

# SHELTER ISLAND: PLANNING DISTRICT 1



## The Precise Plan Concept

Shelter Island has strong historic functional ties to the boating community of the San Diego region. Public discussions and evaluations made in the planning process 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 of a proliferation of signs; disorganized automobile parking in side yards and setbacks; and a lack of continuity in architecture give evidence of deterioration in 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 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, improvement in the quality of landscape, visual and physical access to the bayfront.

## Land and Water Use Allocations

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 20 different land or water use designations organized under four major headings-Commercial, Public Recreation, Public Facilities, and Military.

## Shelter Island Planning Subareas

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

## Beach Corridor

This planning subarea includes a narrow band of shoreline extending from the Port District jurisdictional line bordering the U S Navy 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 is intended to control excessive shoreline erosion and to preserve a public beach, street termination and adjacent private property. A quarry rock groin in conjunction with sand backfill will be on a replenishment basis at Kellogg Beach.

**TABLE 6: Precise Plan Land and Water Use Allocation  
SHELTER ISLAND: PLANNING DISTRICT 1**

<b>LAND USE</b>	<b>ACRES</b>	<b>WATER USE</b>	<b>ACRES</b>	<b>TOTAL ACRES</b>	<b>% of TOTAL</b>
COMMERCIAL .....	64.9	COMMERCIAL.....	135.4	200.3.....	57%
Marine Sales and Services.....	9.1	Marine Services Berthing.....	17.7		
Commercial Fishing.....	2.9	Commercial Fishing Berthing.....	5.7		
Commercial Recreation.....	48.6	Recreational Boat Berthing.....	101.7		
Sportfishing .....	4.3	Sportfishing Berthing.....	10.3		
PUBLIC RECREATION .....	30.5	PUBLIC RECREATION.....	51.0	81.5.....	23%
Open Space .....	9.6	Open Bay / Water.....	51.0		
Park/Plaza .....	18.7				
Promenade .....	2.2				
PUBLIC FACILITIES .....	24.0	PUBLIC FACILITIES .....	10.7	34.7.....	10%
Harbor Services.....	1.2	Harbor Services .....	5.2		
Streets .....	22.8	Boat Navigation Corridor.....	5.5		
MILITARY .....	25.9	MILITARY.....	8.9	34.8.....	10%
Navy Fleet School .....	25.9	Navy Small Craft Berthing.....	6.2		
.....		Navy Ship Berthing .....	2.7		
<b>TOTAL LAND AREA.....</b>	<b>145.3</b>	<b>TOTAL WATER AREA.....</b>	<b>206.0</b>		
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL .....</b>				<b>351.3.....</b>	<b>100%</b>

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

<b>Area</b>	<b>Acreage</b>	<b>Use Designation</b>	
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	

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It is recommended that sometime in the future, the beach area be served by a pedestrian promenade and bike route to delineate the tideland/upland boundary and to provide access to the beach. Streets that stop at or on tidelands in the area provide excellent points of public access and vistas. 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 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 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.

Harbor 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 time.

