

CALIFORNIA COASTAL COMMISSION

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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 February 5-7, 2003.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve, in part, and deny, in part, the proposed amendment to the certified Port District Master Plan 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 services, 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, 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.

Staff is recommending that the Commission deny the portion of the PMPA that would redesignate 1.1 acres of the Westy's Parking Lot to Commercial Recreation, and the 1.3-acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation. Also, staff is recommending denial of the proposed changes to the project

list that allow for a new restaurant and new restaurant and retail on the Bay City Marine site.

The proposed intensification of use associated with the redesignation of portions of the Westy's Parking Lot and Bay City Marine sites from Marine Sales and Services to Commercial Recreation would substantially increase the number of traffic trips and the demand for parking in the area, result in adverse impacts on traffic and circulation and the ability of the public to access the shoreline. Eliminating this portion of the proposed amendment will allow the Port District to proceed with the majority of the plan elements, including the construction of new public accessways, park areas, the new marina, and the proposed redevelopment on the Shelter Island Drive corridor, which are expected to have a positive impact on public access and recreational opportunities, and can be found consistent with Chapter 3 and Chapter 8 of the Coastal Act.

Staff recommends that the Commission find the portion of the PMPA that would redesignate the 1.2 acre Westy's Parking Lot and the 1.3 acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation, and the portion of the project list adding new restaurant and retail to the Bay City Marine site, as submitted, inconsistent with the resource protection, public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act, and recommends denial of this part of the amendment.

Staff further recommends that the remaining portions of the amendment relating to redevelopment of the America's Cup Harbor area be found consistent with Chapter 3 and Chapter 8 of the Coastal Act, and recommends approval of this part of the amendment.

The appropriate motions and resolutions can be found on Page 3. The main findings for denial of the amendment in part, and approval of the amendment in part, begin on Page 5.

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. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. The

Port District waived 90-day time limitation subject to the project being scheduled on the February Commission meeting.

STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL – MOTIONS AND RESOLUTIONS

MOTION I: *I move that the Commission certify the portion of the Port of San Diego Master Plan Amendment No. 33 that includes the redesignation the 1.2 acre Westy's Parking Lot and the 1.3 acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation, and the portion of the project list adding new restaurant and retail to the Bay City Marine Redevelopment.*

STAFF RECOMMENDATION OF PARTIAL REJECTION OF PORT MASTER PLAN AMENDMENT:

Staff recommends a **NO** vote. Failure of this motion will result in rejection of the identified provisions 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 FOR PARTIAL REJECTION OF PORT MASTER PLAN AMENDMENT:

The Commission hereby denies certification of the portion of Port of San Diego Master Plan Amendment No. 33 that includes the redesignation the 1.2 acre Westy's Parking Lot and the 1.3 acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation, and the portion of the project list adding new restaurant and retail to the Bay City Marine site, and adopts the findings set forth below on grounds that the amendment as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 and Chapter 8 of the Coastal Act. Certification of the amendment would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the amendment.

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

STAFF RECOMMENDATION OF PARTIAL CERTIFICATION:

Staff recommends a YES vote. Passage of this motion will result in certification of the remainder 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 FOR PARTIAL CERTIFICATION OF PORT MASTER PLAN AMENDMENT:

The Commission hereby certifies the remainder of the Port of San Diego Master Plan Amendment No. 33 and adopts the findings set forth below on grounds that the remainder of the amendment is consistent with Chapter 8 and Chapter 3 of the Coastal Act. Certification of the remainder 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.

- (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 allowing the development of up to 130 new hotel rooms uses 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 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, a partial street vacation, roadway realignment and new roundabout at North Harbor Drive, construction of a new 50-slip marina expansion, 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.

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 redesigned 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 Kettenberg 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 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 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, 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." 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 Kettenberg Boat Yard would be redeveloped as a walk-up food court, although the designation of the site would remain Marine Sales and Services.

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 to 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:

1. 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 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 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 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.

(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 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

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 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.

(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 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.

1. Public Access/Traffic/Parking.

The proposed land use changes and additions to the project list would allow the construction of up to 265 new hotel rooms on North Harbor Drive, new restaurants and retail establishments at the Sun Harbor Marina and former Bay City Marine sites, and new commercial recreation uses. The EIR prepared for the PMPA compared these 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. At the time the project was reviewed in the EIR, as much as 8,337 trips were contemplated. Under this scenario, significant impacts to traffic and circulation were expected to occur on Rosecrans Street, Scott Street, Shelter Island Drive, and Talbot Street, all of which would have road segments operating at Level of Service (LOS) E or F after implementation of the plan. Exhibit #3 shows these street segments in relation to the project area.

Specifically, the EIR identifies that the addition of traffic from the proposed project will have the following significant impacts:

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

Furthermore, the addition of traffic from the project will significantly impact the following intersections:

- Rosecrans Street at Nimitz Boulevard (AM Peak Hour: LOS F)
- Rosecrans Street at Nimitz Boulevard (PM Peak Hour: LOS F)
- Rosecrans Street at North Harbor Drive (PM Peak Hour: LOS F)

Of particular concern under the Coastal Act are the impacts to Rosecrans, Talbot, and Shelter Island Drive, which are major coastal access routes. (With the proposed improvements to North Harbor Drive, the other major coastal access in the project area, impacts on this roadway will be less than significant).

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, the Port has taken a two-pronged approach to mitigating the traffic impacts. First, as noted above, the scope of the projects proposed in the PMPA has been scaled back considerably from what was reviewed in the EIR. Several proposed restaurants and retail uses on Shelter Island Drive and Kettenburg Marine have been eliminated reducing the overall trip generation rate of the plan by approximately 44%, to 4,687 trips. It is clear that these changes will reduce the anticipated traffic impacts to surrounding streets; however, new traffic studies have not been done since the plan was revised, so the exact extent of the improvement is unknown.

Secondly, the Port has developed a transportation demand management (TDM) plan 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 of the significant traffic and circulation impacts resulting from the project.

Redevelopment efforts almost 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 the levels of automobile use now usually associated with denser development.

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 improvements made to 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. Traffic is expected to worsen even without new construction in the plan area. Mitigating these circulation impacts is problematic 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.

