

Appendix F

MISSION BAY PARK REGULATIONS

Prepared by

City of San Diego

MISSION BAY REGULATIONS

Speed

BASIC SPEED LAW — Local and State laws prohibit the operation of any vessel or other watercraft at a speed greater than is reasonable and prudent, and at no time at a speed that endangers life, limb or property.

CONTROLLED SPEED AREAS —

- (1) Speed limits are posted on buoys and signs throughout the bay, at the entrances and inside controlled areas. Basically, West Mission Bay, all narrow channels, and coves have controlled speed.
 - (2) The speed limit from sunset to sunrise (night-time) is five nautical miles per hour (5 kts) in all areas of the bay.
 - (3) The speed limit is five nautical miles per hour (5 kts) in the following areas: (a) within 100 ft. of the shoreline of Mission Bay including the shoreline of Fiesta Island and Vacation Island, (b) within 200 ft. of any dock or landing float to which boats are made fast or is being used for the loading or unloading of passengers; and (c) under any bridges.
 - (4) The speed limit is limited to steerage way only (no wake) in all marina areas and basins.
 - (5) The speed limit in Sail Bay is limited to 5 mph from 11:00 a.m. to 5:00 p.m., from May 1st through October 31st.
- OPEN SPEED AREA** — Fiesta Bay in the eastern half of Mission Bay is the only area with no daytime speed limits, except the specific situations listed above.

Waterskiing

- (1) Fiesta Bay in the eastern half of the bay is the main waterskiing area, with three designated beach landing and take-off zones. Beach landings and take-offs are prohibited in all areas not posted with signs for these purposes.
- (2) Sail Bay in the northwest part of the bay, between Santa Clara Point and Riviera Shores, has one zone designated for beach landing and take-off; but it is only open for limited waterskiing at the following times:
 - (a) May 1st through October 31st — sunrise to 11 a.m., and 5 p.m. to sunset; (5 mph from 11 a.m. to 5 p.m.);
 - (b) November 1st through April 30th — sunrise to sunset (daytime).
- (3) Waterskiing is prohibited in all other areas of the bay.
- (4) In addition to the operator, every vessel towing a skier must have an observer at least 12 years old. The operator must watch ahead, and the observer must watch the skier and advise the operator of any hazards or when the skier falls. All occupants of the boat must remain seated during operation.
- (5) Waterskiing and similar activities are prohibited between sunset and sunrise (night-time).
- (6) No waterskier or the towing boat shall operate within 100 ft. of another boat, canoe, paddleboard, float, swimmer or fisherman. Also, no waterskier or the towing boat shall operate within 100 ft. of any beach, except for taking-off and landing in the prescribed areas posted for that purpose by the City.
- (7) Motorboats in all waterski areas shall adhere to a counter-clockwise pattern (turning towards port/left) at all times.
- (8) Observers or operators must signal with a red ski flag in the air whenever there is a person or hazard in the water adjacent to or in the vicinity of their boat. The operator must cut the motor completely when picking up a person from the water into the boat.
- (9) Tow lines must not exceed 75 feet in length.
- (10) No person shall use any hang glider, ski kite, parasail, or similar device from the water or land in Mission Bay Park.
- (11) No vessel may operate within 200 feet of the shoreline of an area designated for waterski landing or take-off, except a vessel actively involved in towing a waterskier.

Personal Watercraft

Jet Skis, Wet Bikes, Dyna-Foils, Wave-Runners, Wave-Jammers, and similar types of watercraft may use any of the boating areas, following all of the regulations for powerboats. There is a special personal watercraft area at the east end of South Pacific Passage, where boats are prohibited; however, operators using the area must comply with the 5 mph speed zone immediately outside of the area. A second personal watercraft area exists at the south end of North Pacific passage. Between sunset and 9:30 a.m. all craft must travel at less than 5 mph. Operators are also responsible for obeying all other existing safety regulations.

Sailing

- (1) Sailboats are permitted in all boating areas throughout the bay; however, the entire West Bay is meant mainly for sailing, with controlled speeds for powerboats. Sail Bay is limited to 5 mph from 11 a.m. to 5 p.m., May 1st through October 31st, and the rest of the West Bay is 5 mph at all times. Sailboats are cautioned to stay away from Waterski Zones and Swimming Areas.
- (2) Sailboat operators should check the height of their mast with the vertical clearance markers before attempting to sail under any bridges.

