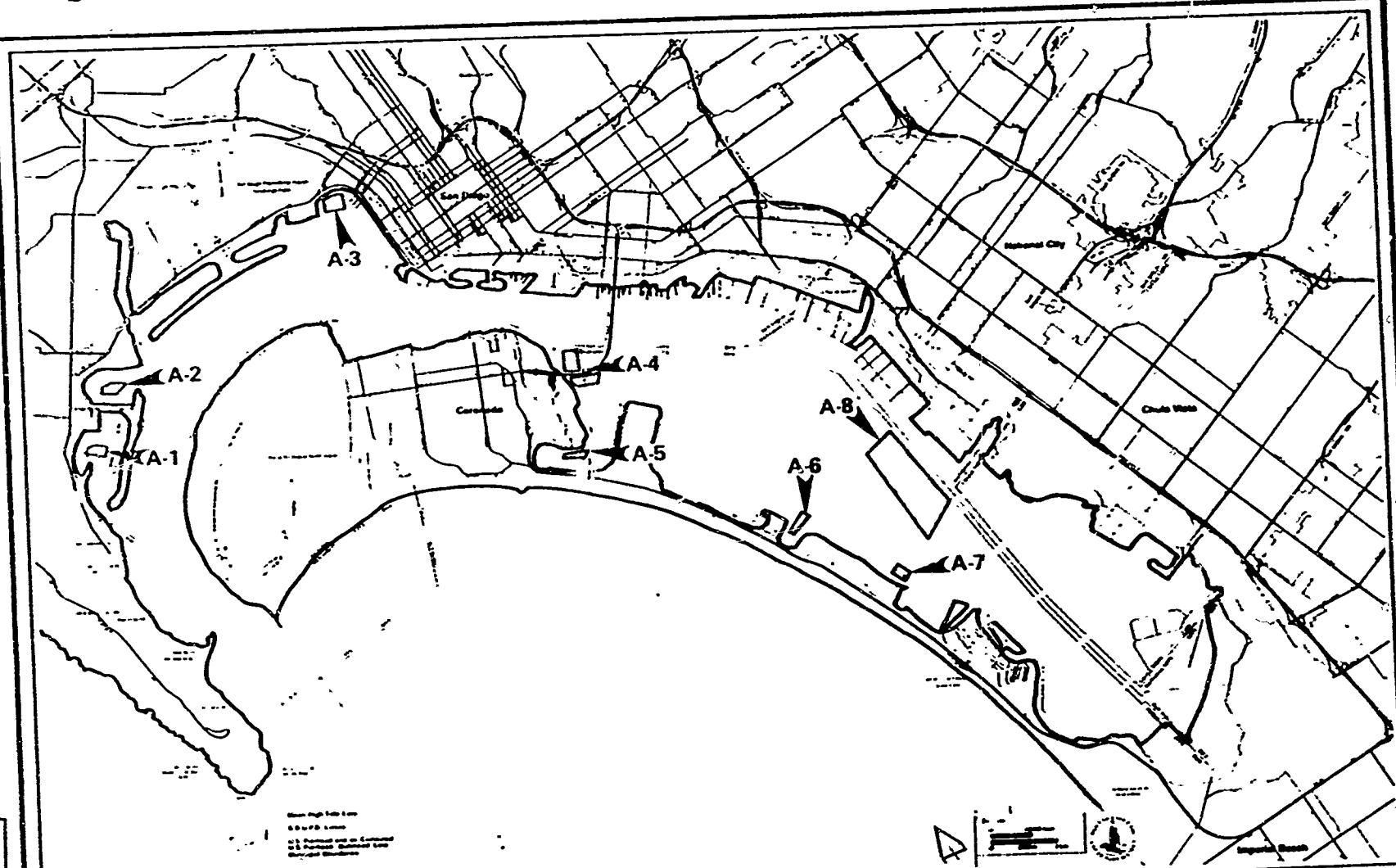



Project Site Location within San Diego County

**FIGURE 2-1**




Location of Anchorages within San Diego Bay

**FIGURE 2-2**

WESTEC Services, Inc.