Thus, the Commission is faced with the challenge of balancing the advantages of redeveloping 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 the existing circulation system will very likely be burdened, with commensurate impacts to public access to the shoreline.

In the case of the proposed amendment, many of the impacts to coastal access resulting from increased traffic at the project site would be indirect, but still important. While the traffic impacts would be concentrated at peak commuter hours on weekdays, during the peak summer months, the demand for access to the shoreline is fairly constant, occurring on weekday mornings and evenings as well as weekend hours, and thus public access would be impacted.

The Commission acknowledges that *any* redevelopment around America's Cup Harbor will increase traffic. But it is clear from the traffic studies that the bulk of the impact will come from the redesignation of Marine Sales and Services to Commercial Recreation and subsequent intensification of use proposed on the vacant lot at the Bay City Marine (new

restaurant and retail) the Westy's parking lot (130 new hotel rooms). Based on the traffic and circulation information currently available, this portion of the proposed amendment will have a substantial adverse impact on several major coastal access routes, and thus, will adversely impact the ability of the public to access the shoreline.

The proposed Master Plan does not contain specifics on the size of the proposed new retail and restaurant facilities proposed. Thus, it is possible that at the time these sites were actually redeveloped, development could be scaled back or the traffic impacts associated with a particular project could be mitigated. However, as proposed, the impacts of the redesignation of these sites to Commercial Recreation, and the new proposed restaurant and retail, are significant and unmitigatable, and cannot be found consistent with the public access policies of the Coastal Act.

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 proposed in EIR, so parking demand most likely has been reduced as the project has been scaled back. However, the figures in the EIR constitute the only parking information available at this time. Thus, the project would result in a 116-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 with the proposed parking.

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. Finally, 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 which would be removed if and when the hotel expansion is constructed. The proposed PMPA contains language requiring the relocation and full replacement of these 185 public parking spaces prior to closing the Westy's Lot. The proposed narrowing of Harbor Drive and construction of new parking spaces is expected to generate a sufficient number of spaces to replace these 185.

The EIR concludes that the requirement that new developments provide adequate parking for the demand they will generate, and the Transportation Demand Program, will ensure that the new projects being added to the project list will not individually result in parking shortfalls that could impact public parking. However, the existing parking shortages in the area will remain, and thus, the EIR concludes that cumulative impacts to parking are considered significant and unmitigable. The parking study done for the project also concluded that the TDM would not have a significant effect on parking within the America's Cup Harbor area.

Thus, the proposed 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 result in adverse impacts to public coastal access opportunities, inconsistent with the public access policies of Chapter 3 and Chapter 8 of the Coastal Act, and must be denied.

The other portions of 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, and thus, the Commission finds the remaining portions of the amendment to be consistent with the Coastal Act. The small increases in traffic and parking demand associated with these developments will be offset by the increased availability and quality of public access and recreational facilities, which will, on balance, positively impact public shoreline access.

2. Marine-Related Uses

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 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 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 been converted apparently are not have not been required to meet the demand for marine-related uses.

The other reduction in Marine Sales and Services is proposed in the Kettenberg 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 allow to walk through the Boatyard, but the existing formalized waterside promenade stops at the Kettenberg 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 ancillary food service to 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 Commission is denying the redesignation of 1.1 acres of the Westy's Parking Lot to Commercial Recreation, and the 1.3 acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation because the increase in intensity of use as a result of these conversions would have an adverse impact on public access, not on the provision of marine-related uses.

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, and thus are not part of the land use redesignation being denied by the Commission.

Therefore, the Commission finds that, with the exception of the portion of the amendment proposing the above-described changes to Westy's Parking Lot and Bay City Marine, 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.

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.

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 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 demonstrate avoidance 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 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).

As described above, the a portion of the proposed amendment has 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.

The Commission finds that only denying the portion of the amendment redesignating 1.1 acres of the Westy's Parking Lot to Commercial Recreation, and the 1.3 acre portion of Bay City Marine from Marine Sales and Services to Commercial Recreation, and eliminating the changes to the project list allowing a hotel expansion and new restaurant and retail uses at the Bay City site would substantially lessen the significant adverse effect which the amendment would have on the environment. The remainder of the amendment would not result in any significant, unmitigatable environmental impacts, and thus finds the amendment as approved by the Commission 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 I	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		% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Revised	
COMMERCIAL	373.3	374.9		383.4	383.2	756.7	758.1	14%
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	302.0	306.2	RECREATIONAL BOAT BERTHING	332.3	335.4			
SPORTFISHING	3.7	4.3	SPORTFISHING BERTHING	11.1				
INDUSTRIAL	1206.4			217.7		1424.1		26%
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							
PUBLIC RECREATION	277.7	279.8		681.0		958.7	960.8	18%
OPEN SPACE	40.4	19.0	OPEN BAY/WATER	681.0				
PARK/PLAZA	146.4	145.8						
GOLF COURSE	98.2	97.8						
PROMENADE	44.0	17.2						
CONSERVATION	399.2			1058.6		1457.8		27%
WETLANDS	304.9		ESTUARY	1058.6				
HABITAT REPLACEMENT	94.3							
PUBLIC FACILITIES	225.6	222.1		394.3		619.9	616.4	12%
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				
MILITARY	25.9			125.6		151.5		3%
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2				
			NAVY SHIP BERTHING	119.4				
TOTAL LAND AREA	2508.4	2508.3	TOTAL WATER AREA	2860.6	2860.4			
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5368.7	5368.7	100%

Existing acreage:

SBBY PMPA on December 12, 2001

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

* Glorietta 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 USE</u>	<u>ACRES</u>	<u>WATER USE</u>	<u>ACRES</u>	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
COMMERCIAL	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		
PUBLIC RECREATION	29.4		51.0	80.4	23%
Open Space	9.6	Open Bay / Water	51.0		
Park	18.4				
Promenade	1.4				
PUBLIC FACILITIES	26.9		10.7	37.6	11%
Harbor Services	1		5.2		
Streets	25		5.5		
MILITARY	25.9		8.9	34.8	10%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	2.7		
TOTAL LAND AREA	146.3	TOTAL WATER AREA	206.0		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				351.3	100%

