

## CALIFORNIA COASTAL COMMISSION

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May 21, 2003

**Thu 8a**

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH N. LEE, SOUTH COAST DEPUTY DIRECTOR  
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO DISTRICT  
DIANA LILLY, COASTAL PLANNER, SAN DIEGO DISTRICT

SUBJECT: **Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 33 (America's Cup Harbor).** For Commission consideration and possible action at the Meeting of June 11-13, 2003.

**SUMMARY OF STAFF RECOMMENDATION:**

Staff is recommending that the Commission approve the proposed amendment to the certified Port Master Plan (PMP) which would allow for the redevelopment of the America's Cup Harbor area, previously known as Commercial Harbor. The amendment includes the development of up to 130 new hotel rooms at the former Westy's Lumber Yard and 80 rooms at the existing Chevron gas station lot; redevelopment of the former Bay City Marine lot including new marine service, a new restaurant, new retail uses, and a park/green space; renovation of the existing Kettenburg Boatyard including construction of a walk-up food plaza and a public access walkway; a partial street vacation and roadway realignment at North Harbor Drive; construction of a new 50-slip marina expansion in front of the Bay City Marine site; demolition and renovation of existing structures on the west side of Shelter Island Drive in order to cluster buildings and create new view corridors from Shelter Island Drive, and expansion of the existing public waterfront promenade and the creation of new public view corridors.

The project also involves changes in land and water use designations. Overall, land area designated for Marine Sales and Services would be decreased by 2.3 acres, Commercial Recreation would be increased by 3.5 acres, Sportfishing would increase by .6 acres, Park would increase by .3 acres, and Promenade would increase by .8 acres.

Overall, water area designated for Marina Services Berthing would be decreased by 3.3 acres, and area designated for Recreational Boat Berthing would increase by 3.3 acres.

As a result of discussions with Commission staff about providing additional information regarding the impacts to traffic resulting from the proposed amendment, the Port District provided a Supplemental Traffic Analysis (April 2003) that analyzed the impacts of the proposed project compared to the impacts that would be expected if the plan area were

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redeveloped under the land and water use designations contained in the existing PMP. The study determined that while the existing street system in the area is overburdened in several locations, particularly at peak commuter hours, the proposed amendment would have a limited impact on traffic compared to what would be allowed under the existing PMP. Given that the proposed amendment involves a substantial increase in visitor-serving commercial and public recreation facilities as well as public access improvements, the relatively minor traffic and circulations impacts associated with the proposed redevelopment can be found consistent with the public access and recreation policies of the Coastal Act.

Staff recommends that the Commission find the amendment, as submitted, consistent with Chapter 3 and Chapter 8 of the Coastal Act.

The appropriate motions and resolutions can be found on Page 2. The main findings for approval of the amendment begin on Page 4.

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**Port Master Plan Amendment Procedure.** California Code of Regulations, Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as provided in Section 30714 of the Coastal Act for certification of port master plans. Section 13628 of the Regulations states that, upon the determination of the Executive Director that the master plan amendment and accompanying materials required by Section 13628(a) are sufficient, the master plan amendment shall be deemed submitted to the Commission for purposes of Section 30714 of the Coastal Act.

The subject amendment was deemed submitted on October 31, 2002. The Coastal Act requires that within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. However, the Port District waived the 90-day time limitation subject to the project being scheduled on the February Commission meeting. The Port subsequently requested a postponement from the February meeting to respond to the staff recommendation of approval in part, and denial in part, and waived all applicable time limits for Commission action on the plan.

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**STAFF RECOMMENDATION:**

**I. PORT MASTER PLAN SUBMITTAL – MOTIONS AND RESOLUTIONS**

**MOTION:**        *I move that the Commission certify the Port of San Diego Master Plan Amendment No. 33.*

### **STAFF RECOMMENDATION OF CERTIFICATION:**

Staff recommends a **YES** vote. Passage of this motion will result in certification of the port master plan amendment and adoption of the following resolution and findings. The motion to certify passes only upon an affirmative vote of a majority of the Commissioners present.

### **RESOLUTION TO CERTIFY PORT MASTER PLAN AMENDMENT:**

The Commission hereby certifies the Port of San Diego Master Plan Amendment No. 33 and adopts the findings set forth below on grounds that the amendment is consistent with Chapter 8 and Chapter 3 of the Coastal Act. Certification of the amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the port master plan amendment.

## **II. FINDINGS AND DECLARATIONS.**

The Commission finds and declares as follows:

**A. Previous Commission Action.** The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed approximately thirty-two amendments since that date.

**B. Contents of Port Master Plan Amendments.** California Code of Regulations Title 14, Section 13656 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all the following:

- (1) The proposed uses of land and water areas, where known.
- (2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.
- (3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.

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- (4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.
- (5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment conforms to the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses are outlined in sufficient detail in the port master plan submittal for the Commission to make a determination of the proposed amendment's consistency with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The EIR associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on May 21, 2002 as Resolution 2001-119. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on May 21, 2002 as Resolution 2002-120.

**Standard of Review.** Section 30710 states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. The proposed Amendment involves changes to the land and water designations at America's Cup Harbor and Shelter Island. The policies of Chapter 8 of the Coastal Act are the standard of review for the land portion of the proposed amendment, and Chapter 3 policies are the standard of review for the portion of the amendment addressing the water area. In addition, Chapter 3 is the standard of review for all projects appealable to the Coastal Commission, including the realignment of North Harbor Drive, the proposed hotel expansion, and the Bay City Marine and Sun Harbor redevelopment.

**D. Summary of Proposed Plan Amendment.**

The proposed port master plan amendment (PMPA) involves changes to the text, land and water use tables and graphics within the Port District's Planning District 1 – Shelter Island. The proposed changes would allow for the redevelopment of the America's Cup Harbor area, previously known as Commercial Harbor, including the following components: A partial street vacation and realignment of North Harbor Drive between Nimitz Boulevard and Scott Street to a 93-foot right-of-way; construction of a new traffic roundabout at the intersection of Nimitz Boulevard and North Harbor Drive; the development of up to 130 new hotel rooms uses at the former Westy's Lumber Yard and

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80 rooms at the existing Chevron gas station lot, redevelopment of the former Bay City Marine lot including new marine services, a new restaurant, and new retail uses; renovation of the existing Kettenburg Boatyard including construction of a walk-up food plaza and a public access walkway; construction of a new 50-slip marina expansion in front of the Bay City Marine site; construction of a 0.3 acre, 100-foot wide marina green park; demolition and renovation of existing structures on the west side of Shelter Island Drive in order to consolidate buildings and create new view corridors from Shelter Island Drive, and expansion of the existing public waterfront promenade and the creation of new public view corridors.

The project also involves changes in land and water use designations. Overall, land area designated for Marine Sales and Services would be decreased by 2.3 acres, Commercial Recreation would be increased by 3.5 acres, Sportfishing would increase by .6 acres, Park would increase by .3 acres, and Promenade would increase by .8 acres.

Overall, water area designated for Marina Services Berthing would be decreased by 3.3 acres, and area designated for Recreational Boat Berthing would increase by 3.3 acres.

The land use changes would occur in the following locations. The 1.7-acre former Bay City Marine would be redesignated from Marine Sales and Services to 1.3 acres of Commercial Recreation, .3 acres Park and .1 acres Promenade. The 1.2-acre Westy's Parking Lot would be redesignated from Marine Sales and Services to 1.1 acres Commercial Recreation and .1 acre Promenade. A 2.9-acre portion of the right-of-way west of North Harbor Drive, south of Scott Street, would be redesignated to 1.9 acres of Commercial Recreation, .6 acres of Sportfishing, .2 acres of Park/Plaza, and .2 acres of Promenade. Approximately .2 acres of the 2.3-acre Kettenburg Boatyard would be redesignated from Marine Sales and Services to Promenade. Along Shelter Island Drive, .2 acres of Commercial Recreation designated land on the west side of the street would be redesignated to Marine Sales and Services. An existing .6-acre parking area located northeast of the Shelter Island traffic circle would be redesignated from Commercial Recreation to Marine Sales and Services. At the Shelter Island Drive roundabout, .2 acres of land would be redesignated from Park to Promenade.

The changes in water use designation are at the Bay City Marine site (3.9 acres of water redesignation from Marine Services Berthing to Recreational Boat Berthing) and west of Shelter Island Drive (.6 acres of water area from Recreational Boat Berthing to Marine Services Berthing). Page 52 of the proposed PMPA (Exhibit #1) shows the existing land use designations and the proposed designations.

In addition, the proposed PMPA (as amended from its original submittal) would change the definition of the "Marine Sales and Services" designation to allow (proposed language underlined) "Ancillary uses, when specifically provided for in the property lease, including fish transshipment and no more than 10% of the site may be used for walkup window-type food and beverage services with limited outdoor table seating

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provided such uses do not materially interfere with the function and operation of the primary Marine Sales and Services use." This definition would apply to any location with the Marine Sales and Services designation. In the case of the proposed PMPA, an additional 8,100 sq.ft. of the Kettenburg Boat Yard would be redeveloped as a walk-up food court, although the designation of the site would remain Marine Sales and Services.

In response to Commission staff's concerns about the impact of the project on traffic, circulation and public access, the PMPA has also been amended to add the following language:

To facilitate the mitigation of any new public access impacts, all new development shall prepare subsequent traffic and parking studies and, in compliance with the Coastal Act and CEQA and its guidelines, shall provide adequate parking to meet its parking demand on-site to the greatest extent feasible, or where not feasible, shall provide convenient and accessible off-site parking without diminishing the supply of existing public parking. New development and redevelopment shall assure public access to the shoreline is maintained and improved, when possible.

Section 13634 of the Code of Regulations allows for minor, immaterial changes to a port master plan (amendment) after submission of the plan. In January 2003, the Port submitted revised text language adding specificity to the sections of the proposed plan regarding the allowance of food and beverage services in the Marine Sales and Services designation, the replacement of boat trailer parking, the parameters of the redevelopment at the Westy's Lot and the need for additional environmental review for any increases in water coverage (see Exhibit #3). These changes provide more specificity and increase protection of coastal resources, and are not considered a material amendment to the PMPA submittal.

**E. Conformance with the Coastal Act.** The proposed amendment would result in changes to land and water use categories, and to the text and Precise Plan map contained in Planning District 1 (Shelter Island) of the Port Master Plan. In order for the Commission to certify the proposed master plan amendment, the Commission must determine that the amendment conforms to the following applicable Chapter 3 and Chapter 8 policies of the Coastal Act listed under each section:

**1. Public Access/Traffic/Parking.**

**Applicable Policies**

**Section 30210.**

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational

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opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211.

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

[...]

Section 30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation ....

Traffic/Circulation

The proposed land use changes and additions to the project list would allow for the construction of up to 210 new hotel rooms on North Harbor Drive at the former Westy's Lumber Yard and the existing gas station, new restaurants and retail establishments at the Sun Harbor Marina and former Bay City Marine sites, and other new commercial and

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public recreational uses including a marina, greenspaces and public accessways. A number of the proposed changes would have been permissible under the existing land and water use designations in the PMPA; the most significant redevelopment opportunities presented by the proposed PMPA changes are on Westy's Lumber Yard and the Bay City Marine site, which are currently designated for Marine Sales and Services. The proposed redesignations to the more intense commercial recreation land use raise the potential for traffic, parking, and thus public access impacts.

The EIR and Supplemental Traffic Analysis prepared for the PMPA compared the proposed uses with the existing, mostly marine sales and services uses in the America's Cup Harbor area, and determined that overall, a daily increase of approximately 4,687 trips would result from implementation of the proposed project.

The impact this would have on surrounding streets, and thus, on public access to the shoreline, varies. The EIR projects that following roadway segments would be significantly impacted (see Exhibit #9):

- Rosecrans Street: South of Talbot Street (LOS F to LOS F)
- Rosecrans Street: Canon Street to Byron Street/Shelter Island Drive (LOS E to LOS E)
- Rosecrans Street: North Harbor Drive to Nimitz Boulevard (LOS E to LOS E)
- Rosecrans Street: North of Nimitz Boulevard (LOS F to LOS F)
- Scott Street: Talbot Street to Shelter Island Drive (LOS F to LOS F)
- Scott Street: Shelter Island Drive to North Harbor Drive (LOS D to LOS E)
- Shelter Island Drive: Rosecrans to Scott Street (LOS D to LOS E)
- Shelter Island Drive: Scott Street to Anchorage Lane (LOS F to LOS F)
- Shelter Island Drive: Anchorage Lane to north of Roundabout (LOS F to LOS F)
- Shelter Island Drive: Entrance to Roundabout (LOS F to LOS F)
- Talbot Street: Between Canon Street/SR209 and Rosecrans Street (LOS F to LOS F)

One intersection, Rosecrans Street at Nimitz Boulevard would be significantly impacted (LOS D) during the evening peak hour.

The EIR suggests that these impacts could be mitigated through improvements to and widening of Rosecrans, Shelter Island Drive, Talbot and Scott Street, and through improvements to public transit coverage. However, these street segments are within the City of San Diego's jurisdiction, and physical improvements to the streets, that is, street widening, would most likely require demolition of existing structures, which is not considered feasible or desirable.

Therefore, in order to address the traffic impacts, the Port has taken a two-pronged approach. First, and most significantly, as noted above, the scope of the projects actually approved by the Board of Port Commissioners has been scaled back significantly from what was reviewed in the original EIR. Several proposed restaurants and retail uses on



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Shelter Island Drive and Kettenburg Marine have been eliminated reducing the overall trip generation rate of the plan by approximately 44%, from 8,337 daily trips to 4,687 trips.

Secondly, the Port has developed a Transportation Demand Management (TDM) program to address traffic impacts. The transportation demand management recommendations are designed to reduce the number of solo drivers by promoting walking, bicycling, carpooling, vanpooling, public transportation and other alternative modes of transportation. The Port has also committed to working with the Metropolitan Transit Development Board to explore options for extending a bus line route or shuttle service out to the Shelter Island traffic circle. Nevertheless, these measures are not expected to eliminate all traffic and circulation impacts resulting from the project.

In evaluating the actual impact the proposed development will have on coastal access, it is important to keep several factors in mind. Redevelopment efforts always present challenges with regard to traffic and circulation patterns. The Coastal Act supports the construction of new development in existing developed areas to decrease sprawl and impacts to open space. Yet many older neighborhoods were planned with street patterns and parking and traffic capacities that are inadequate for denser, automobile-dependent development. Mitigating circulation impacts is problematic in these areas since, as previously noted, widening the streets to provide increased capacity would entail substantial right-of-way acquisition and roadway construction and would alter the character of the community. In many cases, existing development patterns preclude roadway widening.