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

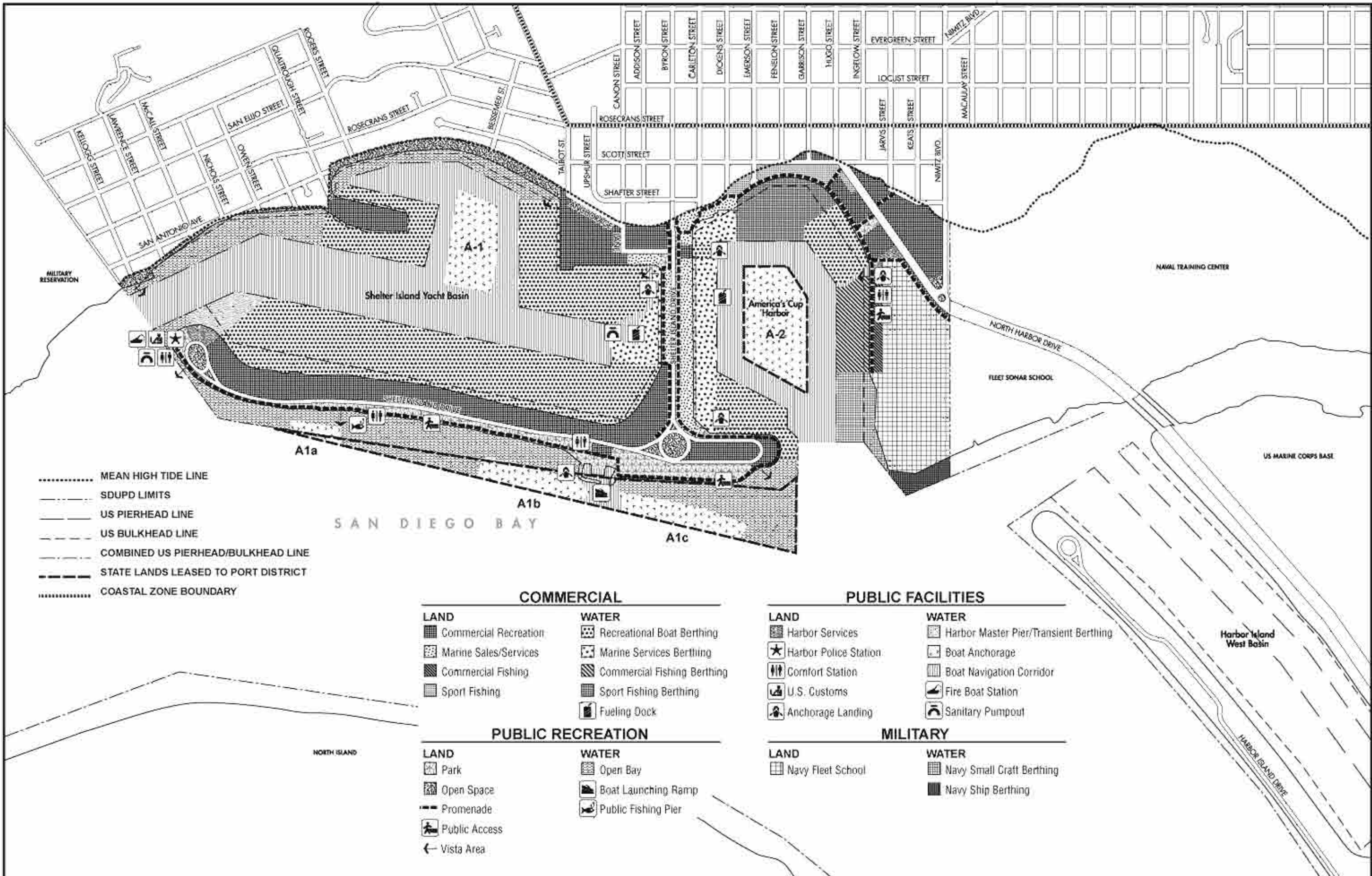
### Bay Corridor

This subarea deals with the land mass that separates the open bay from the protected yacht harbor, and is the largest 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, 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, in the Bayside Park, and the erection of impressive civic art features in the traffic circle. A low-cost food restaurant is proposed near the boat-launching ramp and a landing dock with pumpout facilities 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. 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.

The Shelter Island Roadstead contains 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. The boundaries of the mooring areas should be marked by lighted buoys. Shore side 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.