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social and recreational activity, including the rafting of vessels. Long-term anchoring and mooring shall be limited to eight designated anchorages under local control of the jurisdictional authority of the Port District, U.S. Navy, and State Department of Parks and Recreation. Long-term users are encouraged to use marinas where there are secure moorings and shoreside support facilities which have been provided by private investors. Changes to Federal regulations pertaining to anchorages can be accomplished by complying with the established procedure which permits the new regulations to go into effect after publication in the Federal Register. Long-term use shall be defined in this document as vessel storage for 6 months. Short-term use is defined here as 72-hour vessel storage. Intermediate use applies to vessel storage between 72 hours and 6 months.

The use or development of the proposed anchorages shall be at the discretion of the U.S. Navy (A-6), the State Department of Parks and Recreation (A-7), and the Port District (A-1 to A-5 and A-8). Under Port jurisdictions, the actual operation of the anchorage shall be conducted by the Port District or under a lease agreement to another governmental agency or to a private operator. Port funds or possibly private development monies are to be expended for the planning, construction and regulation of anchorages and moorings for use by vessels which are solely or primarily used for commerce, navigation, fisheries and recreation. The use of Bay water areas for residential use, involving living aboard vessels as a primary place of permanent residence, is prohibited as a matter of policy in accordance with state law.

Improvements and the level of service in anchorages are functional but greatly reduced from those provided in marinas. Anchorages are not as secure as marinas for keeping vessels at mooring station, require more water area per vessel stored, and do not have dockside utilities and access. Shoreside facilities for anchorages range widely, from natural shoreline to dinghy float, and may or may not include: dock and ramp; night lighting; potable water supply; disposal stations for trash, petroleum products and sewage; public telephone; limited automobile parking; and restrooms. The safety and security of vessels at anchor remain the responsibility of the vessel owner or operator who must



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keep apprised of weather conditions and storm warnings and take the necessary precautions to insure the safety of their vessels, other craft, and harbor improvements. The lower level of service and facilities in anchorages is frequently reflected in lower user fees.

On Port lands, the primary basis for the management and regulation of intensively used anchorages will be by the establishment of a landlord-tenant relationship with user fees and permits which specify duration of stay. Anchorages are to be made available to seaworthy, self-propelled vessels which are subject to periodic inspection that insures proper moorings, adequate fire fighting equipment, approved marine sanitation devices, and registration or documentation of vessel ownership. The management of anchorages is also to be conducted so as to maintain a program of flotsam and debris clean-up and controls on overboard discharges.

In choosing the eight proposed anchorages, several water use objectives and criteria were determined to be desirable features of an ideal anchorage. Small craft anchorages should:

- Be of adequate size to accommodate the anchorage and maneuvering of expected traffic.

- Be sheltered from waves of the open sea, strong winds from all directions, ship wakes, and waves generated across long fetches inside the harbor.

- Have depth and a bottom type that is sufficient for maneuvering and anchoring vessels throughout all tidal ranges; minimize initial and maintenance dredging; and provide adequate anchor holding ground.

- Have direct access to navigational channels, unencumbered with overhead or submerged cable or bridge clearances, and be located clear of ship and boat channels, piers and wharves; submarine cables and pipelines; special governmental, military, or commercial ship anchorages; safety zones; restricted areas; leased or committed areas; fish havens; wrecks and obstructions.



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- Be protected from excessive current velocities or upland drainage outlets, but be exposed to a tidal interchange sufficient to provide flushing action.

- Be planned so as to avoid creating an undue public service burden.

- Have convenient proximity to anchorage landing and shoreside support facilities in an environment relatively safe from potential hazards of fire, ship movements, or the storage and handling of explosive materials.

## C. PORT MASTER PLAN AMENDMENT

The Board of Port Commissions adopted the Port Master Plan on March 18, 1980 (Resolution 80-74) and, as required by Section 30174 of the California Coastal Act, the document was certified by the Coastal Commission in December 1980. In response to inquiries from the Port District relating to changes in Federal regulations, the U.S. Coast Guard has indicated that it is desirable to have the proposed amendment to the Port Master Plan formally approved by the Port District and the California Coastal Commission prior to the U.S. Coast Guard initiating changes to the federal designation of the San Diego Bay as an anchorage ground.