Even without new construction in the plan area, traffic is expected to worsen in the area. The roadway system around America's Cup Harbor was developed many years ago and traffic volumes have increased gradually over the years as development in the area has intensified. There have been few expansions of the roadway segments in the vicinity over the past several years, and as a result, the area has experienced growth in traffic without increases in roadway capacity. The supplemental traffic study determined that even under the existing land use designations in the PMP, build-out would result in an increase in 1,651 daily trips over the current situation.

As a result, even if the proposed amendment were not approved, all of the above roadway segments are projected to operate at the same Level of Service as if future development were to occur in conformity with the current PMP *except* for three segments on Rosecrans Street (Canon Street to Byron Street/Shelter Island Drive, North Harbor Drive to Nimitz Boulevard, and North of Nimitz Boulevard) (see Exhibits #4 and #5). One segment on Shelter Island Drive (Rosecrans Street to Scott Street) would be significantly impacted either way, but under the existing PMP buildout, not significantly enough to require mitigation.

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These differences are shown graphically on Exhibits #6 and #7. These exhibits show that for the most part, the major coastal access routes in the vicinity, specifically North Harbor Drive, Nimitz, and Scott Streets, would not be additionally impacted by the proposed development. In other words, the proposed increase in intensity of use would not significantly impact the major public access corridors in the project vicinity compared to the build out which could occur under the existing PMP.

The one exception is the impacts to Shelter Island Drive, which is an important coastal accessway as the only access to Shelter Island. However, the Port has provided information indicating that for several reasons, many of the identified impacts, especially those to Shelter Island Drive, may be overstated. The supplemental traffic study notes that:

The capacity of roadway segments is affected by many factors, including pavement width, access to cross-streets and driveways, intersection signal timing, geometry and on-street parking. The actual functional capacity is based on the ability of arterial intersections to accommodate peak hour volumes. The intersections along Shelter Island Drive will operate at acceptable levels of service during peak hours, and there will be no significant through travel delays. As a result, the classic concept of "capacity" as expressed by daily volumes is excessively conservative and more favorable operating conditions exist and can be expected in the future. Therefore, any improvements to Shelter Island Drive are likely to be unnecessary.

The type of traffic associated with the [proposed] and Existing PMP Projects reflect a more even distribution of daily traffic than other land uses. This helps spread the traffic out over longer time periods and reduces the peak traffic associated with the project. The commuter traffic delay caused by the project is less than other land uses. The "look up tables" upon which the segment conditions are based, do not account for this effect. Thus, the traffic congestion estimates and the significance of the project's impact on the roadway segments are likely overstated.

To rephrase, the increase in traffic volumes on Shelter Island Drive are actually expected to be minimal because studies shows that there are not significant peak traffic hours on this roadway, but rather trip volumes are spread throughout the day.

Also, the traffic analysis did not factor in the Port's proposed Transportation Demand Management program associated with the amendment, which is also expected to reduce traffic due to increased public transit use.

In summary, the Commission is faced with the challenge of balancing the advantages of an amendment that will allow for the redevelopment of an existing neighborhood, which discourages sprawl, makes the most of existing urban services, and is adjacent to the waterfront amenities desirable to new development, with the reality that an already overburdened circulation system will continue to be stressed. However, in this particular

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case, the proposed amendment will not in and of itself result in substantial impacts to traffic service levels of major coastal access routes, and, as such, will not materially affect public access to the shoreline. Additionally, the proposed project involves the construction of new visitor-serving facilities and public access opportunities, consistent with the public access and recreation policies of the Coastal Act, which help to offset potential adverse impacts on traffic.

### Parking

With regard to parking, the EIR for the amendment estimated that compared to existing conditions, the proposed project would generate an increased peak season—the mid-May to mid-October sportfishing season—parking demand of 486 spaces, while adding 371 spaces. (These figures are based on the project as originally proposed in EIR, and parking demand most likely has been reduced as the project has been scaled back since that time). Pursuant to the EIR, the project would result in an approximately 115-space parking shortfall. In addition, a parking study undertaken for the amendment determined that there is an existing, 251 space parking shortfall in the East Harbor area (the North Harbor Drive Corridor/Sportfishing Landing area) during the 5-month sportfishing season—which includes the peak recreational summer months. Thus, in total, there would be a 367-space parking shortfall in the East Harbor area with the proposed project.

According to the EIR, there is currently an approximately 518-space parking surplus on the Shelter Island corridor side of America's Cup Harbor. With the proposed project, this surplus is projected to decrease by approximately 151 spaces, still leaving a 367 surplus. But without a shuttle program to move people from one side of the harbor to another, this remaining surplus cannot offset the parking deficit in the East Harbor.

In order to address the parking shortfall, the Port has revised the language in the proposed amendment to require that all proposed new projects meet the parking ratios contained in the Port's Tidelands Parking Guidelines. These guidelines are not part of the certified PMP; however the ratios for restaurants (1 space per 108 sq.ft.), retail (1 space per 256 sq.ft.), office (1 space per 357 sq.ft.), as well as those for hotels, marine sales/service uses, and so forth, are within the range of parking ratios commonly approved for coastal cities in San Diego County.

In addition, the Port has proposed implementation of a transportation demand program to promote and facilitate the use of transit, carpooling and other measures to reduce parking demand, as well as the requirement that a new development provide parking to meet parking demand. (However, the parking study done for the project also concluded that the TDM would probably not have a significant effect on parking within the America's Cup Harbor area). More importantly, one of the proposed projects, the hotel expansion on the former Westy's Lumber Yard Site, would be located on an existing publicly available parking lot. This lot currently provides 185 paid parking spaces that would be removed if and when the hotel expansion is constructed. Therefore, the proposed PMPA

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contains language requiring the relocation and full replacement of these 185 public parking spaces prior to closing the Westy's Lot. The proposed vacation of a portion of the Harbor Drive right-of-way and construction of new parking spaces is expected to generate a sufficient number of spaces to replace these 185.

Since the existing parking shortages in the area will remain, the EIR states that cumulative impacts to parking are considered significant and unmitigable. However, the EIR does conclude that with the requirement that new developments provide adequate parking for the demand they will generate, the new projects being added to the project list will not individually result in parking shortfalls that could impact public parking.

Despite this conclusion in the EIR, in its original Master Plan submittal, the PMP did not explicitly require that the new proposed development provide adequate parking to meet the demand generated. Additionally, it was not clear whether some of the parking spaces planned to be allocated towards meeting the demand for the new commercial uses, (many of which will be created through the partial vacation of Harbor Drive) would have been drawn from the number of publicly-available parking spaces currently available on Harbor Drive. Therefore, the Port revised the Master Plan submittal to include language in the plan (see Exhibit #3) that specifically states that all new development shall provide adequate parking to meet its demand without diminishing the supply of existing public parking. Furthermore, the language indicates that all new development and redevelopment is required to assure public access to the shoreline is maintained and, when possible, improved. Thus, the Commission can be assured that amendment will result in development patterns or intensity of uses that will not compromise the general public's ability to use or access the shoreline.

In summary, the proposed amendment, and specifically, the increase in intensity of use at the Westy's Lot, the Bay City Marine and the creation of additional restaurant and retail uses at the Bay City Marine site will not result in adverse impacts to public coastal access opportunities as a result of insufficient parking. Traffic and circulation impacts resulting from the amendment are expected to have only a minimal impact on shoreline access, and these impacts will be offset by the increased availability and quality of public access and recreational facilities, which will, on balance, positively impact public shoreline access. Many of the projects included in the amendment, including the proposed redesignations of portions of the Westy's Lot and Bay City Marine to Park and Promenade, will increase public access and recreational opportunities, consistent with the Coastal Act. Therefore, the proposed project can be found consistent with the public access policies of Chapter 3 and Chapter 8 of the Coastal Act.

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## **2. Marine-Related Uses**

### **Applicable Policies**

#### **Section 30255.**

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

#### **Section 30703.**

The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

#### **Section 30708**

All port-related developments shall be located, designed, and constructed so as to:

- (a) Minimize substantial adverse environmental impacts.
- (b) Minimize potential traffic conflicts between vessels.
- (c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.
- (d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.
- (e) Encourage rail service to port areas and multicompany use of facilities.

Section 30708(c) of the Coastal Act gives the highest priority to the use of existing land space within harbors for port purposes, such as navigational facilities, shipping industries, and necessary support and access facilities. Section 30708(d) provides for the accommodation, to the extent possible, of other public trust uses such as recreation and wildlife habitat. Section 30708(e) requires all port-related development to minimize substantial environmental effects. All three of the above policies should be considered

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along with the underlying objectives of Sections 30705 and 30706 which are to minimize fill of coastal waters to only that necessary for specific port-related uses and to minimize harmful effects to coastal resources. Therefore, adequate existing land area should be reserved for port-related purposes so as to avoid the need for additional fill of coastal waters to accommodate future demand for such facilities.

The proposed amendment would result in a decrease in the amount of land area designated for Marine Sales and Services by 2.3 acres to 9.1 acres from its existing 11.4 acres. Water area designated for Marine Services Berthing would be decreased by 3.3 acres to 17.7 acres from its existing 21 acres.

In addition, the proposed PMPA (as amended from its original submittal) would change the definition of the "Marine Sales and Services" designation to allow (proposed language underlined) "Ancillary uses, when specifically provided for in the property lease, include fish transshipment and no more than 10% of the site may be used for walkup window-type food and beverage services with limited outdoor table seating provided such uses do not materially interfere with the function and operation of the primary Marine Sales and Services use."

The Port Master Plan contains the following description of Marine Sales and Services:

Activities such as ship chandleries; marine hardware and electronic sales; sailmaking and repair; boat covers; marine fueling stations, marine engine repair; boat building and repair; boat sales and rentals; sailing schools; temporary facilities supporting transient boats and regattas; diving and limited salvage operations; marine sign carving; nautical artifacts, and professional services such as marine architecture and marine engineering....Three major use categories in this division include boat sales, boat building and repair, and marine services berthing.

Section 30255 of the Coastal Act states that coastal-dependent developments shall have priority over other developments on or near the shoreline. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. Section 30703 states that ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Section 30708(c) gives the highest priority to the use of existing land space within harbors for port purposes, such as navigational facilities, shipping industries, and necessary support and access facilities.

Although marine-related and, ideally, located along the shoreline, most Marine Sales and Services uses are not coastal-dependent uses, but rather can be and frequently are located at inland sites. In addition, as categorized in the existing Port Master Plan, boat sales, boat building and repair, and marine services berthing are considered recreational, not

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commercial fishing facilities. Thus, the importance of preserving area for these uses is not as critical as it is for coastal dependent, commercial fishing, and industrial port uses.

Nevertheless, coastal-related uses are clearly high priority uses under the Coastal Act, and recent studies have indicated that there is demand for marine sales and services type uses in the America's Cup Harbor Area. The Port District has had several studies prepared to address the issues raised by potential conversion of land and water areas designated specifically for marine industrial uses to other uses of less priority under the Coastal Act, including for the South Bay Boat Yard (PMPA #32) and the Campbell Shipyard and Fifth Avenue Landing leaseholds (#31). In addition, a specific study for the usage patterns of the subject site, the America's Cup Harbor Usage Study, dated November 30, 1999, also addressed this issue. That study determined that there is a demand for the type of marine sales and services offered in the plan area, including boat repair and marina slips, and sportfishing, and that demand is expected to increase in the future.

However, the significant decreases in Marine Sales and Services use categorization are at the Bay City Marine site (1.7 acres) which has been vacant since 1995, and the 1.2 acre former Westy's Lumber Yard which has also been closed for several years and is currently being used for a parking lot. Thus, the areas that are proposed to be converted apparently are not necessary to meet the demand for marine-related uses.

The other reduction in Marine Sales and Services is proposed in the Kettenburg Boatyard. All indications are that demand for the services of this boat yard will remain steady or increase in the future. The proposed .2-acre change in land use is for construction of a promenade through the boatyard. Currently, the public is generally allowed to walk through the Boatyard, but the existing formalized waterside promenade stops at the Kettenburg Boatyard and pedestrians generally travel inland along the sidewalk before picking up the promenade on the other side of the Boatyard. As proposed, there will be a continuous promenade through the Boatyard, which will be an improvement in public access and recreation. The amendment also prohibits the erection of permanent structures in the view corridors along Carleton and Dickens Streets, which will help maintain public views to the bay. The minor reduction in boatyard area for the establishment of the promenade and courtyard is not expected to adversely impact the marine sales and services use of the site.

The proposed change in the definition of Marine Sales and Services to allow food service uses has the potential to be more problematic. Allowing a small walk-up food service area in association with a use such as boat yard, is reasonable and would provide an amenity to both employees and customers who spend long days doing boat maintenance and repair on site. However, as originally submitted, there was no limit on the size of the food and beverage service permitted on the site, and no assurance that the main purpose of the site—marine sales and services—would not be compromised by the food service use. In response to these concerns, the Port District revised the submittal to limit the

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ancillary food service to no more than 10% of the marine sales and services site, and the use cannot materially interfere with the function and operation of the primary use. Thus, this change is not expected to adversely impact the supply of marine sales and services facilities.

In summary, the proposed reductions in marine sales and services will not have an adverse impact on the availability of marine-related land around San Diego Bay. The proposed conversion of Marine Sales and Services to park and promenade uses will provide a variety of lower-cost visitor and public recreational opportunities which are preferred and protected under both Chapter 3 and 8 of the Coastal Act.

Therefore, the Commission finds that the changes in land and water use are consistent with the protection of priority uses, public access, and recreation policies of the Coastal Act.

### **3. Environmentally Sensitive Habitat Area.**

#### **Applicable Policies**

##### **Section 30230.**

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

##### **Section 30231.**

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

##### **Section 30233.**

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where



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feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In wetland areas only, entrance channels for new or expanded boating facilities....
- (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (7) Restoration purposes.
- (8) Nature study, aquaculture, or similar resource dependent activities.

Section 30235.

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30240.

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

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

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....

Section 30705.

(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following:

(1) Such construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities as are required for the safety and the accommodation of commerce and vessels to be served by port facilities.

(2) New or expanded facilities or waterfront land for port-related facilities.