Required Equipment, Registration, and Age Restrictions

- (1) All vessels must comply with California and U.S. Coast Guard requirements for minimum safety equipment. The basic items for all boats include Personal Flotation Devices (PFD's or life preservers) for each person on-board, navigation lights for night-time operation, and some sort of sound-signaling device. Powerboats are generally also required to have a fire extinguisher, muffler, back-fire flame control, and ventilation system. Most boats are also required to carry Visual Distress Signals on-board for emergency use. Boat operators should check with the Lifeguard Service, Police or Coast Guard to determine the specific equipment required for their boat.
- (2) Boats must comply with California laws for vessel registration. Basically, all undocumented vessels using or on the waters of California must be currently registered in this State, except:
 - (a) vessels currently registered in another state or federal numbering system, and such vessel is not within California for more than 90 days;
 - (b) foreign vessels temporarily using the waters of the United States;
 - (c) public vessels of a city, county, district, state or the United States;
 - (d) a ship's lifeboat (not used for recreational purposes);
 - (e) any class of vessels exempted by the state or federal government; and
 - (f) any sailboat 8 ft. or less in length, and any vessel propelled solely by oars or paddles.
- (3) Vessel registration is performed by the Department of Motor Vehicles, and boat owners should contact their local DMV office for more information.
- (4) The boat registration certificate/card is required to be carried on-board the vessel at all times, and must be presented to any peace officer upon request.
- (5) No person may permit any other person under the age of 12 years old to operate, nor may any person under the age of 12 years old operate:
 - (a) any motorboat towing any person;
 - (b) any motorboat designed to carry only one person; or
 - (c) any motorboat with an engine of more than 10 horsepower, unless an adult (over 18 years old) is on-board; except for using a dinghy between a moored vessel and the shoreline.

Reckless, Negligent, and Intoxicated Operation

- (1) No person shall use any vessel, or manipulate any waterskis, aquaplane or similar device in a reckless or negligent manner so as to endanger the life, limb or property of any person. [Misdemeanor.] Endangerment includes, but is not limited to, the following acts:
 - (a) riding on the bow, gunwales or transom of a powerboat (without adequate protective railing);
 - (b) any action causing any waterskis, aquaplane or similar device, or the person thereon to collide with any object or person;
 - (c) maneuvering towed skiers or other devices so as to pass the towline over another vessel or its skier; or
 - (d) navigating any vessel, skis or other devices between a towing vessel and its tow(s).
- (2) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device while under the influence of intoxicating liquor, any drug, or the combined influence of intoxicating liquor and any drug; or when addicted to any drug. [Misdemeanor.]
- (3) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device who has a blood-alcohol level of 0.10% or more. [Misdemeanor.]
- (4) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device while under the influence of intoxicating liquor, any drug, or the combined influence of intoxicating liquor and any drug; and while so operating do any act forbidden by law or neglect any duty imposed by law for the use of the vessel, waterskis, aquaplane or similar device, which act or neglect proximately causes serious bodily injury to any person other than himself. [Felony.]
- (5) Persons lawfully arrested for intoxicated operation must submit to a chemical test of their blood, breath or urine to determine the alcohol or drug content of their blood.

Boating Accidents

- (1) The operator and owner of any vessel involved in a collision, accident or other casualty must stop and render any preactical assistance to the other persons involved (without serious danger to his

own vessel or crew), and also to give his name, address, and vessel identification in writing to any injured person or the owner of any property or vessels damaged. Failure to stop and give the required information is a misdemeanor for accidents involving property damage only, and a felony for accidents involving injury, death or disappearance. (2) Accidents where a person dies or disappears from a vessel must be reported immediately, by the quickest means available, to the nearest enforcement agency. (3) Written accident reports are required to be filed with the California Department of Boating and Waterways on official forms, which may be obtained from the Lifeguard Service or Police Department: (a) within 48 hours if: a person dies within 24 hours after the accident, a person disappears, or an injured person requires more than first-aid treatment; and (b) within 10 days if: a person dies more than 24 hours after the accident, or damage to the vessel and other property totals more than \$200.