## DESCRIPTION OF ANCHORAGES

- Anchorage A-1, Yacht Basin Anchorage (Figure 2-3), is a special anchorage designated on Bay charts. Single swing point anchoring will continue to be by vessel ground tackle. The water area allocated for the anchorage occupies approximately 9.4 acres and can accommodate up to about 20 vessels, depending upon their size. A-1 has a low intensity use orientation and no anchorage landing site is proposed. Use is by permit of the Harbor Master. Control over the anchoring of vessels will continue to be exercised by the Port District pursuant to its regulations. Anchorage A-1 is one of several small craft facilities planned for all of San Diego Bay.



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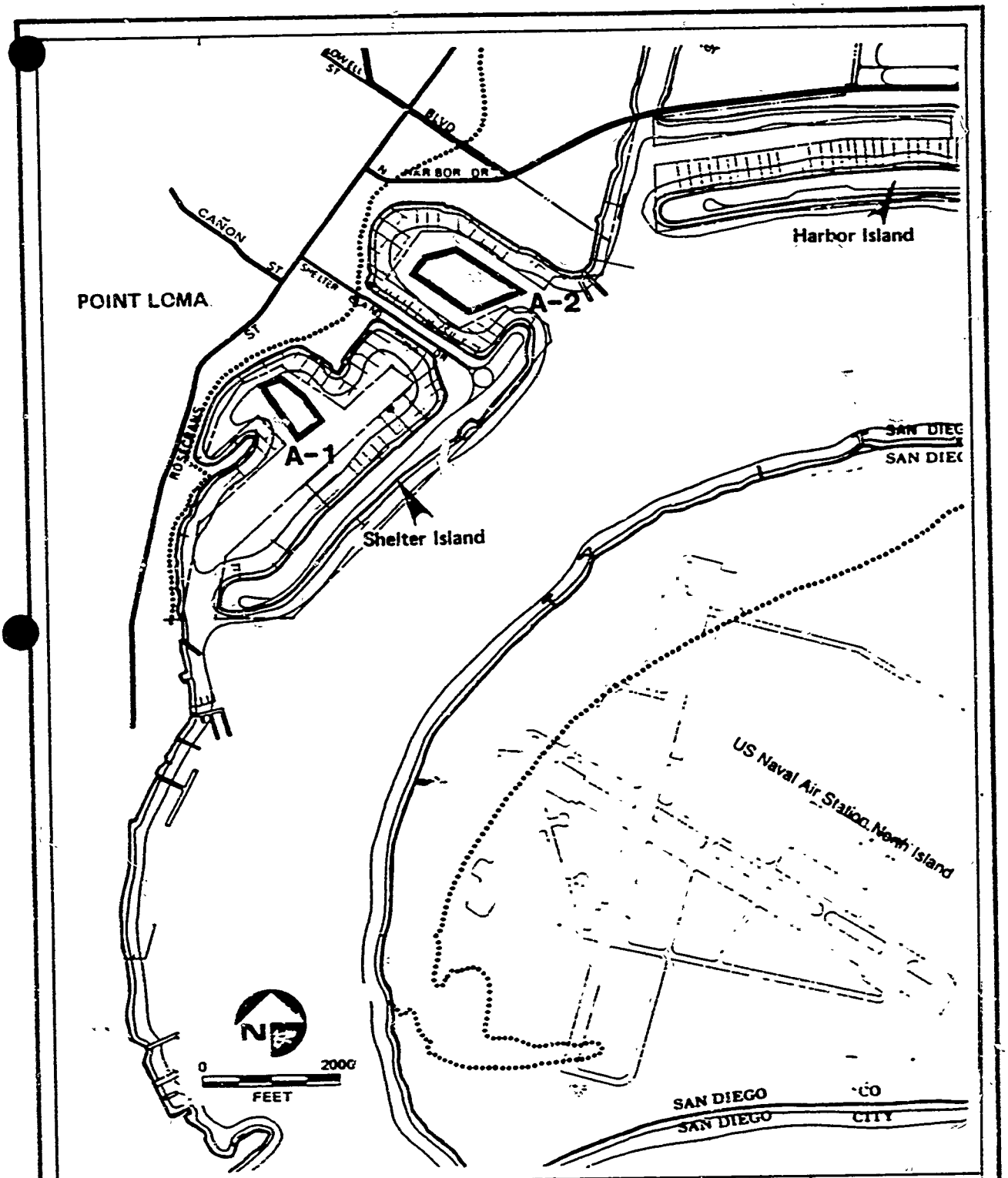