(3) New or expanded commercial fishing facilities or recreational boating facilities.

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

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

(6) Restoration purposes or creation of new habitat areas.

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

(8) Minor fill for improving shoreline appearance or public access to the water.

(b) The design and location of new or expanded facilities shall, to the extent practicable, take advantage of existing water depths, water circulation, siltation patterns, and means available to reduce controllable sedimentation so as to diminish the need for future dredging.

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(c) Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation. Bottom sediments or sediment elutriate shall be analyzed for toxicants prior to dredging or mining, and where water quality standards are met, dredge spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms, or in confined coastal waters designated as fill sites by the master plan where such spoil can be isolated and contained, or in fill basins on upland sites. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.

(d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

Section 30706.

In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:

(a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.

(b) The nature, location, and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.

(c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.

(d) The fill is consistent with navigational safety.

Section 30230 and 30231 of the Act protect marine resources and the biological productivity of coastal waters to maintain optimum populations of marine organisms and for the protection of human health. Section 30233 prohibits diking, filling and dredging of open coastal waters and estuaries unless there is no feasible less environmentally-damaging alternative, adequate mitigation is provided, and the diking, filling or dredging activity is for one of the permitted uses identified. Section 30233 (4) would permit fill in open coastal waters for new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

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The proposed plan includes construction of a new 50-slip marina and additional public land docks. New public and recreational boating facilities are encouraged under the Coastal Act; however, these projects have the potential to disturb marine plants such as eelgrass and other infauna and epifauna, and will result in a loss of open-water foraging habitat for the California least tern and Brown pelican, both of which are federally listed as threatened species. However, the precise nature and extent of these impacts will not be available until a particular project is proposed.

The EIR for the project identified very limited eelgrass bed resources in the project area. However, to ensure that at the time a specific project is proposed, any eelgrass impacts are assessed and mitigated, the EIR requires the Port District to consult with the National Marine Fisheries Service concerning the appropriate steps to take to prevent the loss of existing eelgrass. If preservation of all eelgrass is not possible, mitigation measures detailed in the Southern California Eelgrass Mitigation Policy shall be taken. The policy would require the Port to avoid and minimize impacts where possible, survey and map the eelgrass, identify a mitigation site, mitigate at a 1.2 to 1 ratio, and monitor the mitigation site for a 5 year period. Such impact avoidance and mitigation requirements are consistent with past Commission precedent regarding such resource impacts.

With regard to open water coverage, the EIR estimates that taking into account both the proposed construction of new structures and the removal of existing old piers, ramps, etc., there would be a 5,865 sq.ft. net increase in open water coverage, and this could impact sensitive bird species. However, as part of the ongoing redevelopment of the former Campbell Shipyard in south San Diego Bay (PMPA #31), numerous wharves and docks have been removed to create new open water areas. According to the EIR, approximately 213,386 sq.ft. of piers, aprons, margin wharf, buildings, launch ways and floating dry docks have been removed. Future redevelopment of the site would result in the potential coverage of the basin with approximately 117,869 sq.ft. of promenade, observation pier, and small 30-slip marina. This would result in a 91,517 sq.ft. net increase of open water.

Thus, in San Diego Bay overall, the amount of open water habitat is being increased, despite the proposed 5,865 sq.ft. decrease in open water proposed through the current amendment. Nevertheless, the new open water being created is not in the same location as the water area being covered, and may not serve the same habitat purpose. It is appropriate that at the time the new coverage is actually proposed, that additional environmental review take place. In response to this concern, the Port District has amended its submittal to include language specifically requiring that any increase in water coverage from that which previously existed in the project area, be subject to further environmental review and mitigation as required.

Therefore, the Commission finds adequate mitigation measures have been incorporated into the PMPA to protect the marine environment consistent with Sections 30230, 30231

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and 30233 of the Coastal Act. The Commission finds the port master plan amendment to be consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act regarding the protection of biological resources.

**F. Consistency with the California Environmental Quality Act (CEQA).**

The proposed amendment does not have the potential to result in resource damage in the form of cumulative impacts to public access. The proposed amendment was the subject of a Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners with a finding that the proposed amendment would result in significant environmental impacts relative to traffic and circulation. The Port District adopted a Statement of Overriding Considerations on May 21, 2002. The Port District determined that the project would have the following benefits: Creating significant new public access, recreation and open space opportunities by creating new parks and green space, new promenade, new pedestrian and bicycle accessways, and increasing employment opportunities within the region by providing temporary and permanent jobs from the construction and operation of the project, and providing additional revenues to the region in the form of increased use, sales, and transit occupancy taxes.

As described above, while the proposed amendment will result in some impacts to traffic, a supplemental traffic study performed after adoption of the EIR examined the impacts of the proposed amendment, which has been scaled back significantly from the project reviewed in the EIR. In addition, the amendment has been modified to require new development to meet the Port District's parking standards. The proposed amendment will not result in significant adverse impacts to the environment of the coastal zone and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the amendment may have on the environment. The amendment provides for new commercial and public visitor-serving facilities, as well as new public access improvements and opportunities. Therefore, the Commission therefore finds that the amendment is consistent with the California Environmental Quality Act.

Re Amendment of Port District ]  
 Master Plan - Shelter Island ]  
 Planning District ..... ]  
 \_\_\_\_\_ ]

# RESOLUTION 2002-120

WHEREAS, the San Diego Unified Port District (Port District) has an adopted Port District Master Plan which has been certified by the California Coastal Commission; and

WHEREAS, said Master Plan was prepared, adopted and certified pursuant to the Port District Act, the California Coastal Act and other applicable laws; and

WHEREAS, a proposed Master Plan Amendment for the Shelter Island Planning District project in the City of San Diego has been prepared and processed; and

WHEREAS, a Final Program Environmental Impact Report pursuant to the California Environmental Quality Act, State CEQA Guidelines, and Port District procedures relative to said Amendment has been prepared and certified and its contents considered, NOW, THEREFORE,

BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

That the Master Plan of the Port District is amended by incorporating therein the Master Plan Amendment, on file in the office of the Port District Clerk as Document No. 44133, pertaining to said Shelter Island Planning District project.

BE IT FURTHER RESOLVED that the Executive Director or his designated representative is hereby authorized and directed to transmit said Master Plan Amendment, together with all relevant factual information, the Final Program Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for its review, approval and certification pursuant to the California Coastal Act, and that said

Amendment will take effect automatically and be deemed fully certified upon Coastal Commission approval pursuant to Public Resources Code Section 30714. This action by the Board of Port Commissioners constitutes formal adoption of the Coastal Commission's certification of the referenced Amendment.

ADOPTED this 21st day of May, 2002.

sw

5/21/02

San Diego Unified Port District

Document No. 44133

Filed JUL 03 2002  
Office of the District Clerk

*San Diego Unified Port District  
Port Master Plan Amendment*



*America's Cup Harbor*

*Existing/Proposed Plan Text  
And Plan Graphics*

*April 24, 2002*

*Adopted by the Board of Port Commissioners  
May 21, 2002*

*Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.  
Text in italics is for clarification only and is not part of the Plan Amendment.*



The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments, all of which have been incorporated into this copy, are listed below:

Amendment Title	BPC Res. No.	CCC Certification Date
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-307	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program 1	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
<u>America's Cup Harbor</u>	<u>2002-120</u>	— — —

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TABLE 4

**PORT MASTER PLAN  
LAND AND WATER USE ALLOCATION SUMMARY**

LAND USE	ACRES		WATER USE	ACRES		TOTAL ACRES		% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Revised	
<b>COMMERCIAL</b>	<b>373.3</b>	<b>374.9</b>		<b>383.4</b>	<b>383.2</b>	<b>756.7</b>	<b>758.1</b>	<b>14%</b>
MARINE SALES AND SERVICES	24.4	18.8	MARINE SERVICES BERTHING	24.0	17.7			
AIRPORT RELATED COMMERCIAL	38.0							
COMMERCIAL FISHING	7.6		COMMERCIAL FISHING BERTHING	19.0				
COMMERCIAL RECREATION	302.9	306.2	RECREATIONAL BOAT BERTHING	332.3	335.4			
SPORTFISHING	3.7	4.3	SPORTFISHING BERTHING	11.1				
<b>INDUSTRIAL</b>	<b>1206.4</b>			<b>217.7</b>		<b>1424.1</b>		<b>26%</b>
AVIATION RELATED INDUSTRIAL	152.9							
INDUSTRIAL BUSINESS PARK	113.7							
MARINE RELATED INDUSTRIAL	322.1		SPECIALIZED BERTHING	170.5				
MARINE TERMINAL	149.6		TERMINAL BERTHING	47.2				
INTERNATIONAL AIRPORT	468.1							
<b>PUBLIC RECREATION</b>	<b>277.7</b>	<b>279.8</b>		<b>681.0</b>		<b>958.7</b>	<b>960.8</b>	<b>18%</b>
OPEN SPACE	10.4	19.0	OPEN BAY/WATER	681.0				
PARK/PLAZA	146.4	145.8						
GOLF COURSE	98.2	97.8						
PROMENADE	14.0	17.2						
<b>CONSERVATION</b>	<b>399.2</b>			<b>1058.6</b>		<b>1457.8</b>		<b>27%</b>
WETLANDS	304.9		ESTUARY	1058.6				
HABITAT REPLACEMENT	94.3							
<b>PUBLIC FACILITIES</b>	<b>225.6</b>	<b>222.1</b>		<b>394.3</b>		<b>619.9</b>	<b>616.4</b>	<b>12%</b>
HARBOR SERVICES	2.7		HARBOR SERVICES	10.5				
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	284.6				
			BOAT ANCHORAGE	25.0				
			SHIP NAVIGATION CORRIDOR	50.0				
STREETS	222.5	219.0	SHIP ANCHORAGE	24.2				
<b>MILITARY</b>	<b>25.9</b>			<b>125.6</b>		<b>151.5</b>		<b>3%</b>
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2				
			NAVY SHIP BERTHING	119.4				
<b>TOTAL LAND AREA</b>	<b>2508.1</b>	<b>2508.3</b>	<b>TOTAL WATER AREA</b>	<b>2860.6</b>	<b>2860.4</b>			
<b>MASTER PLAN LAND AND WATER ACREAGE TOTAL</b>						<b>5368.7</b>	<b>5368.7</b>	<b>100%</b>

Existing acreage:

SBBY PMPA on December 12, 2001

Revised acreage includes adopted (\*) and draft (+) PMPA:

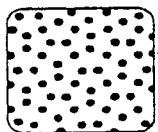
\* Glionetta Bay PMPA BPC adoption April 3, 2001

+ America's Cup Harbor dPMPA of April 24, 2002

Sportfishing boats in San Diego Bay, estimated at over 80 part time and full time vessels in 1978, have been centered in the Commercial Basin of Shelter Island. The typical sportfishing boat in San Diego Bay is over 65 feet in length with a beam of approximately 20 feet, a draft of about six feet or less, and a weight of approximately 60 gross tons. Fishermen capacity averages around 30 passengers per trip. All such vessels are inspected and certified by the U.S. Coast Guard as to their seaworthiness and their capacity. Capacity, although considering rail space, deck area and fixed seating, is ultimately based on the stability calculations of the vessel.

The bulk of the local fleet is open party or charter day and half-day boats, although long-range trips are available. Marketing efforts are being made to extend use of the boats throughout the entire year with diving trips, local whale watching excursions, and natural history expeditions into Baja California. The longer and more specialized trips of from five to 16 days are becoming increasingly important. Current trends, stimulated by growth in the sportfishing industry and a desire to reach better fisheries farther off shore, are toward larger boats, more luxurious amenities, installation of better electronic support equipment, and improvements in propulsion systems. Vessels reaching sizes in excess of 100 gross tons will probably be discouraged by the U. S. Coast Guard regulations that are more stringent in terms of material inspection and certification, and in the qualifying of skippers, than for vessels under 100 gross tons. Uncertainties as to possible growth and even stability in the sportfishing operations have been affected by Mexican laws governing offshore fishing grounds and by the growing interest in reserving national fishery rights within a 200-mile limit.

#### **Marine Sales and Services** include



activities such as ship chandlery; marine hardware and electronic sales; sailmaking and repair; boat covers; marine fueling stations; marine engine repair; boat building and repair; boat sales and rentals; sailing schools; temporary

facilities supporting transient boats and regattas; diving and limited salvage operations; marine sign carving; nautical artifacts, and professional services such as marine architecture and marine engineering. Ancillary uses, when specifically provided for in the property lease, include fish transshipment and walkup window-type food and beverage services with limited outdoor table seating. Considerable linkages exist between commercial and recreational boating activities and those services which supply, repair, outfit and provision them. Several of these activities have small space needs and if clustered together, can increase their attraction for marine service purchasers. Three major use categories in this division include boat sales, boat building and repair, and marine services berthing.

**Boat Sales** and rental activities involve primarily the dry storage and display of boats and yachts. The display of boats adds significantly to the nautical atmosphere of the planning area and should be situated in such a manner to add to the visual character of the area without appearing cluttered. Boat display areas should be clearly designated as such, and landscaped and otherwise treated with screening and other design features to achieve a well ordered display area. Boat display areas should not be permitted to usurp on-site parking space, not to encroach upon sidewalks or parking strips. Land uses in this category include on-site parking, boat display areas, boat loading and unloading areas, and demonstration space. Related uses such as insurance agencies and financing facilities may be permitted but are encouraged to cluster with similar services in designated marine service complexes.

**Boat Building and Repair** facilities normally provide for small craft (under 65 feet) to differentiate them from heavy industrial shipyards. Boatyards can provide points of interest to passersby if their locations are evaluated with such objectives in mind. Screening and viewing treatments of the various boatyards should be an integral part of each boatyard design. Acceptable land uses associated with boatyards are: boat lift

# ***SHELTER ISLAND: Planning District 1***

## ***The Precise Plan Concept***

~~Shelter Island, as reviewed in this plan concept, is a~~ has strong, historic functional ties to the boating community of importance and value to the San Diego region. The end product of the Public discussions and evaluations made in the planning process for the area have highlighted the following matters as being of paramount importance.

While there is general satisfaction with the present land use allocations, some improvement can be obtained by extensive renovation of older facilities at the termination of leases. Additional people oriented spaces, providing vistas and accessibility to the water and waterside activities, are felt appropriate. In some subareas, the visual clutter in the form of a proliferation of signs; disorganized automobile parking layouts on streets, in side yards and setbacks; deteriorated landscape materials; and a lack of continuity in architectural treatment give evidence of some deterioration in the quality of development achieved and maintained in other some portions of Shelter Island.