Anchoring, Mooring, and Beaching

- (1) Vessels may be anchored during the daytime anywhere in the bay, except:
 - (a) Swimming Areas,
 - (b) Waterski Landing/Take-Off Zones, and
 - (c) any position that obstructs navigation and/or is prohibited by signs.
- (2) Vessels may anchor or moor overnight in North Mariner's Basin only. The time limit for overnight transient/guest anchorage is 72-hours in any seven-day period, and an adult must remain on-board overnight.
- (3) Vessels are prohibited from tying to all aids to navigation (buoys) at all times. Vessels are also not allowed to tie up to a private mooring buoy without a permit from the Lifeguard Services Division.
- (4) Overnight boat beaching is allowed only in designated areas after obtaining a permit from the Lifeguard Services Division. (Some areas have time restrictions.)
- (5) Vessels and trailers shall not be left on the beach overnight in Sail Bay from 10 p.m. to 7 a.m., Sunday through Thursday. Overnight beaching in Sail Bay is only permitted on Friday and Saturday nights and the night before a City holiday.
- (6) A permit is required to place, construct or use a mooring in Mission Bay. Any such moorings must comply with the specifications set by the Lifeguard Services Division.
- (7) It is unlawful to use, tie up to, or occupy any float, dock or other harbor facility without first obtaining permission from the owner thereof. Use of the public docks is limited to 15 minutes for loading and unloading passengers and supplies on recreational boats; while commercial uses are expressly prohibited.
- (8) It is unlawful to beach, anchor, launch, or retrieve boats, vessels or personal watercraft of any type in areas marked by signs prohibiting such actions.

NOTE: Any vessel found in violation of these and other regulations is subject to be impounded by the Lifeguards or Police and fees charged for the impounding; and the operator or owner may be prosecuted if applicable.

Launching and Removal of Boats

- (1) Boats may only be launched and removed at areas designated by the City. There are four concrete public launch ramps at various locations in the bay, and one hard-sand, hand launch area located on El Carmel Point.
- (2) It shall be unlawful to launch or remove any vessel over any seawall, sidewalk, street end, public or private property, except at locations or businesses designated for such purposes.

Noise Levels

- (1) The exhaust on every motorboat shall be effectively muffled at all times to prevent any excessive or unusual noise.
- (2) Motorboats must not exceed the following noise levels (measured at a distance of 50 ft.) based on the manufacture date of their engine(s):
 - (a) built before January 1976 — 86 dbA;
 - (b) built on or after January 1, 1976 and before January 1, 1978 — 84 dbA; and
 - (c) built on or after January 1, 1978 — 82 dbA.

Dogs and Other Animals

- (1) No person shall bring any dog, whether leashed or unleashed, on any public beach or public park in the City of San Diego between the hours of 9 a.m. and 6 p.m.; except for seeing-eye guide dogs, and except for on Fiesta Island (not in Youth Camp) and at north Ocean Beach (at the Flood Control Channel). A leash, maximum length of 8 ft., is required at all other times.
- (2) It is unlawful to bring, leave, turn loose or allow to go loose, any animal in any beach area or park in the City of San Diego.

Beach Fires, Litter, and Glass

- (1) Fires are permitted only in the concrete fire rings provided by the City (on most beach areas). Barbecue grills are permitted as long as they do not damage grass or shrubbery, or heat-up the sand/dirt. Hot coals must be dumped into either a fire ring or the special concrete containers designated for that purpose.
- (2) It is unlawful to litter, or to deposit waste or rubbish of any kind, or discharge any refuse matter of any description upon the waters, shorelines, beaches or other park areas in the City of San Diego and Mission Bay Park.
- (3) Bottles, glasses, cups, and any other glass beverage containers are prohibited on all beach areas, including adjacent sidewalks and park areas.

Swimming

- (1) Swimmers should use the designated Swimming Areas, which have lifeguards on-duty daily during the summer season. Swimming and wading is prohibited in all waterski zones, and swimmers should not swim in speedboat areas or far away from shore. If you want to swim a long distance — swim parallel to the shoreline where there are fewer boats and help is close by; do not swim across coves or channels.
- (2) It is unlawful to jump or dive from any bridge in Mission Bay; or to swim, dive or play in the Mission Bay Channel.

Fishing

Fishing is permitted in all areas of the bay, except in Swimming Areas, Waterski Landing and Take-Off Zones, Special Events Area, Personal Watercraft Area, and from any bridge. Fishermen in boats should stay away from waterski areas, and are not permitted to anchor in or near the center-span of bridges, or so as to obstruct the free navigation of any area.