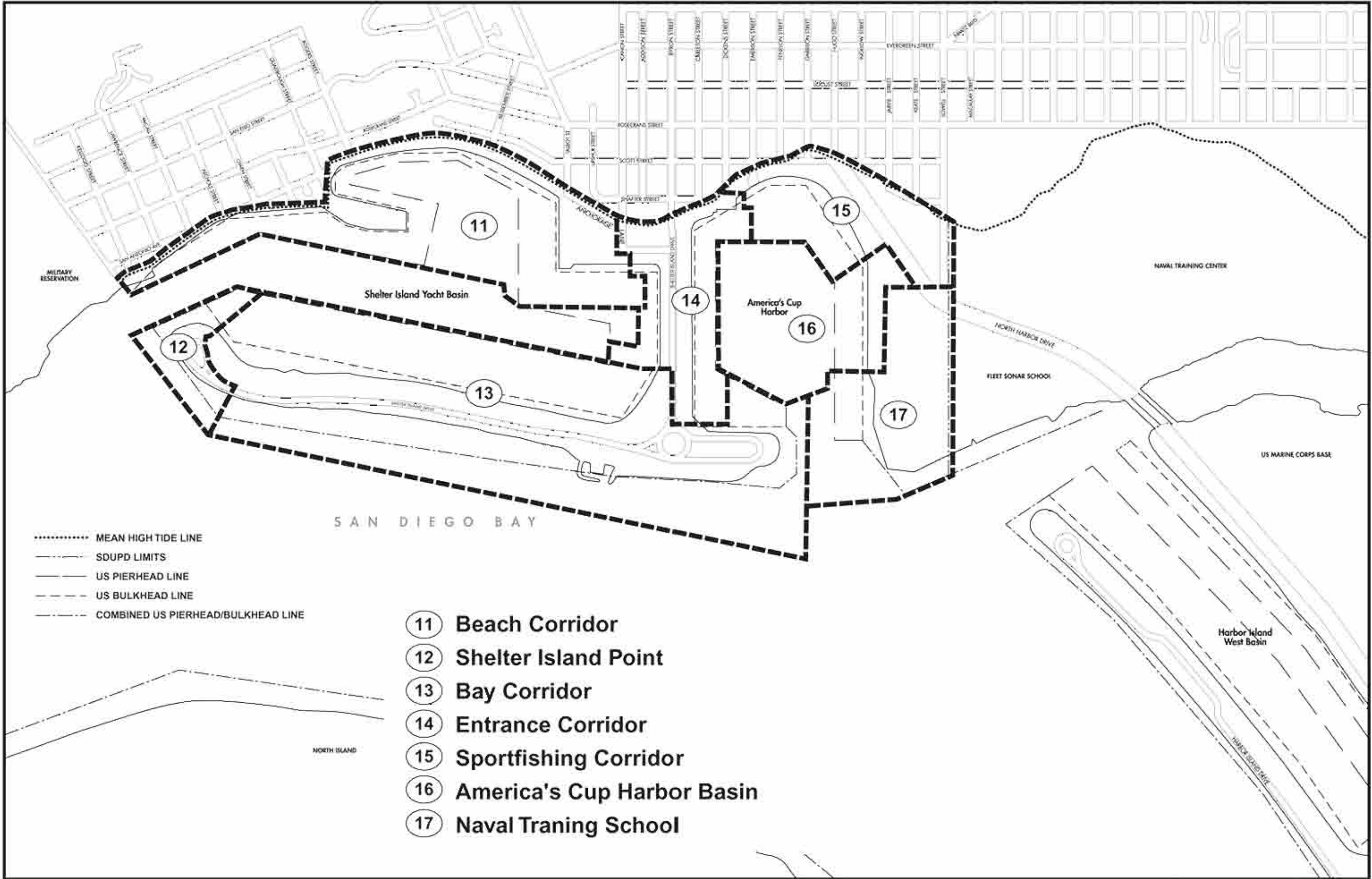
- ..... MEAN HIGH TIDE LINE
- SDUPD LIMITS
- US PIERHEAD LINE
- US BULKHEAD LINE
- COMBINED US PIERHEAD/BULKHEAD LINE
- STATE LANDS LEASED TO PORT DISTRICT
- ..... COASTAL ZONE BOUNDARY

COMMERCIAL	
<b>LAND</b>	<b>WATER</b>
Commercial Recreation	Recreational Boat Berthing
Marine Sales/Services	Marine Services Berthing
Commercial Fishing	Commercial Fishing Berthing
Sport Fishing	Sport Fishing Berthing
	Fueling Dock

PUBLIC RECREATION	
<b>LAND</b>	<b>WATER</b>
Park	Open Bay
Open Space	Boat Launching Ramp
Promenade	Public Fishing Pier
Public Access	
Vista Area	

PUBLIC FACILITIES	
<b>LAND</b>	<b>WATER</b>
Harbor Services	Harbor Master Pier/Transient Berthing
Harbor Police Station	Boat Anchorage
Comfort Station	Boat Navigation Corridor
U.S. Customs	Fire Boat Station
Anchorage Landing	Sanitary Pumpout

MILITARY	
<b>LAND</b>	<b>WATER</b>
Navy Fleet School	Navy Small Craft Berthing
	Navy Ship Berthing



## 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. A portion of the proposed renovation 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 Commercial Recreation and Recreational Boat 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 marine service center buildings, located on the yacht basin side of corridor. The plan concept for this facility involves the clustering together of several small marine related services in a centralized complex 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. 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 renovations of the leaseholds are anticipated projects.