The basic concept of the Shelter Island Precise Plan is found in preserving and retaining flexibility in improving upon the best aspects of this man-made environment which has been developed over the past 25 50 years.

The character of existing development is to be enhanced by a redevelopment program that emphasizes the continued provision of adequate public service, employment and investment opportunities.

Overall, the planned land and water uses for the Shelter Island area remain essentially unchanged from existing uses. The major emphasis of the development program is directed toward the renovation of obsolete structures, and improvement in the quality of landscaping, visual and physical access to the bayfront.

## ***Land and Water Use Allocations***

~~A total of 351.3~~ Roughly 350 acres in the Shelter Island Planning District are tidelands under the jurisdiction of the Unified Port District. A summary, in tabular form, of the planned land and water use allocations is indicated in Table 6.

The following text explains and gives definition to the legend of the Land and Water Use Element Map of the Precise Plan. The map graphically portrays ~~30~~ 20 different land or water use designations organized under four major headings—Commercial, Public Recreation, Public Facilities, and Military.

**TABLE 6**  
**SHELTER ISLAND: PLANNING DISTRICT 1**

<u>LAND</u> <u>USE</u>	<u>ACRES</u>	<u>WATER</u> <u>USE</u>	<u>ACRES</u>	<u>TOTAL</u> <u>ACRES</u>	<u>%OF</u> <u>TOTAL</u>
<b>COMMERCIAL</b>	63.1		135.4	198.5	57%
Marine Sales and Services	11.4	Marine Services Berthing	21.0		
Commercial Fishing	2.9	Commercial Fishing Berthing	5.7		
Commercial Recreation	45.1	Recreational Boat Berthing	98.4		
Sportfishing	3.7	Sportfishing Berthing	10.3		
<b>PUBLIC RECREATION</b>	29.4		51.0	80.4	23%
Open Space	9.6	Open Bay / Water	51.0		
Park	18.4				
Promenade	1.4				
<b>PUBLIC FACILITIES</b>	26.9		10.7	37.6	11%
Harbor Services	1		5.2		
Streets	25		5.5		
<b>MILITARY</b>	25.9		8.9	34.8	10%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	2.7		
<b>TOTAL LAND AREA</b>	<b>145.3</b>	<b>TOTAL WATER AREA</b>	<b>206.0</b>		
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL</b>				<b>351.3</b>	<b>100%</b>

This page replaced with a  
following page revision.

Note: Does not include:

Anchorage Area A-1	-	7.3 acres
Anchorage Area A-2	-	11.0 acres
State tidelands	-	106.5 acres

TABLE 6

**SHELTER ISLAND/LA PLAYA: PLANNING DISTRICT 1  
PRECISE PLAN LAND AND WATER USE ALLOCATION**

LAND			WATER			TOTAL	
USE	ACRES		USE	ACRES		ACRES	% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Existing Revised
<b>COMMERCIAL</b>	<b>63.4</b>	<b>64.9</b>		<b>135.4</b>		<b>498.5</b>	<b>200.3</b> 57%
MARINE SALES & SERVICES	44.4	9.1	MARINE SERVICES BERTHING	24.9	17.7		
COMMERCIAL FISHING	2.9		COMMERCIAL FISHING BERTHING	5.7			
COMMERCIAL RECREATION	45.4	48.6	RECREATIONAL BOAT BERTHING	98.4	101.7		
SPORTFISHING	3.7	4.3	SPORTFISHING BERTHING	10.3			
<b>PUBLIC RECREATION</b>	<b>29.4</b>	<b>30.5</b>		<b>51.0</b>		<b>80.4</b>	<b>81.5</b> 23%
OPEN SPACE	9.6		OPEN BAY/WATER	51.0			
PARK/PLAZA	48.4	18.7					
PROMENADE	4.4	2.2					
<b>PUBLIC FACILITIES</b>	<b>26.9</b>	<b>24.0</b>		<b>10.7</b>		<b>37.6</b>	<b>34.7</b> 10%
HARBOR SERVICES	1.2		HARBOR Master Transit Berthing SERVICES	5.2			
STREETS	25.7	22.8	BOAT NAVIGATION CORRIDOR	5.5			
<b>MILITARY</b>	<b>25.9</b>			<b>8.9</b>		<b>34.8</b>	<b>10%</b>
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2			
			NAVY SHIP BERTHING	2.7			
<b>TOTAL LAND AREA</b>	<b>145.3</b>		<b>TOTAL WATER AREA</b>	<b>206.0</b>			
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL</b>						<b>351.3</b>	<b>100%</b>

Note: Does not include:

Anchorage A-1	—	7.3 acres
Anchorage A-2	—	14.0 acres
State tidelands	—	106.5 acres

Note: Table 6 does not include Precise Plan designated water acreage leased from or under State Lands Commission jurisdiction:

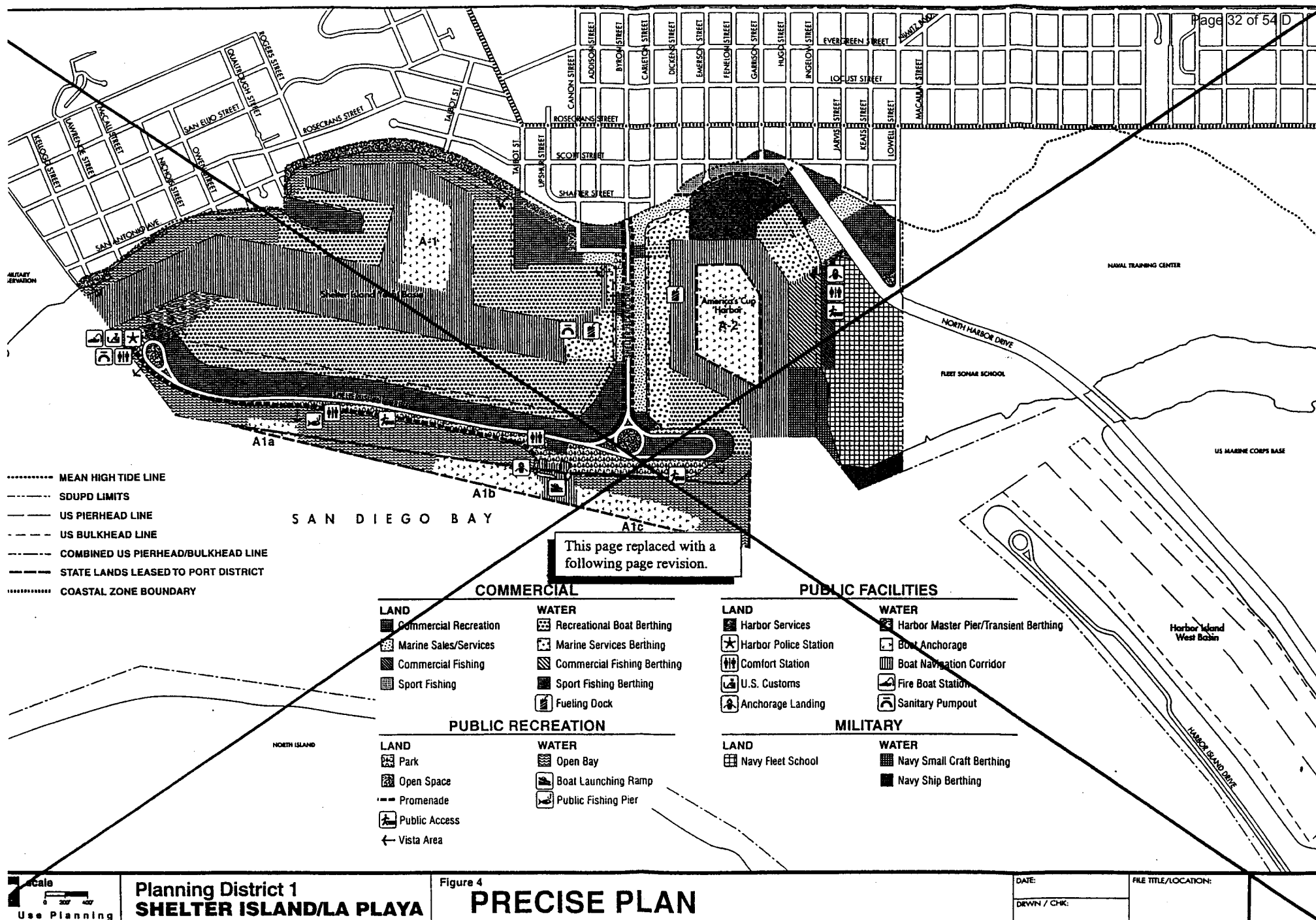
Area	Acreage	Use Designation
Anchorage A-1	9.6	Boat Anchorage
Shelter Island Yacht Basin Boat Channel	73.1	Boat Navigation Corridor
Anchorage A-1a,b,c	25.1	Boat Anchorage
Anchorage A-2	15.0	Boat Anchorage
America's Cup Harbor Basin Boat Channel	29.4	Boat Navigation Corridor

Existing acreage:

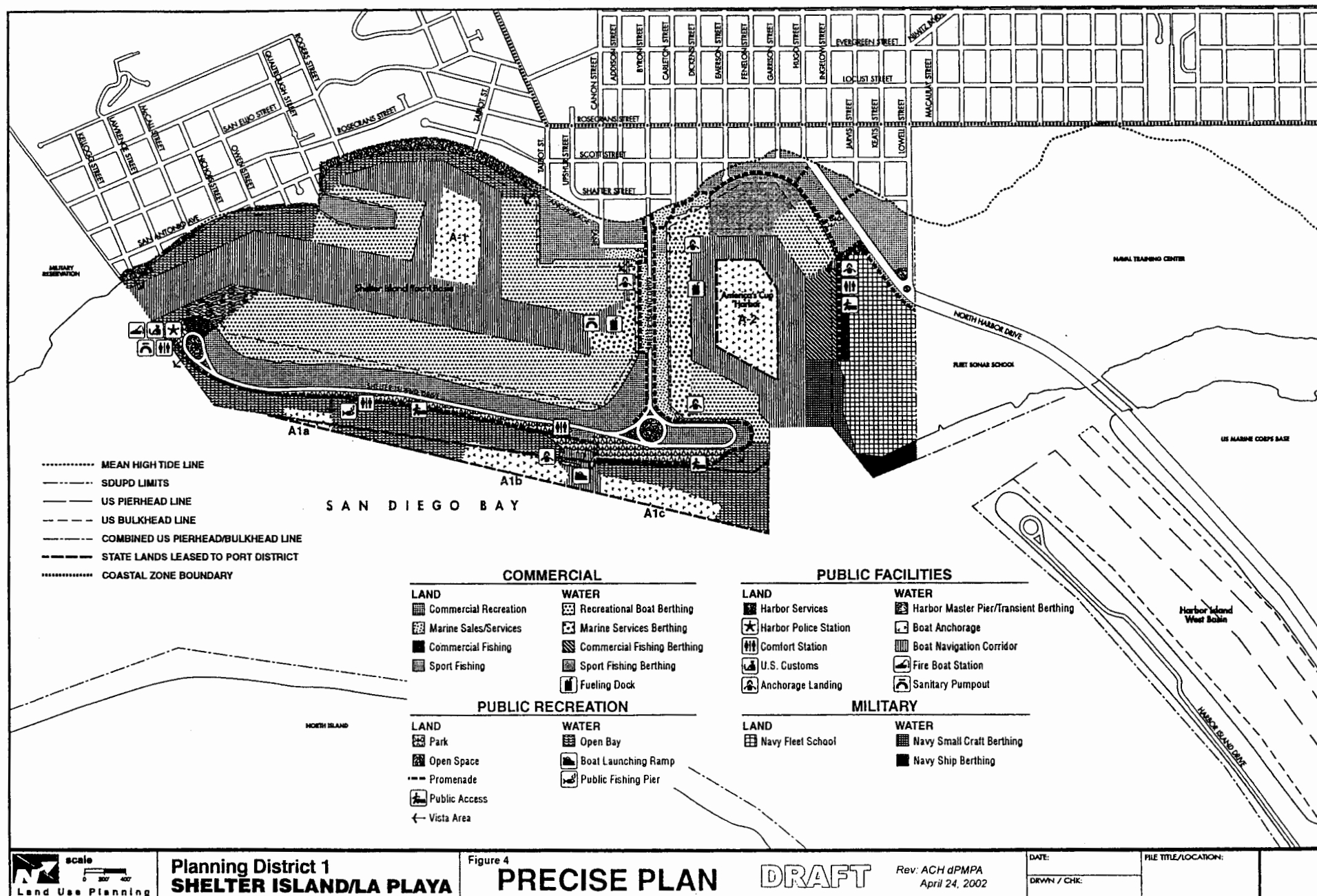
DRISCOLL BOATYARD EXPANSION PMPA on May 14, 1993

Revised acreage includes draft (+) PMPA:

+ America's Cup Harbor dPMPA of April 24, 2002







PROPOSED

## Shelter Island Planning Subareas

In the following narrative, the Planning District has been divided into seven subareas (Figure 5) to focus attention upon and give expression to the plan concepts that are suggested for the entire Planning District but with an emphasis on the relationship of precise planning proposals and specific sites.

### Beach Corridor

This planning subarea includes a narrow band of shoreline extending from the Port District jurisdictional line bordering the U S Navy at Ocean Systems Center facility on Point Loma to Canon Street. Two small beach areas, Kellogg and La Playa beaches, are illustrated as open space on the Land and Water Use Map, and are interspersed with two yacht clubs. Limited access to the beaches is to be maintained consistent with the existing isolated and low intensive recreational use orientation, which is geared to serve the immediate neighborhood. Kellogg Beach, subject to erosion, is to be restored by State, Port and City action. The Kellogg Beach replenishment project is intended to control excessive shoreline erosion and to preserve a public beach, street termination and adjacent private property. Some form of A quarry rock groin configuration in conjunction with sand backfill will be on a replenishment basis at Kellogg Beach appears feasible.

It is recommended that sometime in the future, the beach area be serviced by a pedestrian promenade and bike route to delineate the tideland/upland boundary and to provide access to the beach. Streets which stop at or on tidelands in the area provide excellent points of public access and vista points. Whenever compatible with local community plan goals and traffic circulation and safety, appropriate street endings are to be enhanced by providing landscaped sitting and viewing areas, and rest stops for bicyclists and pedestrians using the trail system. The design of the street ending should be in conformance with any dominant architectural or natural theme of the surrounding area, and be preferably limited to

accommodate passive public recreational activities.