Parking

- (1) Most public parking lots in Mission Bay Park and the beach areas are closed from 2 a.m. to 4 a.m. daily (with a possible \$50 fine); except Dana Basin and West Bonita Cove parking lots. There is a 72-hour maximum limit for parking in all public areas, not otherwise restricted, including streets.
- (2) At Santa Clara Point, unattached boat trailers are prohibited between 2 a.m. and 5 a.m. daily.
- (3) Parking any vehicles, motorcycles or trailers on any sidewalks, grass, beaches or other park areas not designated for parking is prohibited at all times. Driving off of the paved streets and parking lots is also prohibited.

NOTE: Parking facilities are limited and usually filled during the summer months; for this reason, beach and bay visitors are encouraged to car-pool or use public transportation as much as possible.

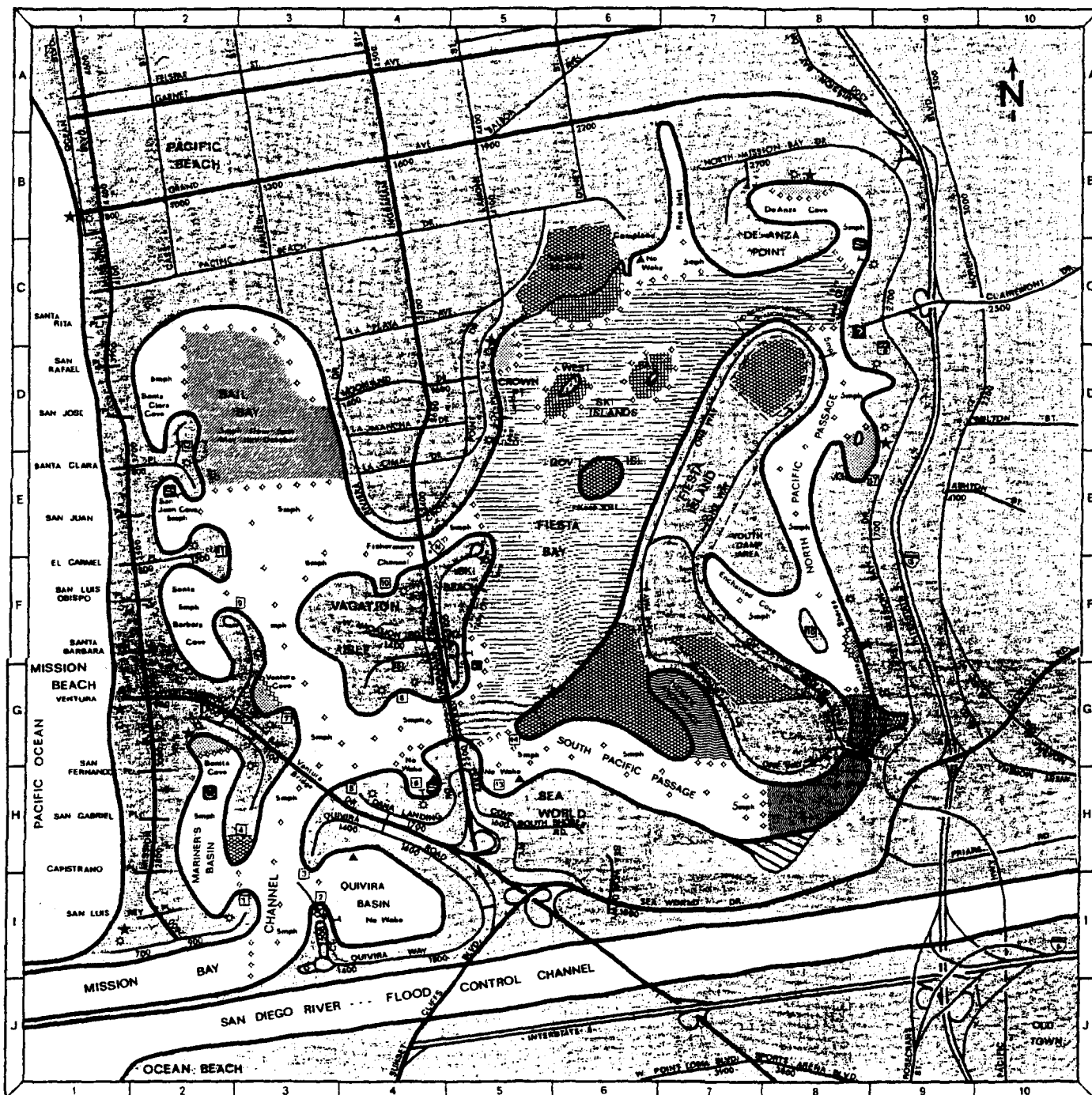
Camping

- (1) It is unlawful for any person to camp, sleep or lodge overnight on any public beach or in any public park in the City of San Diego.
- (2) It is unlawful to erect, maintain, use or occupy any tent or similar structure on any beach or park area, unless at least two sides are open with an unobstructed view from the outside.
- (3) There are two Youth Camp areas provided for organized youth groups, such as Boy Scouts, YMCA, Girl Scouts or similar groups with adult supervision. The areas are located on Vacation Isle and Fiesta Island, with limited availability. A permit (with fee) is required from the Coastal Division office in advance.

Penalties

- (1) Any person in violation of "operating under the influence" and doing any forbidden act or neglecting any required duty, which act or neglect causes serious injury to another person, is guilty of a felony and shall be punished by imprisonment in the state prison, or in the county jail for not less than 90 days or more than one year, and by a fine of not less than \$250 nor more than \$5,000.