Existing Anchorage Areas

A-1: Yacht Basin Anchorage
A-2: Commercial Basin Anchorage

**FIGURE 2-3**

- Anchorage A-2, Commercial Basin Anchorage, occupies a total water area of about 15 acres (Figure 2-3). The Port District has a long-term lease on the submerged lands under the anchorage from the State Lands Commission which prohibits use by any structures that are primarily used for residential purposes. The boundaries of this federally designated anchorage are to continue to be shown on Bay charts and marked on site by pile-mounted daymarks. Control over the anchorage will be exercised by the Port District.

  Mooring facilities proposed are marked fore and aft and mooring buoys to accommodate about 170 vessels. Twenty to thirty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Due to the number of vessels currently using the anchorage area, the installation of the mooring system is proposed to be undertaken in phases. The bottom may be cleared of sunken vessels and other debris. No dredging will be necessary. Shoreside facilities proposed include pier and float, paved access ways, automobile parking, landscaping, trash receptacles and restrooms. The installation of the mooring system, debris removal as necessary and shoreside facilities are proposed as a separate project and will be addressed by an independent environmental review process currently underway (UPD #83356-EIR-2).

- Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay (Figure 2-4). Approximately 20.6 acres of water area is allocated to accommodate about 50 vessels on swing point anchors. A number of sunken vessels and other debris may need to be removed prior to full utilization of the area. Onshore facilities to be constructed include a public restroom, three dinghy floats and connecting shore ramps for the landing needs of the anchorage. The boundaries of the anchorage will be shown on coastal and bay charts and identified on site by boundary markers. Administration of the anchorage is to be exercised by the Port District pursuant to its regulations. Thirty to forty percent of the moorings are to be set aside for short-term use by