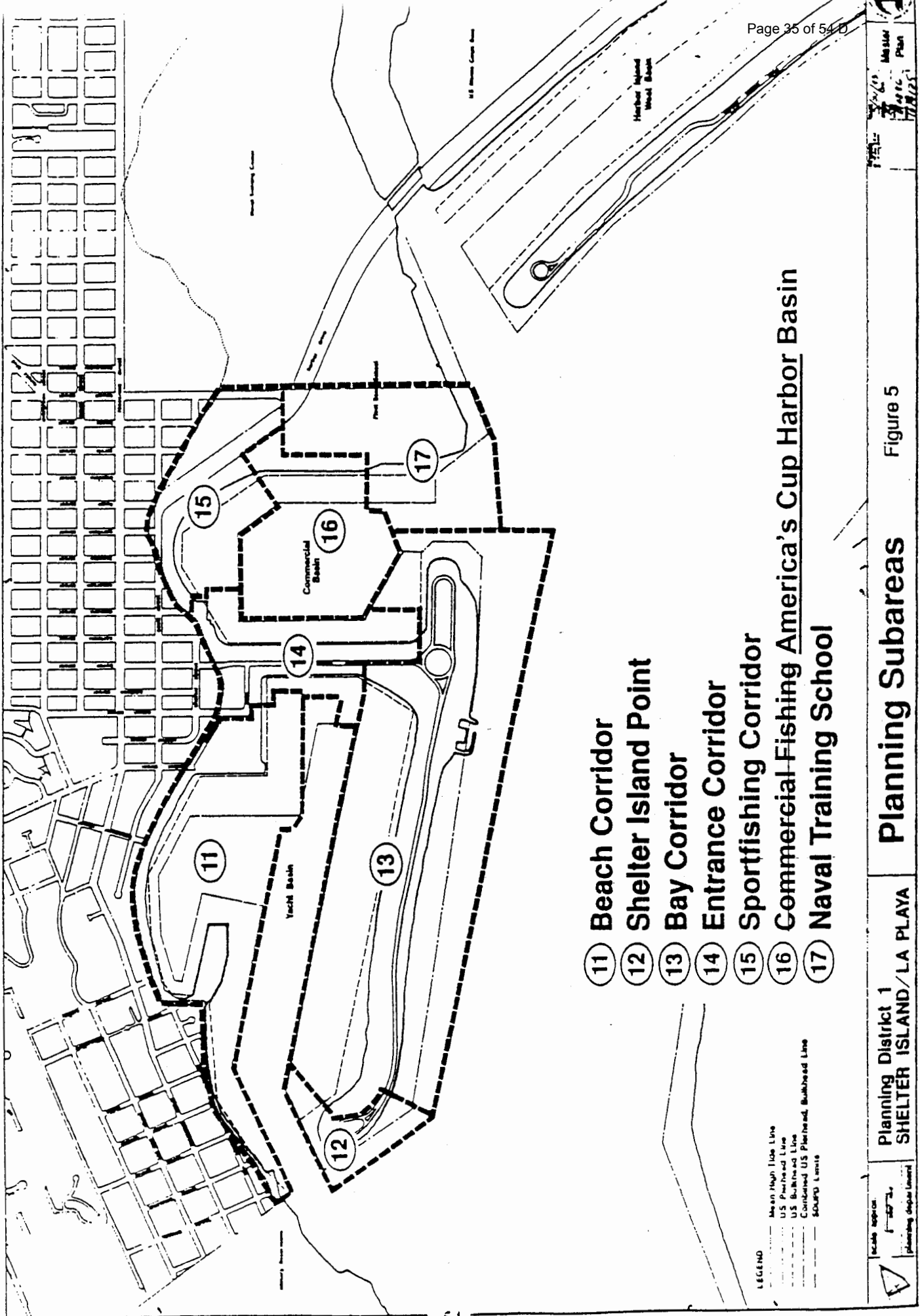
More intensive modes of boating recreation and social activities occur at yacht clubs, shown on the Land and Water Use map under the category of Commercial Recreation, and the associated water use, Recreational Boat Berthing. The land-based activities of these quasi-public centers will continue to be confined to each parcel.

Anchorage A-1, Yacht Basin anchorage, 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 anchoring a landing site adjacent to an expanded park area at Anchorage Lane 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 local ordinances. Anchorage A-1 is one of several small craft facilities planned for all of San Diego Bay as discussed in Section III, Water Based Transportation System.

### Shelter Island Point

The southwestern tip of Shelter Island is planned to continue as a center for maritime services and harbor regulatory activities including Harbor Police patrol and fire services, Customs inspection, pilot boat berthing, and limited Coast Guard functions. On the Land and Water Use Map, these public facilities that relate to the public's safety and general welfare are shown by symbol and by the Harbor Services designation.

The Harbor Police Station includes fire boat and patrol boat facilities. It occupies a strategic location on Shelter Island from which to monitor waterborne traffic and to render assistance as required in San Diego Bay. Activities and uses to be retained in the landscaped park and open space around the structures on the point include the Friendship Bell monument, public accessibility to the bay and access to the spectacular vista site overlooking the entrance to San Diego Bay.



- 11 Beach Corridor
- 12 Shelter Island Point
- 13 Bay Corridor
- 14 Entrance Corridor
- 15 Sportfishing Corridor
- 16 Commercial Fishing America's Cup Harbor Basin
- 17 Naval Training School

~~Harbor Master Pier and Transient Berthing Services~~ is a category used on the Map to indicate the transient berthing space provided by the Port for coastal cruising. The transient berthing is used by vessels under permit of the Harbor Master (i.e., Senior Harbor Police Duty Officer).

The Pumpout Station is a public convenience provided for the drainage of wastes from holding tanks aboard vessels. The service, essential to water quality improvements, is expected to undergo increasing use and the upgrading of service is planned from time to as time goes by.

Customs services are provided to boaters, upon request, at the Harbor Master Pier. No expansion of this activity is anticipated.

~~The Coast Guard station, located adjacent to the Harbor Police Station, conducts patrol field work, provides in-service training for reservists, regulates regattas and provides inspections, lectures and classes on boating safety to the general public. No additional Coast Guard associated land use or berthing areas are planned for the district.~~

## Bay Corridor

This subarea deals with the land mass that separates the open bay from the protected yacht harbor, and is the largest, ~~best~~ developed subarea in the Planning District. The mixed use developments shown as Commercial Recreation and Recreational Boat Berthing on the Land and Water Use Map include hotels, marinas, restaurants and yacht clubs ~~set forth in dramatic private architectural expressions (See Figure 6),~~ balanced by public recreational facilities—park and beach, boat launching ramp, fishing pier, and people oriented spaces—~~set a standard to be emulated in other areas.~~

Suggested improvements in this subarea include street tree and landscape programs along Shelter Island Drive, ~~and in the Bayside Park, and~~ the erection of impressive civic art features in the traffic circle, ~~and the renovation of the fishing pier.~~ A low-cost food restaurant is proposed near the boat launching ramp and a small restaurant landing dock north of the

traffic circle is under consideration in the long term future.

A portion of the shoreline trailer-in-tow parking lot will be transformed into a waterfront park with children's playground and an open gathering area. The existing gazebo may be relocated. Redevelopment of the existing shoreline parking area will increase pedestrian access to and along the shoreline and provide passive shoreline recreational areas where none now exist. All of the existing trailer-in-tow parking spaces may be replaced in a reconfigured parking lot area.

~~Approximately 1,300 linear feet of rock revetment is needed as shoreline protection for the lower parking lot located adjacent to the public boat launching ramp basin. The purpose of the project is to prevent undercutting of the parking lot, and to improve the appearance of the bank. The existing shoreline rubble will be broken down and embedded into the slope by means of an impact ram, then filter blanket and revetment stone will be on an alignment generally corresponding to the existing top of bank. A continuing effort will be made to upgrade signs in the subarea.~~

The Shelter Island Roadstead contains about 46 swing moorings. The moorings occupy about 12.8 acres of water in three sites, identified as Special Anchorages A-1a, A-1b, and A-1c. The mooring area has been designated to resolve conflicts between anchored vessels and activities on the ship channel, public fishing pier, small craft launching ramp, and submerged pipeline. Although protected from the open areas, the moorings are exposed to the wakes of vessels using the ship channel. It is proposed that mooring users be the larger ocean-cruising and transient vessels for short periods of time. ~~Vessels using the moorings will display anchoring lights at night and day shapes. The boundaries of the mooring areas should be marked by lighted buoys. Shoreside facilities are limited to a beach dinghy landing and adjacent restroom and trash receptacles. Control over the mooring area will be exercised by the Port District.~~

## Entrance Corridor

This area extends along Shelter Island Drive from the mean high tide line to the traffic circle. The narrow land form is a constraint on development options and by necessity has resulted in numerous smaller parcels, but overall they are economically viable and well balanced in marine oriented uses. ~~The major emphasis~~ A portion of the proposed renovation for the entire Planning District is focused here. Permanent view obstructions will not be constructed in the view corridor extensions of Carleton and Dickens Streets and a promenade extension will link the Sportfish Landing walkway to Shelter Island Drive.

Land and water uses for this subarea, which are indicated on the Precise Plan map, include ~~e~~Commercial ~~r~~Recreation and ~~r~~Recreational ~~b~~Boat ~~b~~Berthing, both categories that have been discussed earlier in the overall plan, and the new category of Marine Sales and Services and associated berthing. Opportunities for private investment in this subarea include the continuous renovation of leaseholds as lease terms expire, and a new development for a ~~small~~ marine service center buildings, located on the ~~bay~~ yacht basin side of the corridor ~~Anchorage Lane~~. The plan concept for this facility involves the clustering together of ~~many several~~ small marine related space users services into ~~one~~ centralized complexes in an effort to increase their attraction for marine service purchasers. Some of the small marine sales and service type uses could be relocated from the central portion of the entrance corridor to be closer to the large parking lot at Anchorage Lane and Shelter Island Drive. Relocation of the smaller tenants would facilitate the reutilization of their vacated sites by incorporation into adjacent leases to provide larger sites in the corridor and provide additional area for parking. Direct Port District involvement is proposed to renovate the street area, create a pedestrian promenade, construct a shoreline park, and establish a discernible demarcation between the uplands and tidelands by following a street design that emphasized a sense of entry.

The necessity for marine oriented uses to remain economically viable has moved development trends toward the consolidation of small parcels and mixed use developments. Uses with long dormant periods and short seasonal peaks, such as fish off-loading, have been consolidated with fuel operations and boat repair, to the detriment of none. Major regattas, such as the International America's Cup Class World Championship and the America's Cup competitions, have stimulated renovations and updated marine services and skills to deal with new vessel designs and materials in the boatyards.

## Sportfishing Corridor

This subarea corridor abuts both sides of Scott Street and goes landward to the mean high tide line within an area bounded approximately by Lowell Street, Carleton Street and the bay. Redevelopment of the sportfishing area, begun several years ago, has proceeded with the renovation of the sportfishing services area by removal of obsolete structures, the consolidation of supportive services into new buildings, the reorganization of the parking area into a manageable efficient parking facility, and expansion of the pedestrian oriented shoreline promenade and sitting area. ~~Boat building and repair, significant employers which service recreational yachts and moderate size fishing vessels, make use of the dredged channel and waterside sites, and are to be retained, although given appearance treatments. A 100-foot wide view corridor is proposed from North Harbor Drive to the harbor basin in the proposed marina green.~~ Lodging facilities, restaurants, fresh fish market, cannery and fishing equipment uses are to continue in this dynamic waterfront setting. The renovation of the leaseholds are anticipated projects.

## Commercial Fishing America's Cup Harbor Basin

America's Cup Harbor Special Anchorage A-2, the former Commercial Basin Anchorage, occupies a total water areas of about 15 acres. 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 special anchorage are to continue to be shown on bay charts and marked on site by pole mounted day markers. Control over the anchorage ~~will be~~ use is exercised by the Port District.

Mooring facilities proposed are marked fore and aft mooring buoys to accommodate about 170 vessels. The redevelopment effort will strive to accommodate in A-2 all existing vessels that meet the anchorage regulations. 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 must be cleared of sunken vessels and other debris. Shoreside facilities proposed include pier and float, paved access ways, automobile parking, landscaping, trash receptacles and restrooms.

Approximately 1,000 linear feet of rock revetment is to be placed on the shoreline of the Commercial Fishing Marina in order to protect the adjacent parking lot, prevent shoaling of the adjacent commercial fishing berthing, and to improve the appearance of the area. The proposed top-of-bank alignment will follow the existing top-of-bank. Construction activities will be essentially the same as those described for the shoreline protection in the Bay Corridor of Shelter Island. Tenant conducted renovation of the commercial fishing facility is proposed.

### ***Naval Training School***

This subarea adjoins the United States Naval Training Center and the Fleet Anti-Submarine Warfare Training Center Pacific (FLEASWTRACENPAC) San Diego. The Anti-Submarine Warfare Center (A.S.W.) is the Navy's West Coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry. Although A.S.W. occupies Port District tidelands, for practical purposes the terms of the lease have excluded the area from Port District jurisdiction. Use of the leased land and water would revert back to the Port District at the Navy's vacating of the premises. Shoreline access initiatives in this area will be pursued in partnership with the Navy.

### ***Development Guidelines***

Guideline policies for private development that is located in subareas 12, 13 and 14, geared

to architecture, signing, landscaping and parking use and design, are felt in order. Structures located in subareas 12, 13 and 14 are to continue the established marine oriented South Seas atmosphere. This design theme is broad enough as presently construed to include architectural designs frequently expressed as modern Hawaiian or Polynesian. Any design solution has the option of utilizing contemporary building materials and methods in achieving a design that will conform to the overall design theme. Architectural guidelines encourage structures in which the building materials accent wood, preferably large-scale members, natural stone and earthen colors. The height of all buildings, except for the triangle-shaped area located on the north side of North Harbor Drive in subarea 15, is limited to 41 feet above mean lower low water (approximately 26 feet above ground level). The low-profile building silhouettes can be characterized by sloping roofs of shingle, shake, or metal and soaring gables, structurally integrated, yet decorative (see Figure 6). Entranceways command attention, but maintain an inviting pedestrian scale. The location of all structures on the site should enhance the waterfront by accenting the land-water interface.