## America's Cup Harbor Basin

America's Cup Harbor Special Anchorage A-2, the former Commercial Basin Anchorage, occupies a total water area 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 use is exercised by the Port District.

Mooring facilities are marked fore and aft buoys to accommodate about 170 vessels. Twenty to thirty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Shoreside facilities include pier and float, paved accessways, 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 Naval Fleet Anti-Submarine Warfare Training Center. 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

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 maintain an inviting pedestrian scale. The location of all structures on the site should enhance the waterfront by accenting the land-water interface.

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.

All new development shall provide adequate parking to meet its own parking demand. Relocation and full replacement of the 185 public parking spaces at the Westy's Lot will be provided prior to closing the

Westy's Lot for public parking use. Potential hotel development up to 130 rooms at the former Westy's Lumber Yard site is proposed at the same height and scale as the two existing hotels adjacent to the site, an additional 80 hotel rooms or other commercial uses may be developed on the existing Chevron gas station lot. Installation of (1) an access corridor through the former lumber yard and (2) a pedestrian-activated crossing of North Harbor Drive will facilitate access to the waterfront from the uplands residential area and tideland hotels. The Port District will continue to work with Metropolitan Transit Development Board (MTDB) to explore options for extending a bus line route or shuttle service out to the Shelter Island traffic circle. The Port District will work with the Port Tenants Association and the City of San Diego Redevelopment Agency to explore constructing a parking structure or acquiring a parking lot to address long-term parking needs.

The transportation demand management (TDM) recommendations in the parking management program will be implemented to reduce the number of solo drivers by promoting walking, bicycling, carpooling, vanpooling, public transportation and other alternative modes of transportation. All new development shall comply with the San Diego Unified Port District Tidelands Parking Guidelines.

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

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

The 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: PROJECT LIST**

**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	2003-20
2. SHORELINE PROTECTION: Channel side of peninsula; maintain revetment	13	P	N	2003-20
3. SHELTER ISLAND DRIVE: Modify street, curb and gutter; install landscaping, street trees, irrigation, street furnishings, sculpture	14	P	N	2003-05
4. PUBLIC SHORESIDE PARK: Shelter Island Drive at Anchorage Lane; remove paving; install landscaping, irrigation, promenade, park furnishings	14	P	N	2003-05
5. MARINE EQUIPMENT BUILDING: Remove, replace and relocate building and landscaping	14	T	N	2003-05
6. BOAT BUILDING AND REPAIR: Renovate and upgrade facilities	14	T	N	2003-05
7. BOAT SALES: Remove, replace and relocate structures and piers	14	T	N	2003-05
8. MARINE SERVICE CENTER: Remove existing building and construct new building for marine related services	14	T	N	2003-05
9. BOAT YARD: Renovate/replace building, piers and facilities	14	T	N	2003-05
10. SHORELINE PROTECTION: Break up and embed existing rubble; install filter blanket and rock revetment	16	P	N	2003-05
11. SHORELINE PARK: Reconfigure trailer-in-tow parking, construct park lawn area, relocate/renovate pavilion building	13	P	N	2005-07
12. KETTENBURG BOATYARD: Remove and replace obsolete structures and construct walk-up food plaza including through connecting pedestrian/ bicycle access to Sportfish Landing promenade and Shelter Island Drive	15	P	N	2003-04
13. NO. HARBOR DRIVE: Partial street vacation, roadway realignment, landscaping, traffic calming, parking and pedestrian/bicycle access improvements	15	P	Y	2003-05
14. HOTEL EXPANSION: Add rooms, pedestrian/bicycle accessway and renovate structures, install landscaping and parking improvements	15	T	Y	2004-06
15. BAY CITY/SUN HARBOR REDEVELOPMENT: New restaurant, retail and marina services, public improvements including view corridors, pedestrian/ bicycle access, open marina green park area with water taxi recreational boat access and new 50-slip marina.	15	T	Y	2004-06

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