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 USE	ACRES		WATER USE	ACRES		TOTAL	
	Existing	Revised		Existing	Revised	ACRES Existing Revised	% OF TOTAL Existing Revised
COMMERCIAL	63.4	<u>64.9</u>		135.4	498.5	<u>200.3</u>	57%
MARINE SALES & SERVICES	44.4	9.1	MARINE SERVICES BERTHING	24.0	<u>17.7</u>		
COMMERCIAL FISHING	2.9		COMMERCIAL FISHING BERTHING	5.7			
COMMERCIAL RECREATION	45.1	<u>48.6</u>	RECREATIONAL BOAT BERTHING	88.4	<u>101.7</u>		
SPORTFISHING	3.7	<u>4.3</u>	SPORTFISHING BERTHING	10.3			
PUBLIC RECREATION	29.4	<u>30.5</u>		51.0	80.4	<u>81.5</u>	23%
OPEN SPACE	9.6		OPEN BAY/WATER	51.0			
PARK/PLAZA	18.4	<u>18.7</u>					
PROMENADE	4.4	<u>2.2</u>					
PUBLIC FACILITIES	26.9	<u>24.0</u>		10.7	37.6	<u>34.7</u>	10%
HARBOR SERVICES	1.2		HARBOR Master Transient Berthing SERVICES	5.2			
STREETS	25.7	<u>22.8</u>	BOAT NAVIGATION CORRIDOR	5.5			
MILITARY	25.9			8.9	34.8		10%
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2			
			NAVY SHIP BERTHING	2.7			
TOTAL LAND AREA	145.3		TOTAL WATER AREA	206.0			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					351.3		100%

Note: Does not include:

Anchorage A-4	-	7.3 acres
Anchorage A-2	-	11.0 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:

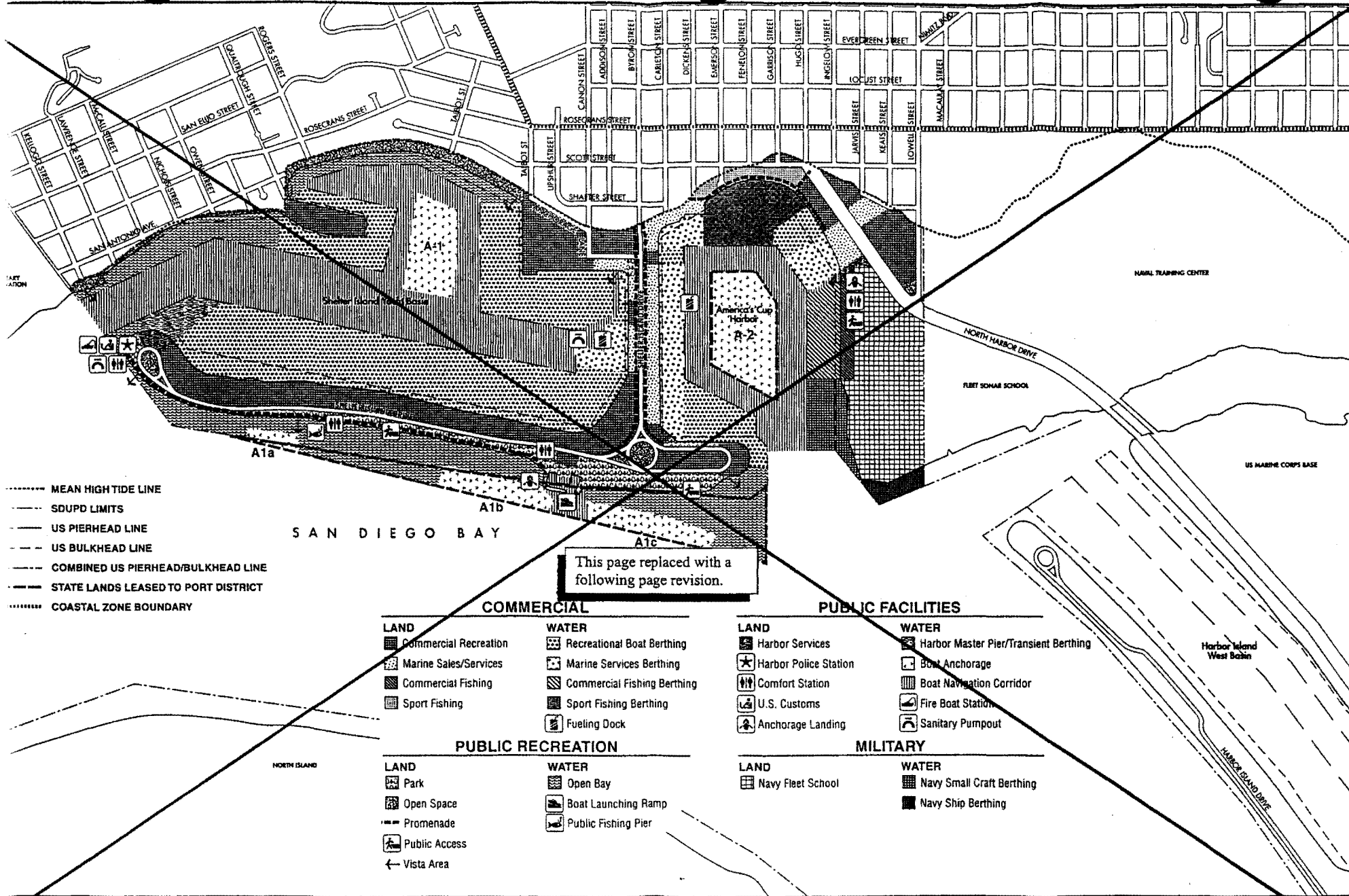
Area	Acreage	Use Designation
Anchorage A-1	9.6	Boat Anchorage
Shelter Island Yacht Basin Boat Channel	73.1	Boat Navigation Corridor
Anchorage A-1a,b,c	25.1	Boat Anchorage
Anchorage A-2	15.0	Boat Anchorage
America's Cup Harbor Basin Boat Channel	29.4	Boat Navigation Corridor

Existing acreage:

DRISCOLL BOATYARD EXPANSION PMPA on May 14, 1993

Revised acreage includes draft (+) PMPA:

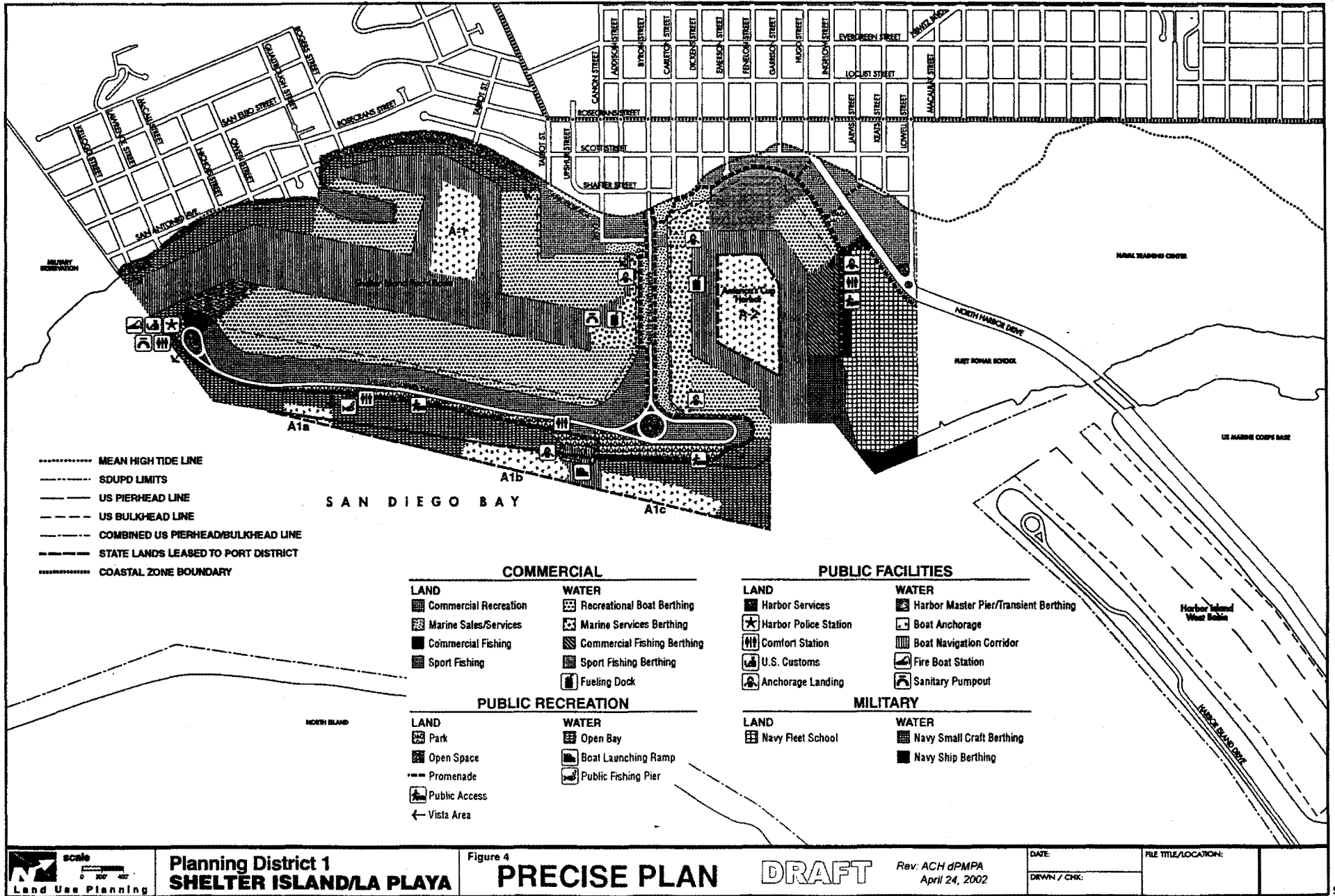
+ America's Cup Harbor dPMPA of April 24, 2002



This page replaced with a following page revision.

- MEAN HIGH TIDE LINE
- SDUPD LIMITS
- US PIERHEAD LINE
- US BULKHEAD LINE
- COMBINED US PIERHEAD/BULKHEAD LINE
- STATE LANDS LEASED TO PORT DISTRICT
- COASTAL ZONE BOUNDARY

COMMERCIAL		PUBLIC FACILITIES	
LAND	WATER	LAND	WATER
Commercial Recreation	Recreational Boat Berthing	Harbor Services	Harbor Master Pier/Transient Berthing
Marine Sales/Services	Marine Services Berthing	Harbor Police Station	Boat Anchorage
Commercial Fishing	Commercial Fishing Berthing	Comfort Station	Boat Navigation Corridor
Sport Fishing	Sport Fishing Berthing	U.S. Customs	Fire Boat Station
	Fueling Dock	Anchorage Landing	Sanitary Pumpout
PUBLIC RECREATION		MILITARY	
LAND	WATER	LAND	WATER
Park	Open Bay	Navy Fleet School	Navy Small Craft Berthing
Open Space	Boat Launching Ramp		Navy Ship Berthing
Promenade	Public Fishing Pier		
Public Access			
Vista Area			



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 Navyal 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.