The design of signs is to reflect the design theme. Signs shall be constructed of wood finished to resemble a driftwood color tone, with cutout or incised lettering, simply designed without discordant colors and shapes, and without hangers and add-ons (see Figure 7).

The emphasis of landscape design in the Shelter Island Planning District is to be placed on the retention and enhancement of a sense of overall harmony between each parcel. Landscape design concepts are encouraged to use flowing, free form designs with tropical appearing evergreen and flowering plants, water displays, plant containers, and sculpture typically of a Polynesian influence. The selection of landscape material type, scale, texture and color should carry out the unified landscape theme, relating and connecting all tenant parcels and structures in the Planning District. A street tree and landscaping master plan (see Figure 8) is proposed to foster a sense of design harmony throughout the Planning District.

Parking spaces are encouraged on each site; employee parking is suggested to be concentrated to the public parking area at either end of the corridor; and a two-hour parking limit is recommended for most on-street parking. Implementation of competitive market parking rates will promote a more efficient use of parking on the state tidelands. A parking management program has been prepared and will be updated periodically.



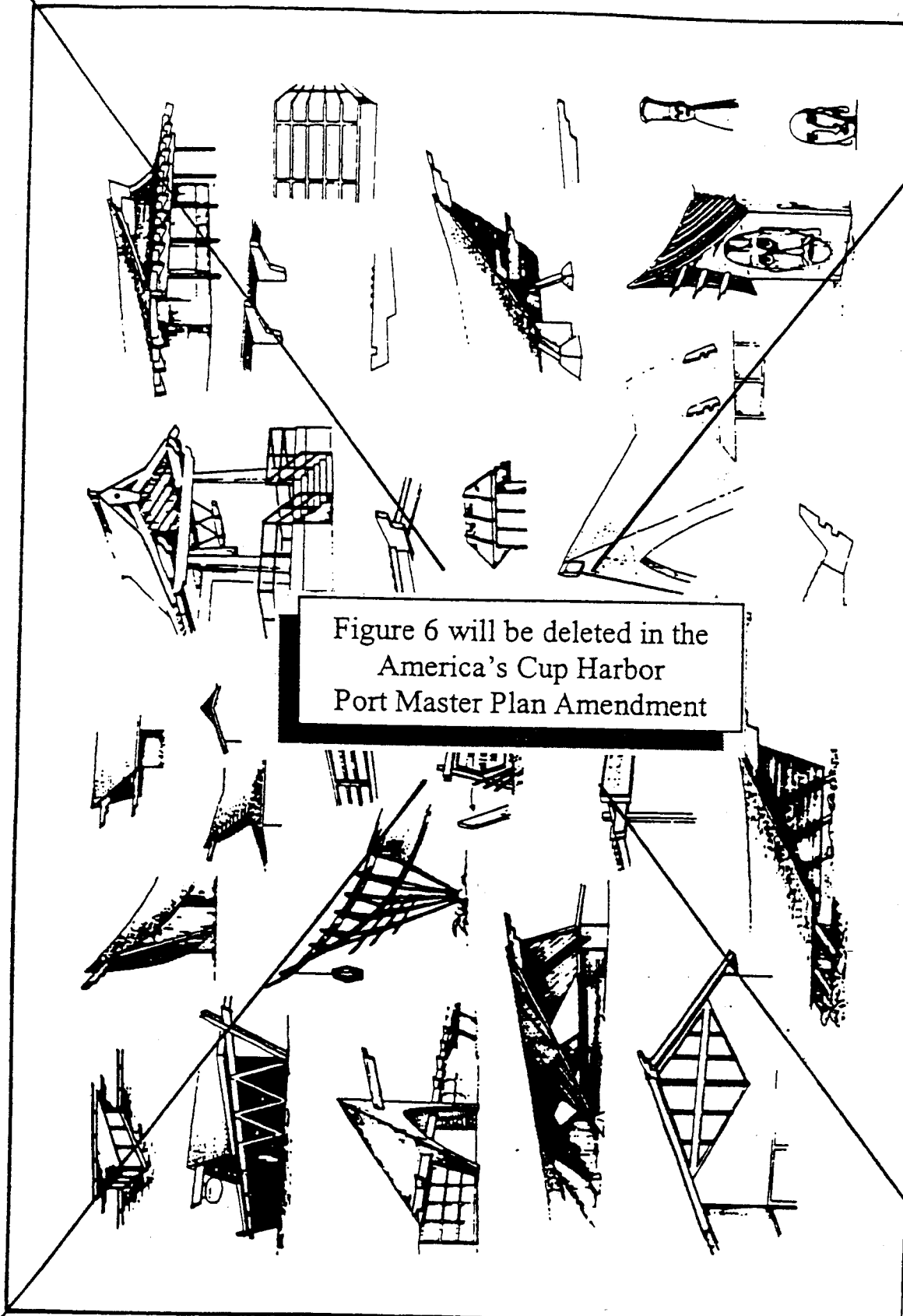



Figure 6 will be deleted in the  
America's Cup Harbor  
Port Master Plan Amendment

		Date: 10/73 Drawn: JSE Scale: 1/8" = 1'-0"		Date: April 6, 76
		Planning Department		Figure 6 Typical Architectural Design Features
Planning District 1 SHELTER ISLAND LA PLAYA				

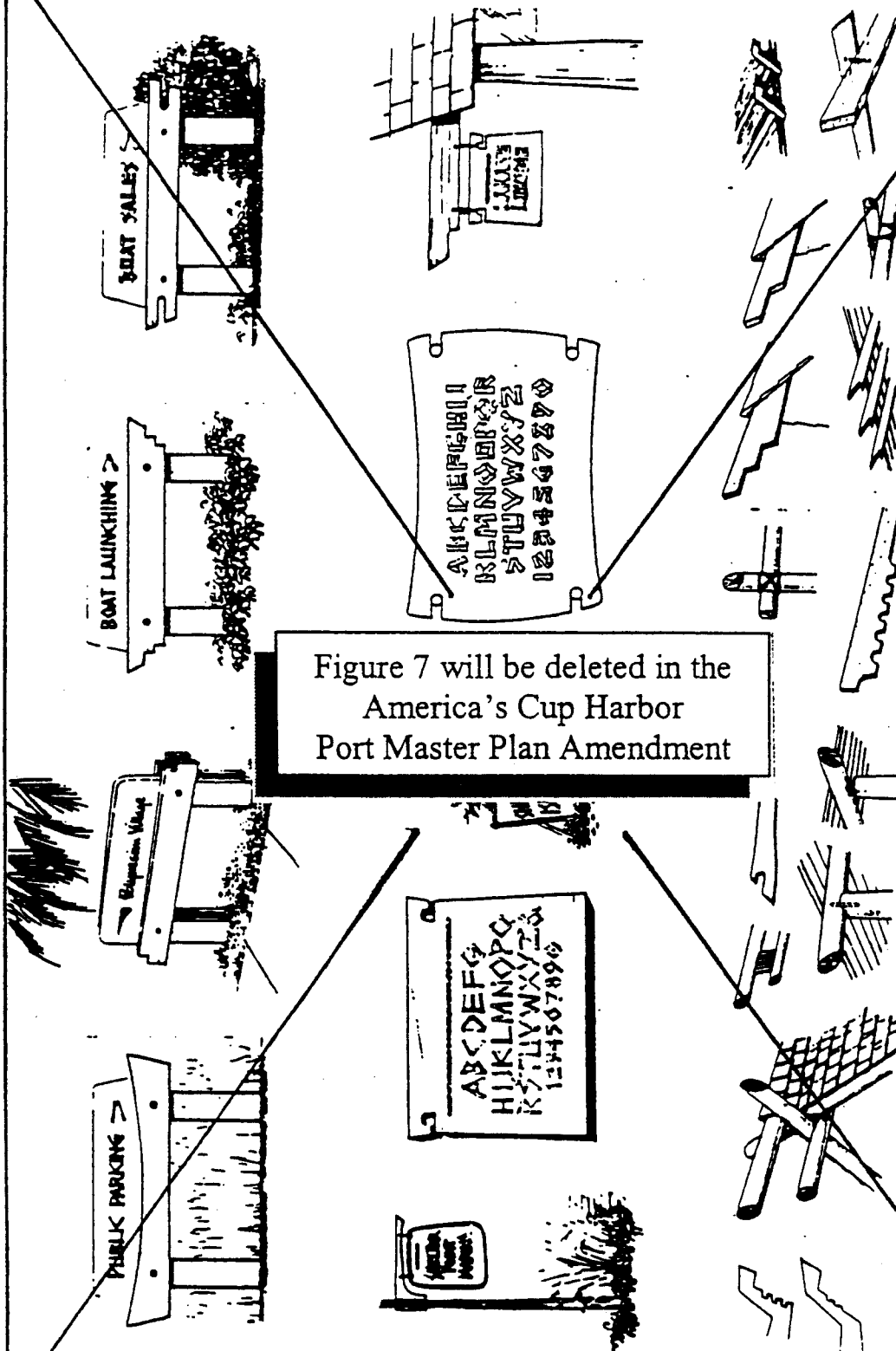


Figure 7  
Typical Sign Design Features

Planning District 1  
SHELTER ISLAND  
LA PLAYA

Planning Department

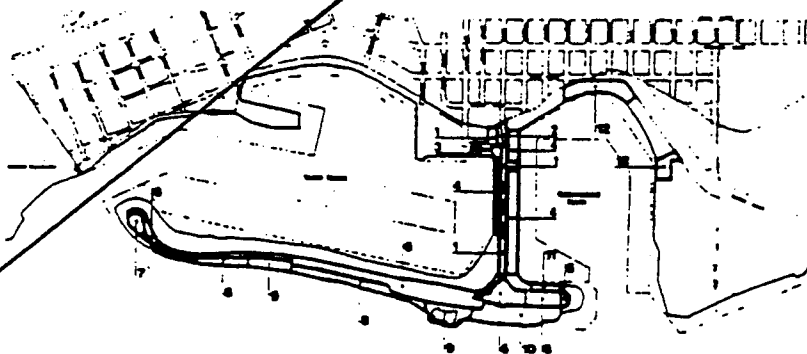
9/19	April 6, 2002
100 5114	

Figure 8  
Street Tree & Landscaping Master Plan

Area	Major Trees	Min. %	Major Shrubs	Min. %	Major Ground Cover	Min. %
1	Ficus rubiginosa australis	70	Raphiolepis var.	40	Hedera helix hahnii var.	50
	Archotaphoxenus cunninghamiana	20	Hibiscus var.	20	Agapanthus	20
2	Phoenix reclinata	70	Raphiolepis var.	50	Lawn	50
	Sinocalamus oldhamii	20	Hemerocallis var.	20	Hedera helix hahnii var.	30
3	Erythrina caltra	70	Raphiolepis var.	50	Hedera helix hahnii var.	50
					Agapanthus	20
4	Ficus retusa	70	Pittosporum tobira	40	Hedera helix hahnii var.	50
			Hibiscus var.	30		
5	Phoenix reclinata	90			Lawn	50
6	Ficus rubiginosa australis	90			Hedera helix hahnii var.	50
	Erythrina caltra	5			Lawn	10
7	Pinus pinaster	40			Lawn	90
	Pinus thunbergiana	40				
8	Ficus microphylla					
9	Archotaphoxenus cunninghamiana					
10	Ficus microphylla					
	Erythrina caltra					
11	Erythrina caltra					
12	Ficus rubiginosa australis					
	Pinus pinaster					
	Erythrina caltra					
13	Ficus rubiginosa australis	80	Phormium tenax	90	Cissus rhombifolia	40
	Pinus pinaster	10			Lawn	30

Figure 8 will be deleted in the  
America's Cup Harbor  
Port Master Plan Amendment

NOTE: Selected existing Canary Island Date Palms, located throughout area, will remain whenever possible.



Agapanthus  
Lily-of-the-Valley  
Archotaphoxenus cunninghamiana  
King Palm  
Cissus rhombifolia  
Grape Ivy  
Erythrina caltra  
Kaltboom Coral Tree  
Ficus microphylla  
Little Leaf Fig  
Ficus retusa  
Indian Laurel  
Ficus rubiginosa australis  
Rusty Leaf Fig  
Hedera helix hahnii var.  
Needle Point Ivy  
Hemerocallis var.  
Daylily  
Hibiscus var.  
Hibiscus  
Phoenix reclinata  
Senegal Date Palm  
Phormium tenax  
New Zealand Flax  
Pinus pinaster  
Cluster Pine  
Pinus thunbergiana  
Japanese Black Pine  
Pittosporum tobira  
Tobira  
Raphiolepis var.  
Flaxthorn  
Sinocalamus oldhamii  
Giant Bamboo

SOURCES: Shire Island Landscaping Plan, Kaitiaki Harbour  
Planning Plans - Scenic and Environmental  
Assessment Landscaping, SOLPD Planning Department

The Project List deals with development proposals for the entire Planning District. Both Port District and known tenant projects have been listed and a determination as to whether the project is in an appealable category has been indicated.