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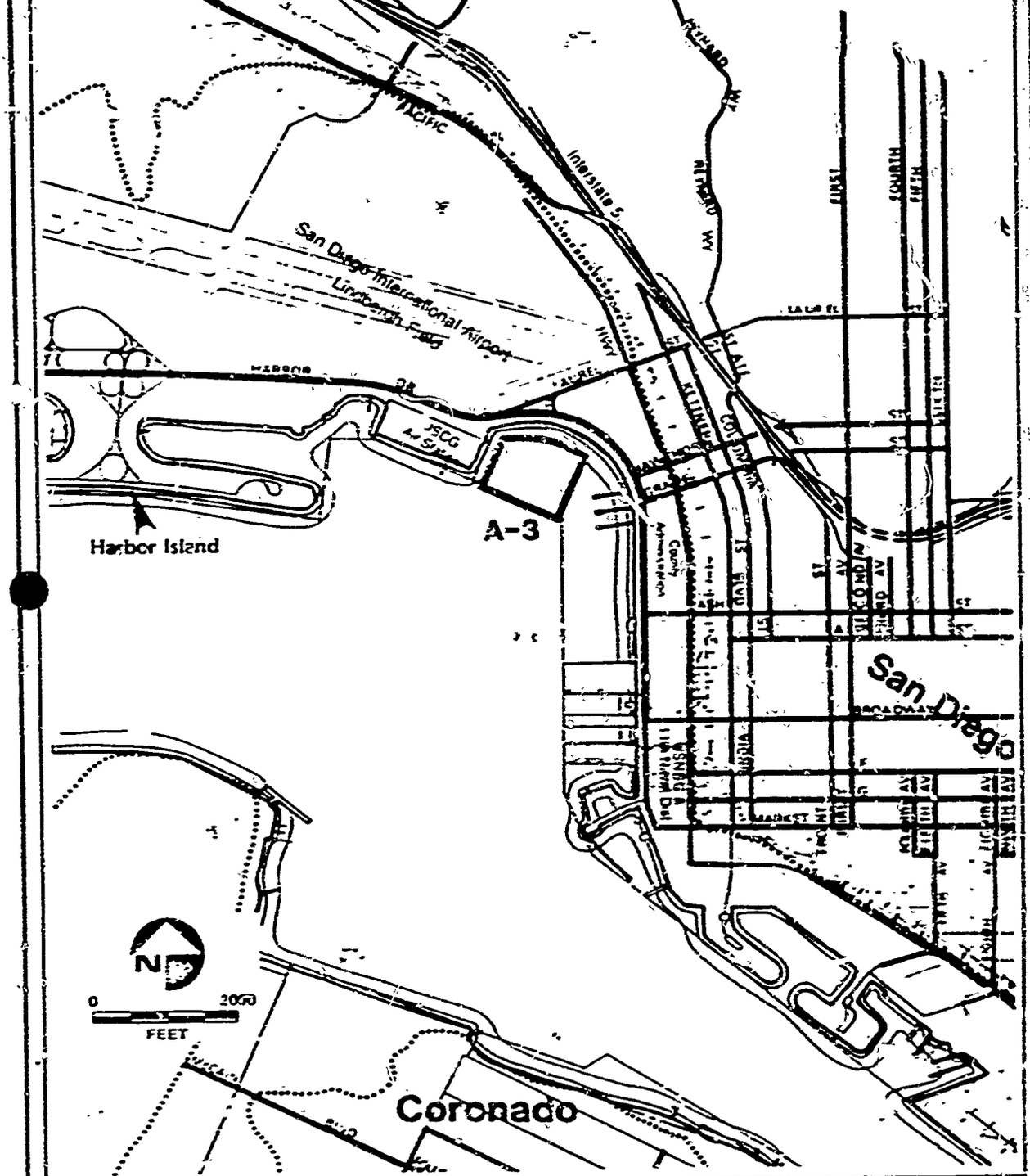



Anchorage

A-3: Laurel Street Roadstead Anchorage

**FIGURE 2-4**

cruising or transient vessels. The installation of the mooring system, debris removal and shoreside facilities are proposed as a separate project and will be addressed by an independent environmental review process currently underway (UPD #83355-EIR-7).