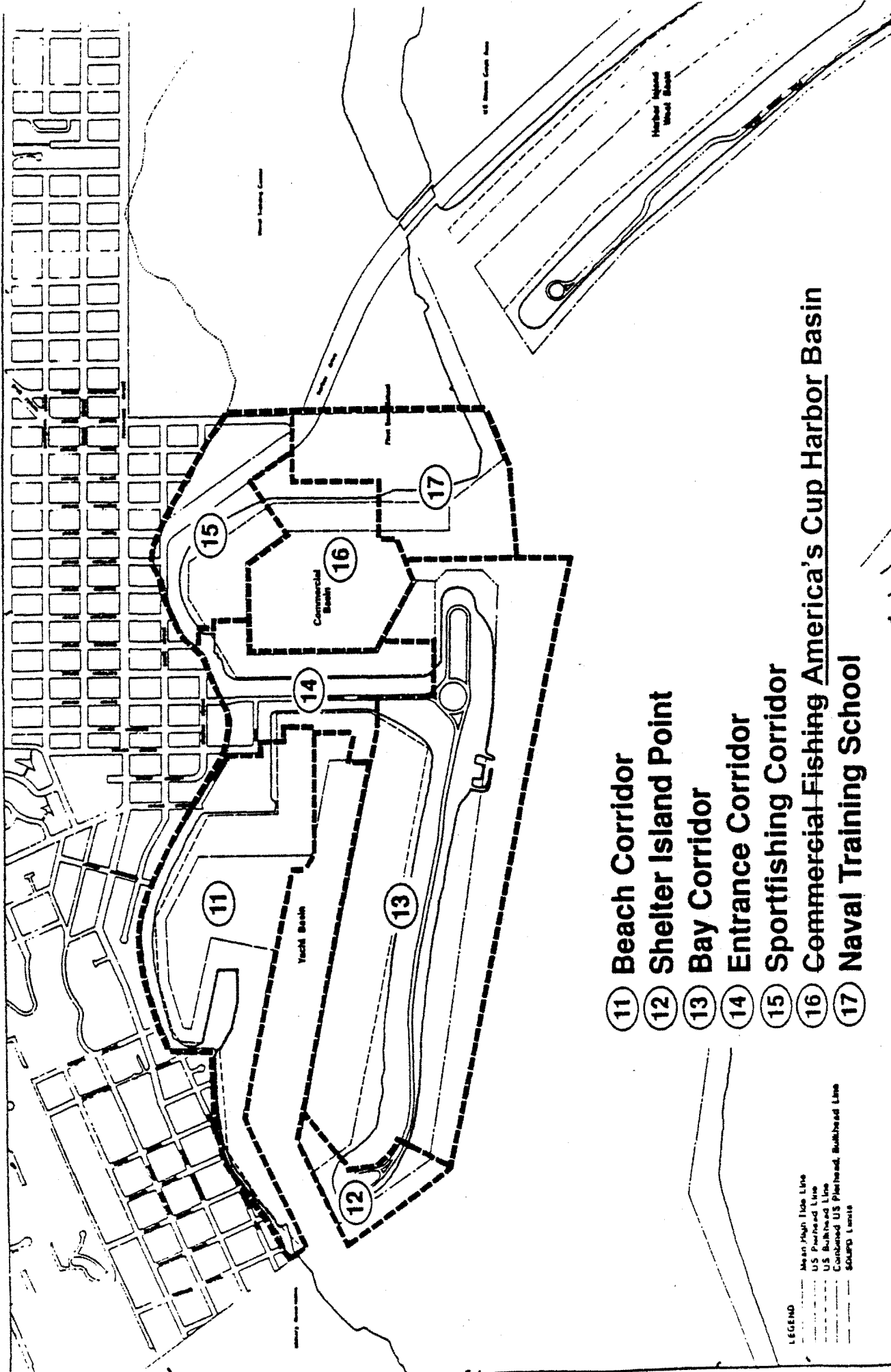
More intensive modes of boating recreation and social activities occur at yacht clubs, shown on the Land and Water Use map under the category of Commercial Recreation, and the associated water use, Recreational Boat Berthing. The land-based activities of these quasi-public centers will continue to be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

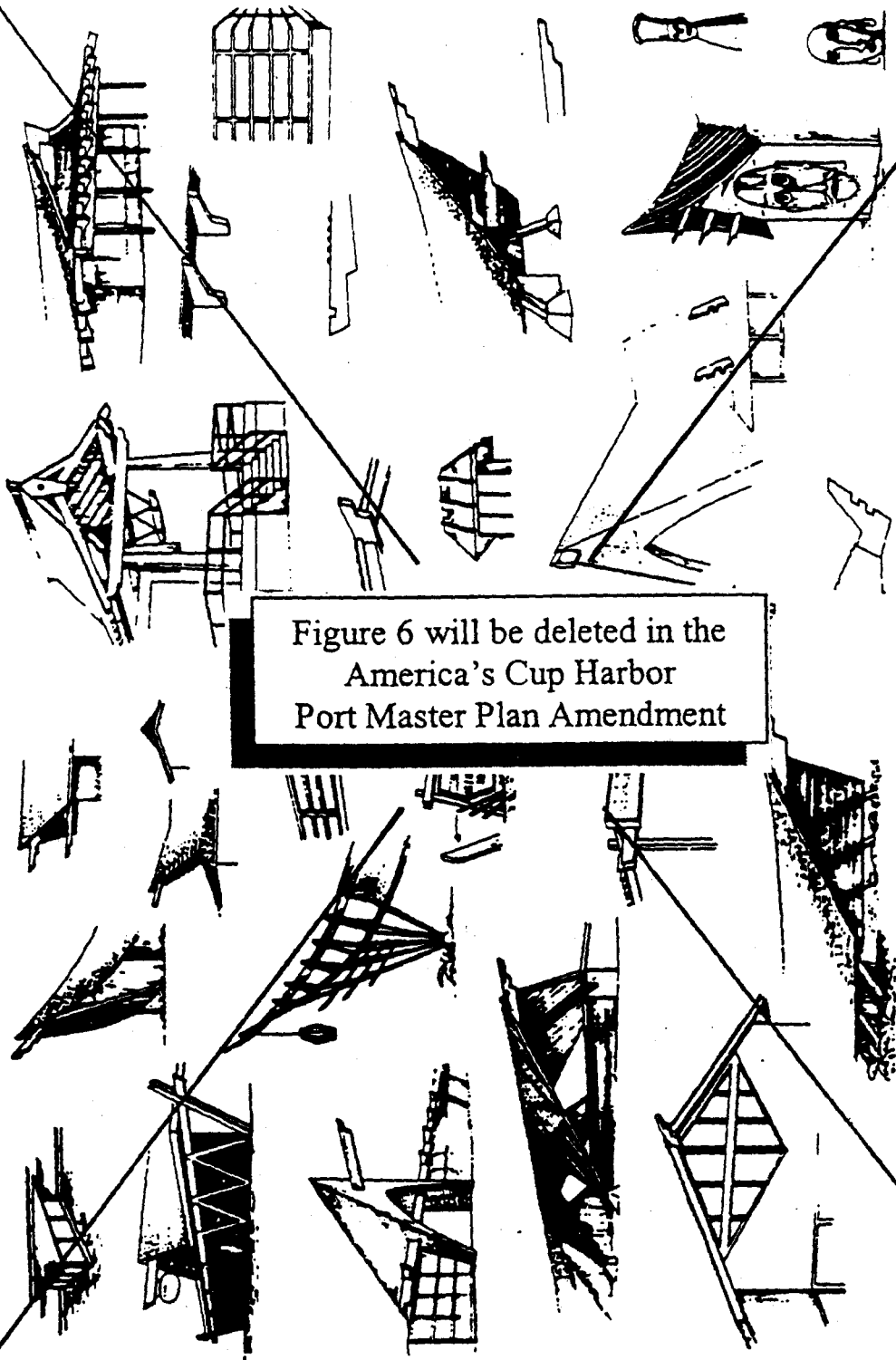


Figure 6 will be deleted in the
America's Cup Harbor
Port Master Plan Amendment

	Date: April 6, 76
	Date: 10/73 By: [Signature] Title: [Signature] No: 101404
FIGURE 6 Typical Architectural Design Features	
Planning District 1 SHELTER ISLAND LA PLAYA	
Planning Department	