TABLE 7

## SHELTER ISLAND: PLANNING DISTRICT 1

 APPEALABLE↓  
 DEVELOPER↓  
 SUBAREA↓
FISCAL  
YEAR

1. BEACH STABILIZATION AND REPLENISHMENT: (Kellogg Beach) Construct rock groin, backfill with sand	11	P	N	1980-81 2003-20
2. BEACH CORRIDOR: Install surfaced path and viewing areas; remove obsolete structures	44	T	Y	1987-88
3. PUBLIC FISHING PIER: Reconstruct; install street landscaping	43	P	N	1981-82
43. SHORELINE PROTECTION: Channel side of peninsula; re-contour —eroded bank; break up and embed existing rubble; install rip-rap maintain revetment	13	P	N	1980-81 2003-20
54. SHELTER ISLAND DRIVE: Modify street, curb and gutter; install landscaping, street trees, irrigation, street furnishings, sculpture	14	P	N	1980-81 2002-04
65. PUBLIC SHORESIDE PARK: Shelter Island Drive at Anchorage Lane; remove paving; install landscaping, irrigation, promenade, park furnishings	14	P	N	1980-81 2003-05
76. MARINE EQUIPMENT BUILDING: (0303) Renovate Remove, replace and relocate building and landscaping	14	T	N	1980-81 2003-05
87. BOAT BUILDING AND REPAIR: (0327) Renovate and upgrade facilities	14	T	N	1980-81 2005-10
9. MARINE SERVICE STATION: (0308) Renovate building, pier and —landscaping	44	T	N	1980-81
10. FISH TRANSSHIPMENT: (0332) Remove obsolete structures; Construct new facilities; install irrigation and landscaping	44	T	Y	1980-81
118. BOAT SALES: (0333) Renovate Remove, replace and relocate structures and piers	14	T	N	1984-85 2003-05
12. RESTAURANT: (0335) Remove obsolete structures; construct new facilities; install irrigation and landscaping	44	T	Y	1986-87
139. MARINE SERVICE CENTER: (0302) Remove existing building and Construct new building for marine related services	14	T	N	1985-86 2003-05
14. RESTAURANT: (0348) Renovate buildings, and piers	45	T	Y	1988-89
150. BOAT YARD: (0350) Renovate/replace building, piers and facilities	4514	T	N	1980-81 2003-05
16. MARINA: (0351) Renovate marina building, piers and grounds	46	T	Y	1982-83
171. SHORELINE PROTECTION: Break up and embed existing rubble; install filter blanket and rock revetment	16	P	N	1982-83 2003-05
18. MOORING FACILITY: (Commercial Basin) Install mooring buoys; con- struct landing float and ramp; pave parking, install irrigation and landscaping; construct comfort station	46	P	N	1980-81
19. RESTAURANT: Low cost food building, plaza, landscaping	44	T	N	1985-86
12. SHORELINE PARK: Reconfigure trailer-in-tow parking, construct park lawn area, relocate/renovate pavilion building	13	P	N	2005-07
13. KETTENBURG BOATYARD: Remove and replace obsolete structures and construct walk-up food plaza including through connecting pedestrian/bicycle access to Sportfish Landing promenade and Shelter Island Drive	15	P	N	2003-04
14. N HARBOR DRIVE: Partial street vacation, roadway realignment, landscaping, traffic calming, parking and pedestrian/bicycle access improvements	15	P	Y	2003-05
15. HOTEL EXPANSION: Add rooms, pedestrian/bicycle accessway and renovate structures, install landscaping and parking improvements	15	T	Y	2004-06
16. BAY CITY/SUN HARBOR REDEVELOPMENT: New restaurant, retail and marina services, public improvements including view corridors, pedestrian/bicycle access, open marina green park area with water taxi recreational boat access and new 50-slip marina	15	T	Y	2004-06

 P- Port District  
 T- Tenant  
 N- No  
 Y- Yes

RECOMMENDED PORT MASTER PLAN LANGUAGE REVISIONS (shown in *italic text*):

p. 25 2<sup>nd</sup> column, first paragraph: and no more than 10% of the site may be used for walkup window-type food and beverage services with limited outdoor table seating provided such uses do not materially interfere with the function and operation of the primary Marine Sales And Services use.

p. 55 1<sup>st</sup> column, last paragraph: landing dock with pumpout facilities

p. 55 2<sup>nd</sup> column, first paragraph:

Remove: All of the existing trailer-in-tow parking spaces may be replaced in a reconfigured parking lot area.

And replace with: The parking lot area may be reconfigured to replace all of the existing trailer-in-tow parking spaces. All of the trailer-in-tow spaces will be retained if the parking area is reconfigured.

p. 57a Add to the last paragraph: All new development shall provide adequate parking to meet its own parking demand. Relocation and full replacement of the 185 public parking spaces at the Westy's Lot will be provided prior to closing the Westy's Lot for public parking use. Potential hotel development up to 130 rooms at the former Westy's Lumber Yard site is proposed at the same height and scale as the two existing hotels adjacent to the site, an additional 80 hotel rooms or other commercial uses may be developed on the existing Chevron gas station lot. Installation of (1) an access corridor through the former lumber yard and (2) a pedestrian-activated crossing of North Harbor Drive will facilitate access to the waterfront from the uplands residential area and tideland hotels. The Port District will continue to work with Metropolitan Transit Development Board (MTDB) to explore options for extending a bus line route or shuttle service out to the Shelter Island traffic circle. The Port District will work with the Port Tenants Association and the City of San Diego Redevelopment Agency to explore constructing a parking structure or acquiring a parking lot to address long-term parking needs. The transportation demand management (TDM) recommendations in the parking management program will be implemented to reduce the number of solo drivers by promoting walking, bicycling, carpooling, vanpooling, public transportation and other alternative modes of transportation. All new development shall comply with the San Diego Unified Port District Tidelands Parking Guidelines.

Any increase in water coverage from that which previously exists shall be subject to further environmental review and mitigation as required

PMPA #33 America's Cup Harbor  
Exhibit #3  
Port Revisions to the proposed PMPA

P. 1 of 2



# Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 120488, San Diego, California 92112-0488  
www.portofsandiego.org

April 17, 2003

RECEIVED

APR 18 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Sherilyn Sarb, District Manager  
California Coastal Commission  
San Diego District  
7575 Metropolitan Drive, Suite 103  
San Diego, CA 92108-4402

Re: Port Master Plan Amendment # 33 (PMPA # 33) - America's Cup Harbor

Dear Ms. Sarb:

In response to our discussions about parking and traffic concerns in the Shelter Island area, we propose the following text change to the America's Cup Harbor PMPA # 33, to be added to page 57a of the Port Master Plan:

To facilitate the mitigation of any new public access impacts, all new development shall prepare subsequent traffic and parking studies and, in compliance with the Coastal Act and CEQA and its guidelines, shall provide adequate parking to meet its parking demand on-site to the greatest extent feasible, or where not feasible, shall provide convenient and accessible off-site parking without diminishing the supply of existing public parking. New development and redevelopment shall assure public access to the shoreline is maintained and improved, when possible.

The above reflects the goal of finding creative solutions to waterfront parking issues. As such, on-site parking would not be a strict requirement as long as convenient and accessible off-site parking is provided without impacting public on-street parking. This allows flexibility to build a joint-use parking facility or parking structure that would provide public parking for many businesses in the project area. This proposed wording also protects public access to the shoreline, consistent with what you have recommended.

If you have any questions, please feel free to contact me or Bill Chopyk at (619) 686-6469. We look forward to your support of this very important public project.

Sincerely,

  
RALPH T. HICKS, Director  
Land Use Planning

RTH/WBC/jla  
cc: Dan Wilkens  
Dan Strum  
John Lormon

File: PLNG/PD-1/ACHSI PMPA/030417-RTH-Sarb-ltr.doc

Exhibit #3  
p. 2 of 2

**Table 14**  
**Significant Roadway Segment Impacts**

*Currently Proposed Project*

Location	Existing			Long-term		
	With Previously Proposed Project	With Approved Project	With Existing PMP Project	With Previously Proposed Project	With Approved Project	With Existing PMP Project
<b>Roadway Segment</b>						
Rosecrans Street: South of Talbot Street	YES	YES	YES	YES	YES	YES
Rosecrans Street: Talbot Street to Canon Street	NO	NO	NO	NO	NO	NO
<u>Rosecrans Street: Canon Street to Byron Street/Shelter Island Drive</u>	NO	NO	NO	YES	<b>YES</b>	<b>NO</b>
Rosecrans Street: Shelter Island Drive to North Harbor Drive	NO	NO	NO	YES	NO	NO
Rosecrans Street: North Harbor Drive to Nimitz Boulevard	YES	YES <sup>(1)</sup>	NO	YES	<b>YES</b>	<b>NO</b>
<u>Rosecrans Street: North of Nimitz Boulevard</u>	NO	NO	NO	YES	<b>YES</b>	<b>NO</b>
Scott Street: South of Talbot Street	NO	NO	NO	NO	NO	NO
Scott Street: Talbot Street to Shelter Island Drive	YES	YES	YES	YES	YES	YES
Scott Street: Shelter Island Drive to North Harbor Drive	YES	YES	YES	YES	YES	YES
Scott Street: North Harbor Drive to Nimitz Boulevard	NO	NO	NO	NO	NO	NO
North Harbor Drive: Rosecrans to Scott	NO	NO	NO	NO	NO	NO
North Harbor Drive: Scott Street to Nimitz Boulevard	NO	NO	NO	NO	NO	NO
North Harbor Drive: Nimitz Boulevard to Navy Estuary Bridge	NO	NO	NO	NO	NO	NO
Anchorage Lane: Talbot Street to Shelter Island Drive	NO	NO	NO	NO	NO	NO
Nimitz Boulevard: West of Rosecrans Street	NO	NO	NO	NO	NO	NO
Nimitz Boulevard: Rosecrans Street to North Harbor Drive	NO	NO	NO	NO	NO	NO
<u>Shelter Island Drive: Rosecrans Street to Scott Street</u>	YES	YES	YES <sup>(1)</sup>	YES	<b>YES</b>	<b>YES<sup>(1)</sup></b>
<u>Shelter Island Drive: Scott Street to Anchorage Lane</u>	YES	YES	YES	YES	YES	YES
Shelter Island Drive: Anchorage Lane to North of Roundabout	YES	YES	YES	YES	YES	YES
Shelter Island Drive: Entrance to Roundabout	YES	YES	YES	YES	YES	YES
Shelter Island Drive: South of Roundabout	NO	NO	NO	NO	NO	NO
Canon Street: West of Rosecrans Street	NO	NO	NO	NO	NO	NO
Canon Street: Rosecrans Street to Anchorage Lane	NO	NO	NO	NO	NO	NO
Talbot Street: West of Rosecrans Street	YES	YES	YES	YES	YES	YES
Talbot Street: Rosecrans Street to Anchorage Lane	NO	NO	NO	NO	NO	NO

Note: Bold type indicates significant project impacts that require mitigation. LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.

<sup>(1)</sup> LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.



**Table 14 (Continued)**  
**Significant Intersection Impacts**

<b>Location</b>	<b>Existing</b>			<b>Long-term</b>		
	<b>With Previously Proposed Project</b>	<b>With Approved Project</b>	<b>With Existing PMP Project</b>	<b>With Previously Proposed Project</b>	<b>With Approved Project</b>	<b>With Existing PMP Project</b>
<b>Intersection</b>						
North Harbor Drive at Scott Street	NO	NO	NO	NO	NO	NO
Scott Street at Nimitz Boulevard <sup>(1)</sup>	NO	NO	NO	NO	NO	NO
Scott Street at Shelter Island Drive	NO	NO	NO	NO	NO	NO
Rosecrans Street at Nimitz Boulevard	YES <sup>(2)</sup>	YES <sup>(2)</sup>	NO	YES	YES	YES
Rosecrans Street at North Harbor Drive	NO	NO	NO	YES	NO	NO
Rosecrans Street at Shelter Island Drive	NO	NO	NO	NO	NO	NO
Rosecrans Street at Canon Street	NO	NO	NO	NO	NO	NO
Rosecrans Street at Talbot Street	NO	NO	NO	NO	NO	NO
Shelter Island Drive at Anchorage Lane*	NO	NO	NO	NO	NO	NO

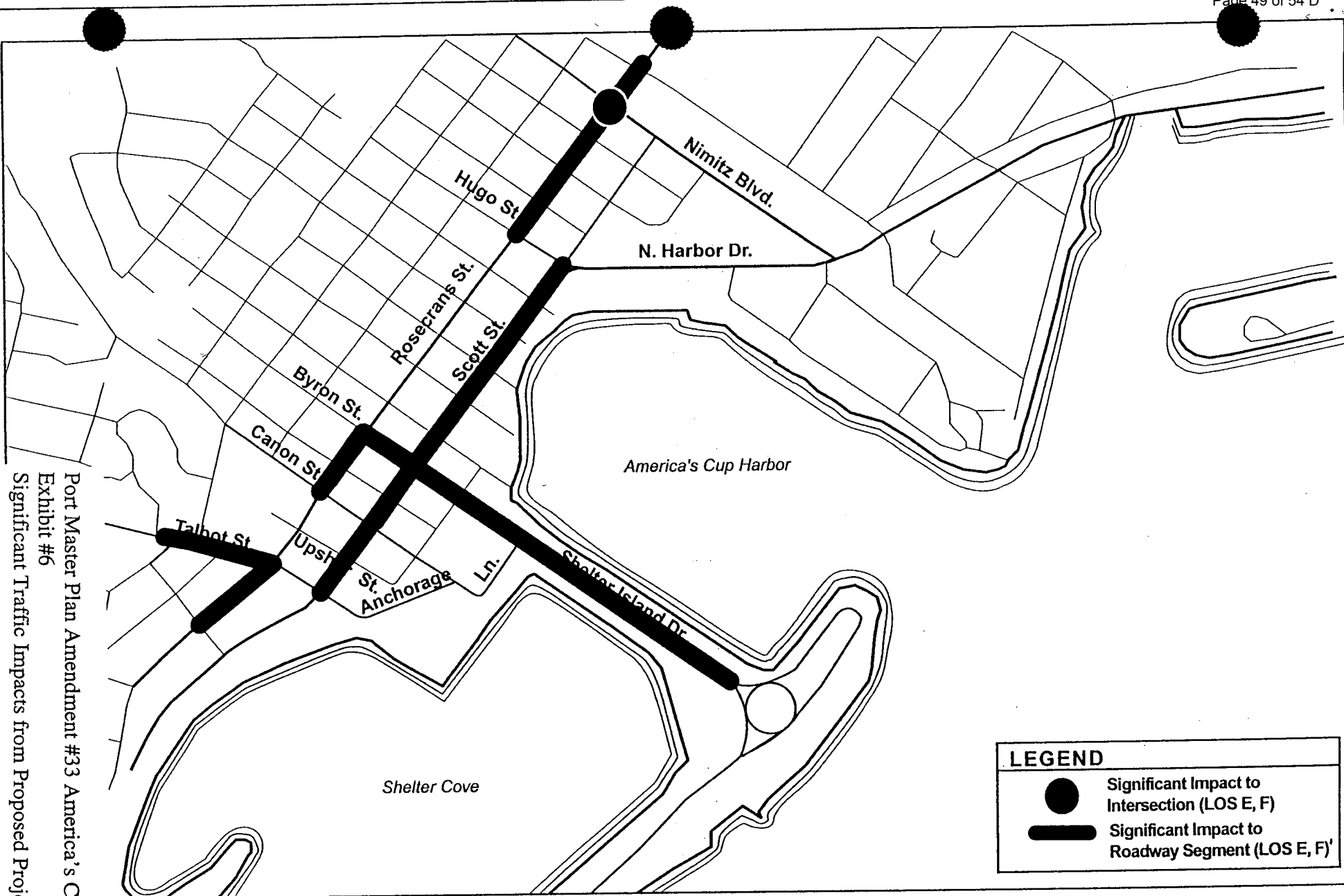
Note: Bold type indicates significant project impacts that require mitigation. LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.