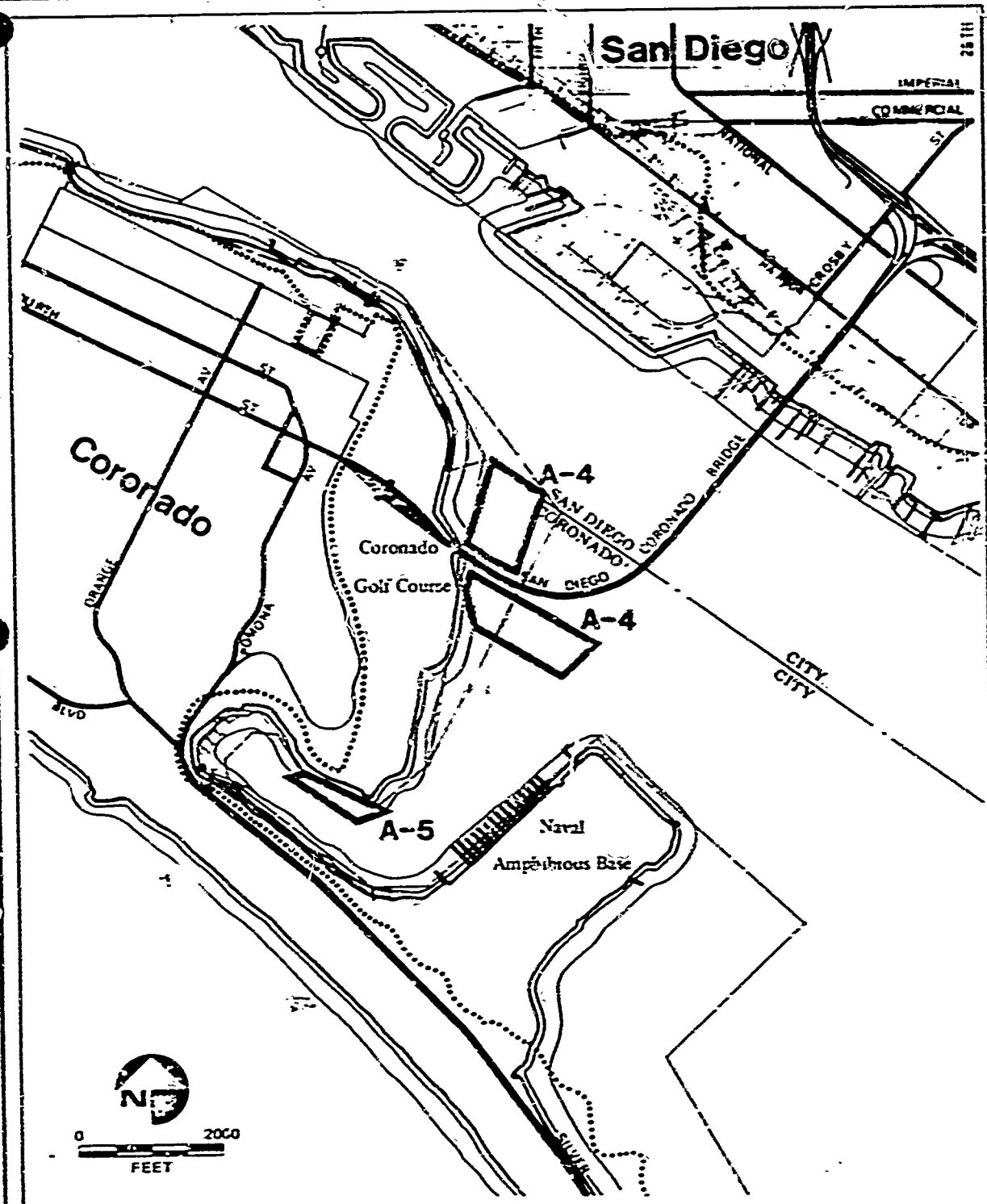
- The Bay Bridge Roadstead Anchorage (A-4) is sheltered by land masses occupied by the Coronado Golf Course and the U.S. Navy Amphibious Base (Figure 2-5). The plan proposes an initial anchorage area of 24 acres to the north of the Bay Bridge, and an expansion area of 24 acres to the south. As a special anchorage, boundaries will be shown on coastal and bay charts and by onsite markers. Single-point mooring buoys for about 70 vessels will facilitate administrative control by the Port District. Shoreside support facilities are proposed to be developed as part of the Tidelands Park project and will involve dinghy float, automobile parking, public restroom, lighting, landscaping and park furniture. The Tidelands Park project has been addressed by a separate environmental review process (SCH #83032302, UPD #80229-112).

- The Glorietta Bay Anchorage (A-5) is a 3.8-acre federally designated anchorage with a capacity to accommodate about 20 vessels at fore and aft anchoring with vessel ground tackle (Figure 2-5). Administrative control over the use of the anchorage will continue to be exercised by the Port District. The plan proposes to retain the low intensity of use of the anchorage by reserving the anchorage for use by transient cruising vessels for short-term stays. Although no formal landing site is designated, users could land at the public launching ramp across the channel. Boundary marker buoys are proposed on site, subject to Army Corps of Engineers approval.

- The Naval Amphibious Base (NAB) Anchorage (A-6) is proposed for an 8-acre water area adjoining the NAB Marina (Figure 2-6). The Commanding Officer, NAB, Coronado, through his authorized representative, the NAB Marina Manager, shall have sole authority to assign, control and limit use of the area. Only small craft belonging to U.S. Navy personnel on active duty and retired service members shall be authorized to use the area. The landing site is at the NAB Marina.