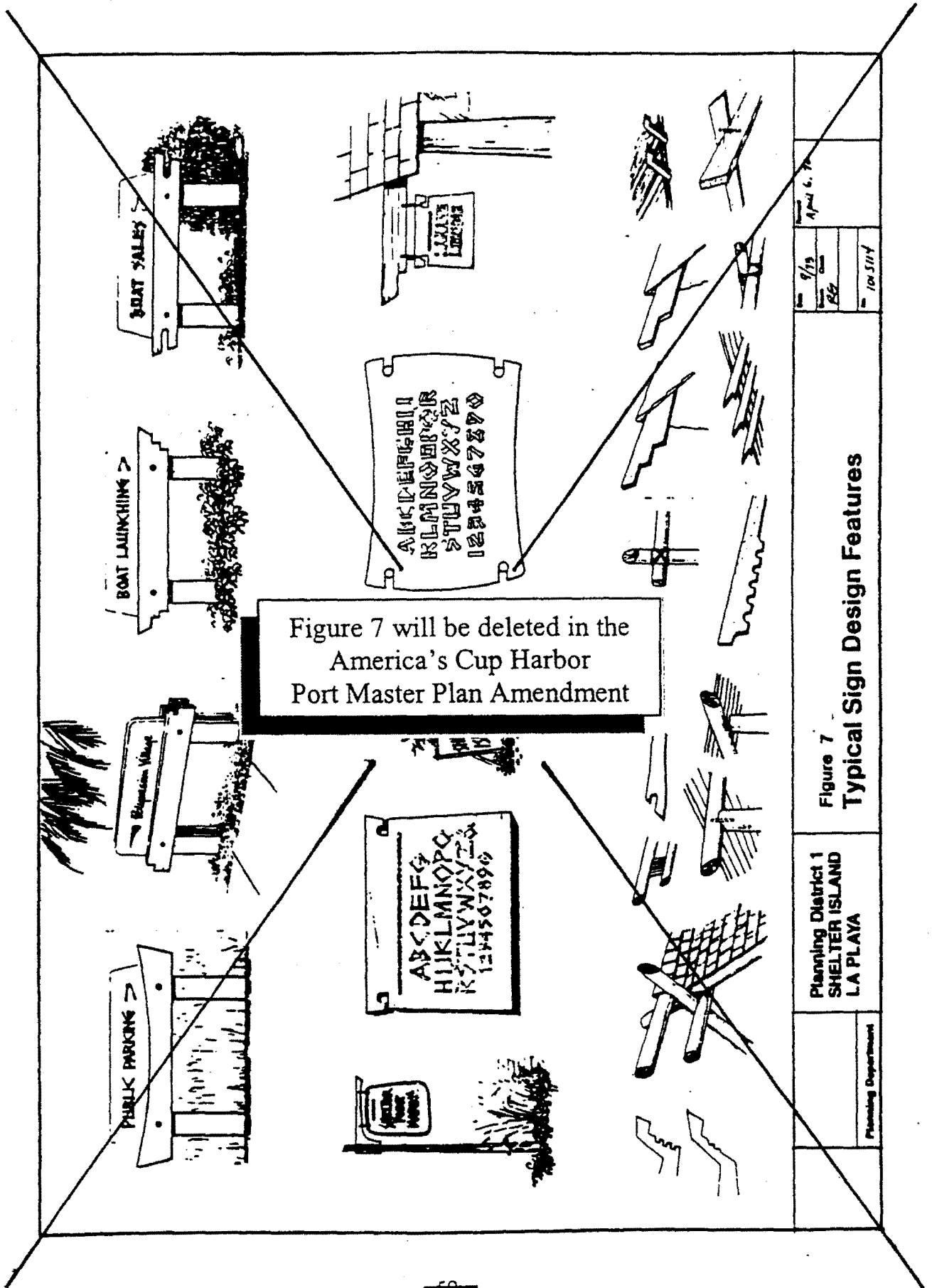


Figure 7 will be deleted in the
America's Cup Harbor
Port Master Plan Amendment

Planning Department	Planning District 1 SHELTER ISLAND LA PLAYA	Figure 7 Typical Sign Design Features		9/13	April 6, 7
		10/5/14			

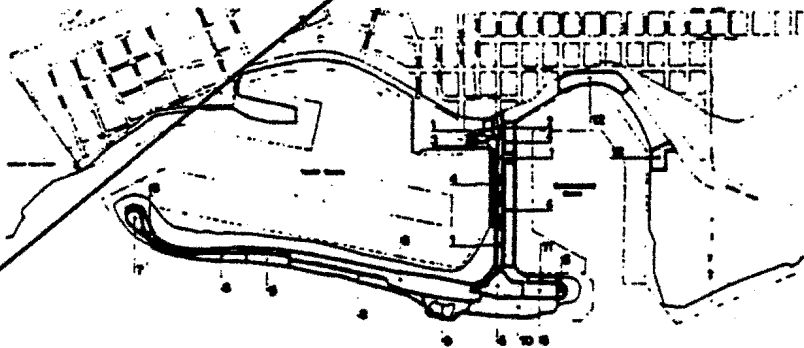
Figure 8
Street Tree & Landscaping Master Plan