<sup>(1)</sup> This intersection is assumed to be signalized in the long-term because it meets signal warrant without the addition of any project traffic.

<sup>(2)</sup> LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.

Significant Intersection Impacts  
Exhibit #5  
p. 2 of 2



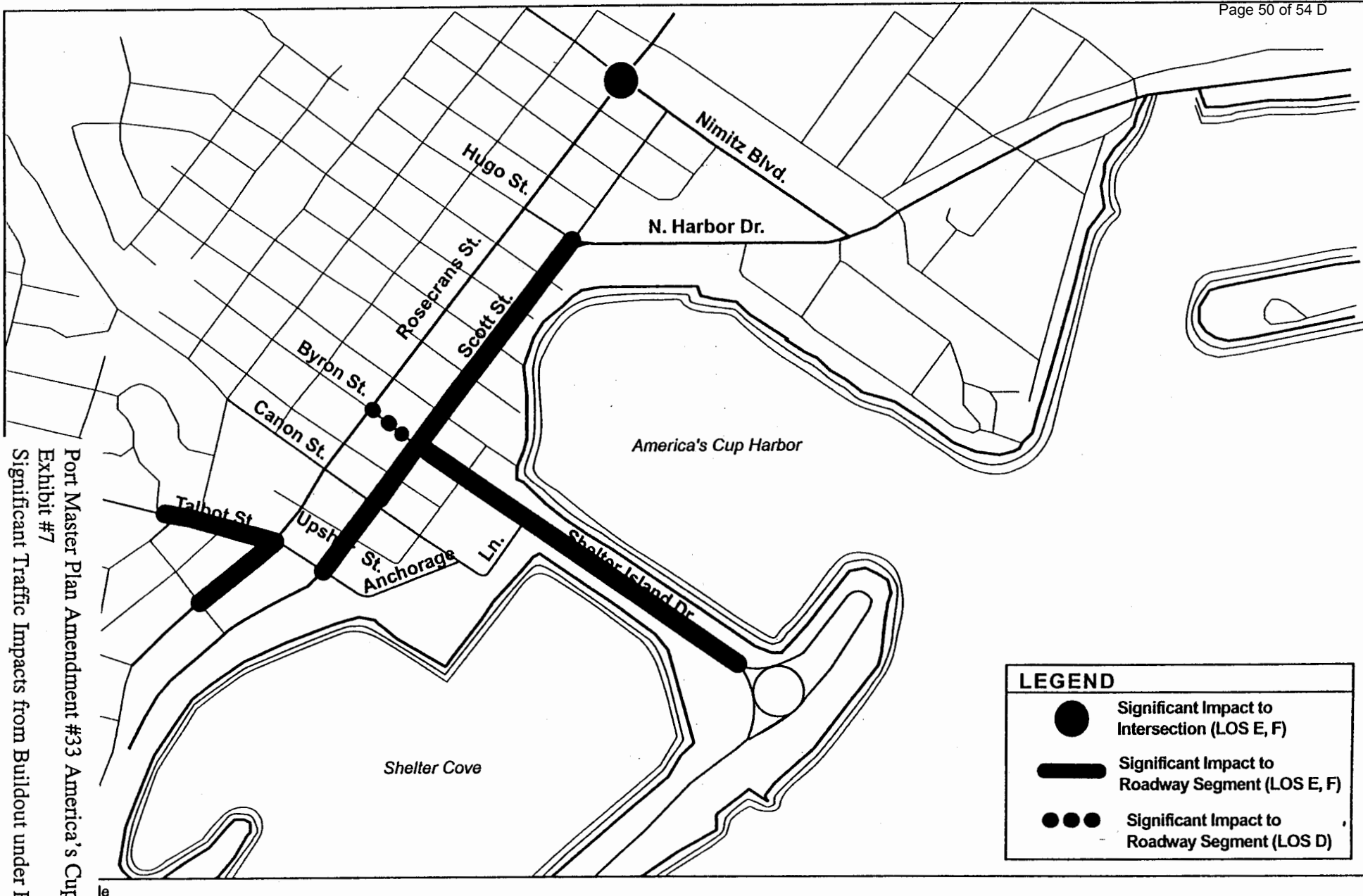


LEGEND	
	Significant Impact to Intersection (LOS E, F)
	Significant Impact to Roadway Segment (LOS E, F)

Port Master Plan Amendment #33 America's Cup Harbor  
Exhibit #6  
Significant Traffic Impacts from Proposed Project

**Figure 7b**  
**Significant Impacts -  
Proposed Project**

*America's Cup Harbor Redevelopment  
and Port Master Plan Amendment  
Supplemental Traffic Analysis*

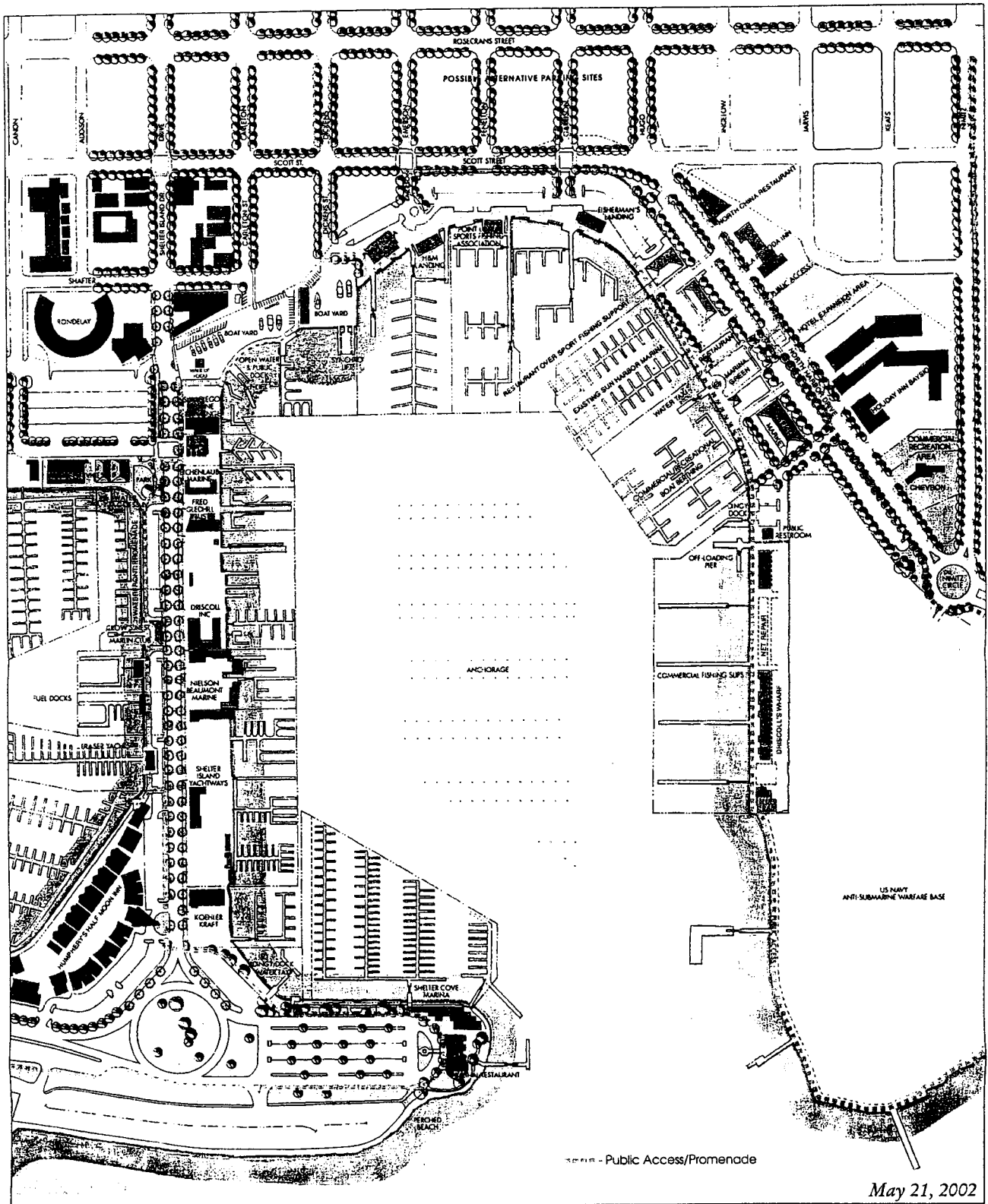


Port Master Plan Amendment #33 America's Cup Harbor  
Exhibit #7  
Significant Traffic Impacts from Buildout under Existing PMP

Figure 7c

Significant Impacts -  
Existing PMP Project

America's Cup Harbor Redevelopment  
and Port Master Plan Amendment  
Supplemental Traffic Analysis



May 21, 2002

# Shelter Island Master Plan

*Approved Concept*



PMPA #33 America's Cup Harbor  
Exhibit #8  
Proposed Development

**Table 8  
Long-term Roadway Segment Conditions  
Without and With Proposed Project**

Roadway Segment		Street Classification	Lanes	LOS E Capacity	Long-term without project			Long-term with project				
					Forecast ADT	Volume to Capacity Ratio V/C	Level of Service LOS	Forecast ADT	V/C	LOS	Increase in V/C	Significant Impact ?
Rosecrans Street	South of Talbot Street	Collector	2-Lanes	8,000	14,750	1.84	F	15,406	1.93	F	0.08	YES
	Talbot Street to Canon Street	Major	4-Lanes	40,000	17,950	0.45	B	19,028	0.48	B	0.03	NO
	Canon Street to Byron Street/Shelter Island Drive*	Major	4-Lanes	40,000	36,400	0.91	E	37,384	0.93	E	0.02	YES
	Shelter Island Drive to North Harbor Drive*	Major	4-Lanes	40,000	42,300	1.06	F	43,050	1.08	F	0.02	NO
	North Harbor Drive to Nimitz Boulevard*	Major	4-Lanes	40,000	37,600	0.94	E	39,287	0.98	E	0.04	YES
	North of Nimitz Boulevard*	Major	4-Lanes	40,000	44,900	1.12	F	46,072	1.15	F	0.03	YES
Scott Street	South of Talbot Street	Collector	2-Lanes	8,000	410	0.05	A	410	0.05	A	0.00	NO
	Talbot Street to Shelter Island Drive	Collector	2-Lanes	8,000	16,410	2.05	F	17,019	2.13	F	0.08	YES
	Shelter Island Drive to North Harbor Drive	Collector	4-Lanes	15,000	12,590	0.84	D	14,559	0.97	E	0.13	YES
	North Harbor Drive to Nimitz Boulevard	Collector	2-Lanes	8,000	2,270	0.28	A	2,317	0.29	A	0.01	NO
North Harbor Drive	Rosecrans to Scott Street	Collector	4-Lanes	15,000	4,040	0.27	A	5,446	0.36	B	0.09	NO
	Scott Street to Nimitz Boulevard	Major	4-Lanes	40,000	16,000	0.40	B	18,672	0.47	B	0.07	NO
	Nimitz Boulevard to Navy Estuary Bridge	Major	6-Lanes	50,000	36,600	0.73	C	37,631	0.75	C	0.02	NO
	Talbot Street to Shelter Island Drive	Collector	2-Lanes	8,000	1,610	0.20	A	1,751	0.22	A	0.02	NO

Notes: Bold type indicates significant project impacts that require mitigation. LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.

\*This roadway is within Caltrans' jurisdiction. City of San Diego standards were used to evaluate capacity and LOS.

America's Cup Harbor Redevelopment and Port Master Plan Amendment  
Supplemental Traffic Analysis

P. 1 of 2

**Table 8 (Continued)**  
**Long-term Roadway Segment Conditions**  
**Without and With Approved Project**

Roadway Segment		Street Classification	Lanes	LOS E Capacity	Long-term without project			Long-term with project				
					Forecast ADT	Volume to Capacity Ratio V/C	Level of Service LOS	Forecast ADT	V/C	LOS	Increase in V/C	Significant Impact ?
<b>Nimitz Boulevard</b>	West of Rosecrans Street	Major	4-Lanes	40,000	26,400	0.66	C	27,056	0.68	C	0.02	NO
	Rosecrans Street to North Harbor Drive	Major	4-Lanes	40,000	23,900	0.60	C	24,087	0.60	C	0.00	NO
<b>Shelter Island Drive</b>	<b>Rosecrans Street to Scott Street</b>	<b>Collector</b>	<b>2-Lanes</b>	<b>8,000</b>	<b>5,760</b>	<b>0.72</b>	<b>D</b>	<b>7,119</b>	<b>0.89</b>	<b>E</b>	<b>0.17</b>	<b>YES</b>
	Scott Street to Anchorage Lane	Collector	2-Lanes	8,000	10,770	1.35	F	12,598	1.57	F	0.23	YES
	Anchorage Lane to north of Roundabout	Collector	2-Lanes	8,000	10,690	1.34	F	12,424	1.55	F	0.22	YES
	Entrance to Roundabout	Collector	2-Lanes	8,000	9,250	1.16	F	10,984	1.37	F	0.22	YES
<b>Canon Street</b>	South of Roundabout	Collector	2-Lanes	8,000	8,640	1.08	F	8,640	1.08	F	0.00	NO
	West of Rosecrans Street*	Major	4-Lanes	40,000	11,150	0.28	A	11,619	0.29	A	0.01	NO
<b>Talbot Street</b>	Rosecrans Street to Anchorage Lane	Collector	2-Lanes	8,000	2,650	0.33	B	3,212	0.40	B	0.07	NO
	<b>West of Rosecrans Street</b>	<b>Collector</b>	<b>2-Lanes</b>	<b>8,000</b>	<b>13,130</b>	<b>1.64</b>	<b>F</b>	<b>13,739</b>	<b>1.72</b>	<b>F</b>	<b>0.08</b>	<b>YES</b>
	Rosecrans Street to Anchorage Lane	Collector	2-Lanes	8,000	1,580	0.20	A	1,721	0.22	A	0.02	NO

Notes: Bold type indicates significant project impacts that require mitigation. LOS D is considered sufficient operation, and mitigation is therefore not required if LOS D is maintained.

\*This roadway is within Caltrans' jurisdiction. City of San Diego standards were used to evaluate capacity and LOS.

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