CALENDAR PAGE 1322
MINUTE PAGE 2470

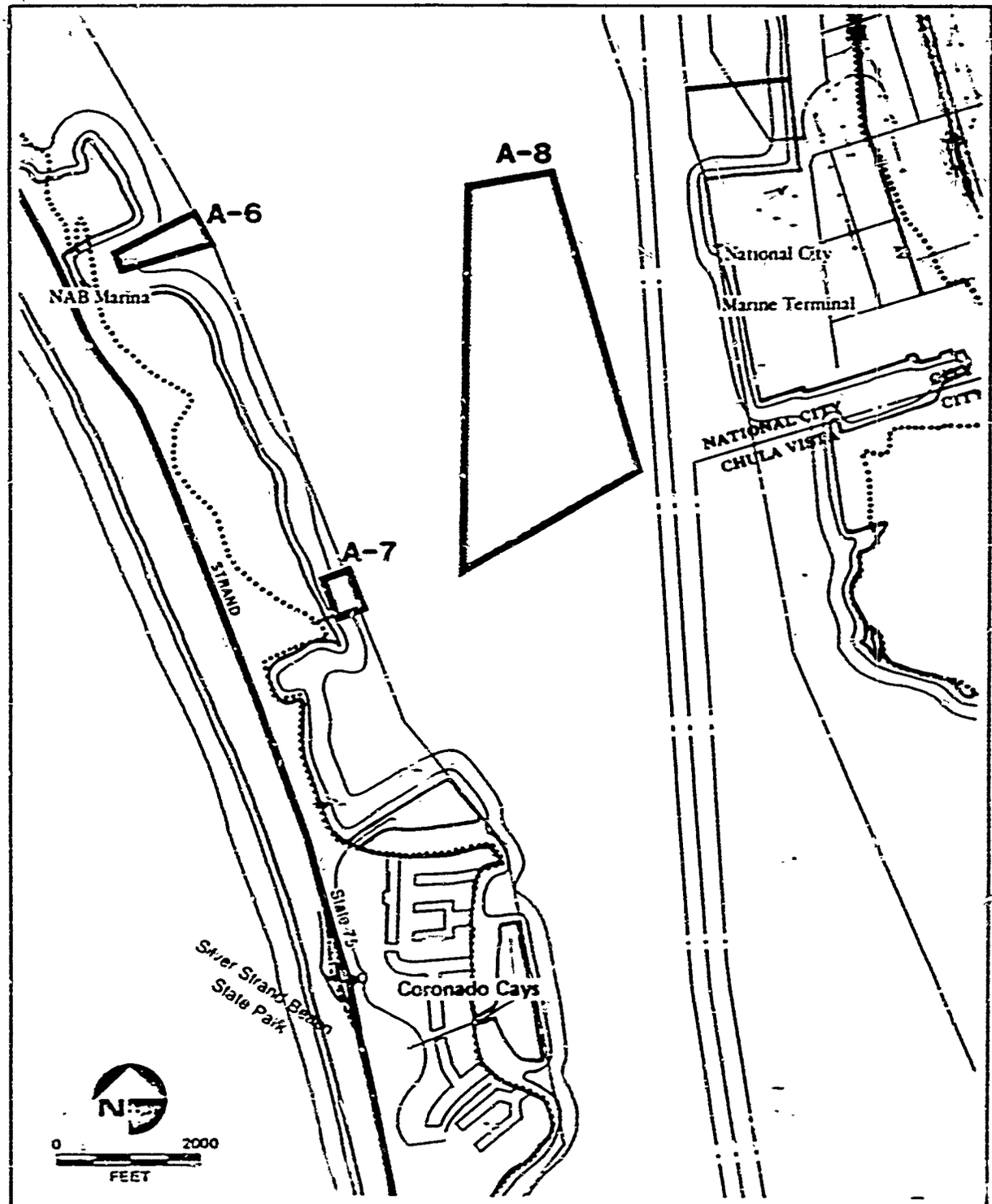



Anchorages

A-4: Bay Bridge Roadstead Anchorage

A-5: Glorietta Bay Anchorage (Existing)

FIGURE 2-5




Proposed Anchorages

A-6: Naval Amphibious Base Anchorage
A-7: Crown Cove Anchorage
A-8: Sweetwater Anchorage

**FIGURE 2-6**