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

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

- Agapanthus*
- Lily-of-the-Valley*
- Archontophoenix cunninghamiana*
King Palm
- Cissus rhombifolia*
Grape Ivy
- Erythrina caffra*
Kaffirboom Coral Tree
- Ficus microphylla*
Little Leaf Fig
- Ficus retusa*
Indian Laurel
- Ficus rubiginosa australis*
Rusty Leaf Fig
- Hedera helix hahnii* var.
Needle Point Ivy
- Hemercallis* 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.
Newthorn
- Sinocalamus oldhamii*
Giant Bamboo

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



SOURCES: Urban Island Conditions Plan, General/Traditional Planning Plans - Surrounding Land Use and Development from Approved Land Use, 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

	SUBAREA↓	DEVELOPER↓	APPEALABLE↓	FISCAL YEAR
1. BEACH STABILIZATION AND REPLENISHMENT: (Kellogg Beach) Construct rock groin, backfill with sand	11	P	N	1980-84 <u>2003-20</u>
2. BEACH CORRIDOR: Install surfaced path and viewing areas; remove obsolete structures	11	T	Y	1987-88
3. PUBLIC FISHING PIER: Reconstruct; install street landscaping	13	P	N	1981-82
43. SHORELINE PROTECTION: Channel side of peninsula; re-contour eroded bank; break up and embed existing rubble; install rip-rap <u>maintain revetment</u>	13	P	N	1980-84 <u>2003-20</u>
64. SHELTER ISLAND DRIVE: Modify street, curb and gutter; install landscaping, street trees, irrigation, street furnishings, sculpture	14	P	N	1980-84 <u>2002-04</u>
65. PUBLIC SHORESIDE PARK: Shelter Island Drive at Anchorage Lane; remove paving; install landscaping, irrigation, promenade, park furnishings	14	P	N	1980-84 <u>2003-05</u>
76. MARINE EQUIPMENT BUILDING: (0303) <u>Renovate Remove, replace and relocate building and landscaping</u>	14	T	N	1980-84 <u>2003-05</u>
87. BOAT BUILDING AND REPAIR: (0327) <u>Renovate and upgrade facilities</u>	14	T	N	1980-84 <u>2005-10</u>
9. MARINE SERVICE STATION: (0308) <u>Renovate building, pier and landscaping</u>	44	T	N	1980-84
10. FISH TRANSSHIPMENT: (0332) <u>Remove obsolete structures; Construct new facilities; install irrigation and landscaping</u>	44	T	Y	1980-84
118. BOAT SALES: (0333) <u>Renovate Remove, replace and relocate structures and piers</u>	14	T	N	1984-85 <u>2003-05</u>
12. RESTAURANT: (0335) <u>Remove obsolete structures; construct new facilities; install irrigation and landscaping</u>	44	T	Y	1986-87
139. MARINE SERVICE CENTER: (0302) <u>Remove existing building and Construct new building for marine related services</u>	14	T	N	1985-86 <u>2003-05</u>
14. RESTAURANT: (0348) <u>Renovate buildings, and piers</u>	45	T	Y	1988-89
150. BOAT YARD: (0350) <u>Renovate/replace building, piers and facilities</u>	4514	T	N	1980-84 <u>2003-05</u>
16. MARINA: (0351) <u>Renovate marina building, piers and grounds</u>	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 <u>2003-05</u>
18. MOORING FACILITY: (Commercial Basin) <u>Install mooring buoys; construct landing float and ramp; pave parking, install irrigation and landscaping; construct comfort station</u>	46	P	N	1980-84
19. RESTAURANT: <u>Low cost food building, plaza, landscaping</u>	44	T	N	1985-86
12. SHORELINE PARK: <u>Reconfigure trailer-in-tow parking, construct park lawn area, relocate/renovate pavilion building</u>	13	P	N	<u>2005-07</u>
13. KETTENBURG BOATYARD: <u>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</u>	15	P	N	<u>2003-04</u>
14. N HARBOR DRIVE: <u>Partial street vacation, roadway realignment, landscaping, traffic calming, parking and pedestrian/bicycle access improvements</u>	15	P	Y	<u>2003-05</u>
15. HOTEL EXPANSION: <u>Add rooms, pedestrian/bicycle accessway and renovate structures, install landscaping and parking improvements</u>	15	T	Y	<u>2004-06</u>
16. BAY CITY/SUN HARBOR REDEVELOPMENT: <u>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</u>	15	T	Y	<u>2004-06</u>

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

Attachment

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

p. 25 2nd 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 1st column, last paragraph: landing dock with pumpout facilities

p. 55 2nd column, first paragraph:

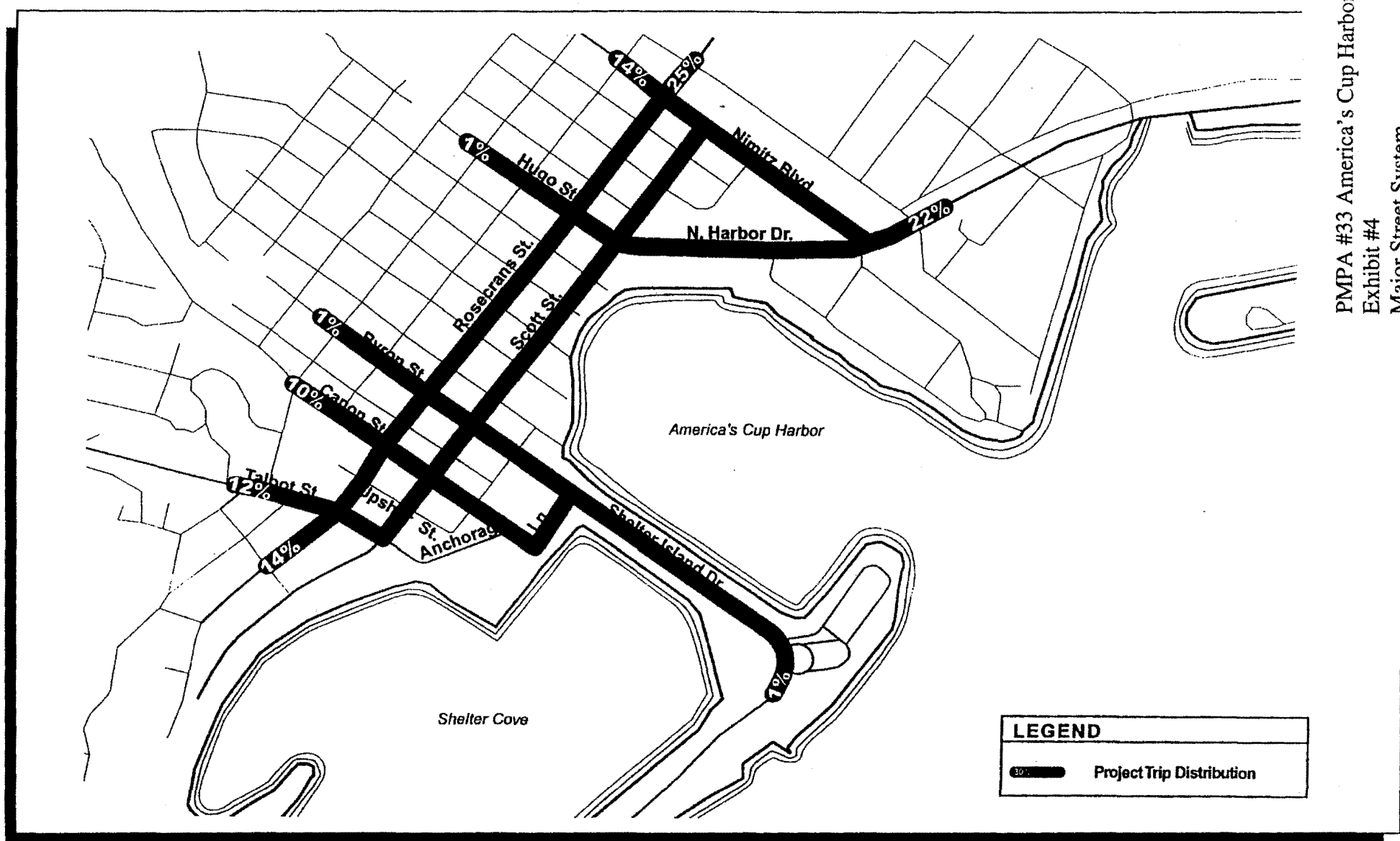
Remove: All of the existing trailer-in-tow parking spaces may be replaced in a reconfigured parking lot area.

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: 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.

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



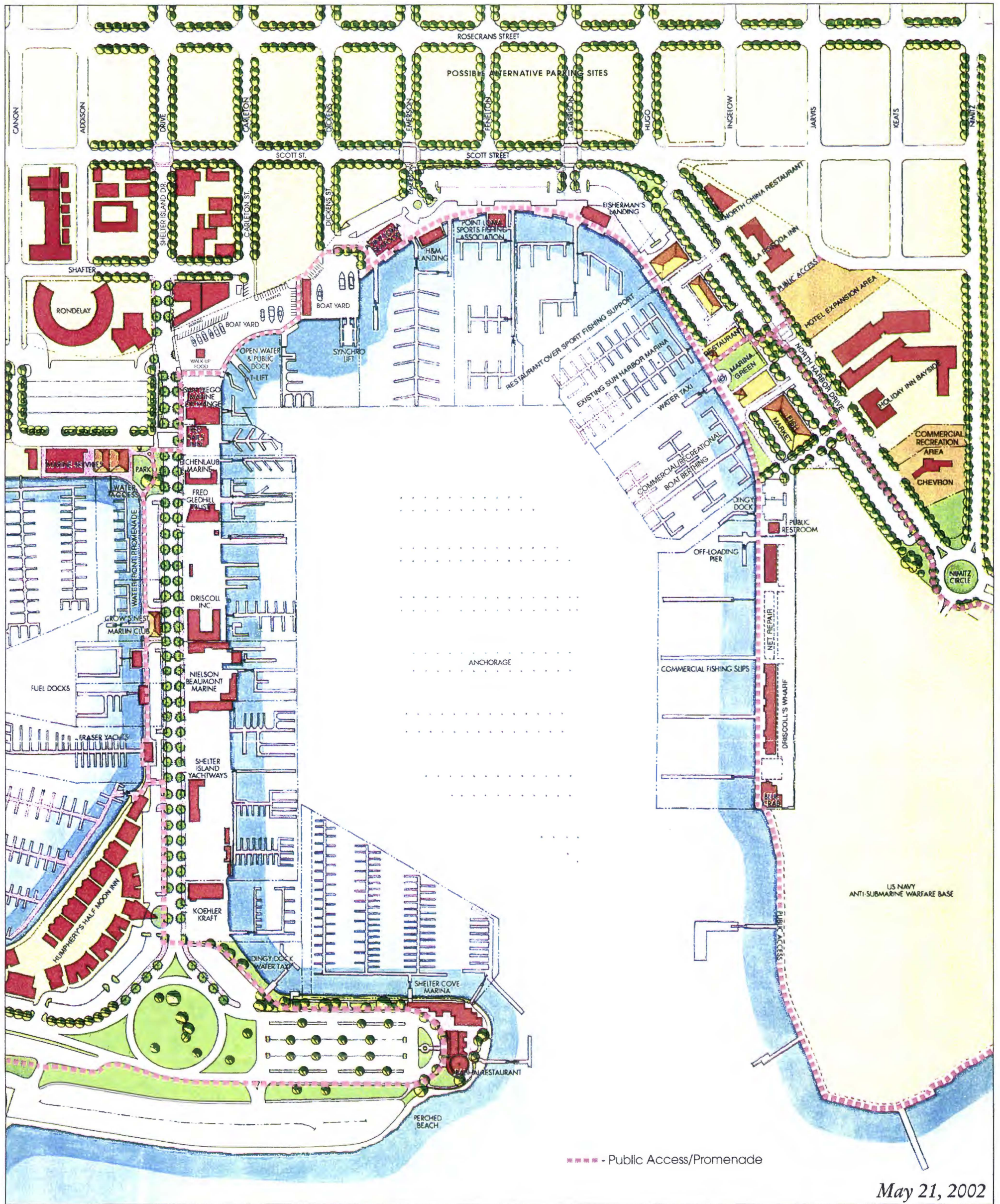
SOURCE: Katz, Okitsu & Associates (revised 6/11/01)



Not to Scale

Long-Term Project Trip Distribution

Figure 4.1-5



Shelter Island Master Plan

Approved Concept