- (2) Any person in violation of most other boating and park regulations is guilty of a misdemeanor and may be subject to a maximum penalty of imprisonment in the county jail for up to one year, and a fine of up to \$1,000, or by both imprisonment and fine. Some violations have lower penalties, and some penalties increase with multiple violations.

MISSION BAY PARK



LEGEND:

- Open Speed/Waterskiing (Daytime Only)
- Waterski Landing/Take-Off Zone (Observe Signs; Counter-Clockwise Direction)
- Sailing Area/Controlled Speed (Read Regulations for Details)
- Special Event Waterski Area (Permit Required for Use)
- Personal Watercraft Area (No Boats)
- Swimming Area (No Vessels)
- Sand Bar (Use Caution)
- Closed Area - Keep Out!

- Mission Bay Park Headquarters (Coastal Division/Lifeguard Services Division)
- Lifeguard Station
- Lifeguard Boating Safety Unit
- S.D. Police Harbor Unit
- Navigational Buoy
- Public Restroom
- Public Dock (15 min. limit)
- Public Launching Ramp
- R. V. Pump-Out
- Transient Vessel Anchorage (72 hr. Limit per Vessel)
- Visitor Information Center
- Fuel Dock
- SPECIAL NOTE: The North Ingleham Street Bridge at Fishermen's Channel is scheduled for re-construction from mid-1988 through mid-1990 and will be closed to vessel passage.

Bridge Clearances:

(At Mean Low Tide: 0.9 ft.)

	VERTICAL	HORIZONTAL
Ventura Bridge	42 ft.	116 ft.
So. Ingleham St.	43 ft.	130 ft.
No. Ingleham St.	35 ft.	125 ft.
(See Special Note about construction)		
Depths: (At Mean Low Tide: 0.9 ft.)		
Mission Bay Channel	20 ft.	
Mariner's Basin	20 ft.	
Quivira Basin	20 ft.	
All Other Areas	8 ft.	

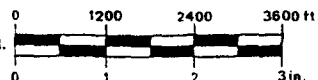
Radio Beacon: (North Channel Jetty)

317 MHz "M 8" ---

SCALE: 1 in. equals approx. 1200 ft.

Map Locations: (Indicated by Circled Numbers)

NO.	LOCATION	MAP REFERENCE
1	Mission Point	1, 3
2	Hospitality Point	1, 3
3	Island/Quivira Point	M, 3
4	Mariner's Point	M, 3
5	Sunset Point	M, 4
6	Dane Basin	M, 4
7	Ventura Point	G, 3
8	South Cove	G, 4
9	Bahia Point	F, 2
10	North Cove	F, 4
11	El Carmel Point	E/F, 2
12	Santa Clara Point	D/E, 2
13	Perez Cove	M, 5
14	Stony Point	G, 5
15	Model Yacht Pond	G, 4
16	Enchanted Isle	F, 8
17	Leisure Lagoon	E, 6



Appendix G

DESIGN GUIDELINES

Prepared by

Wallace Roberts & Todd

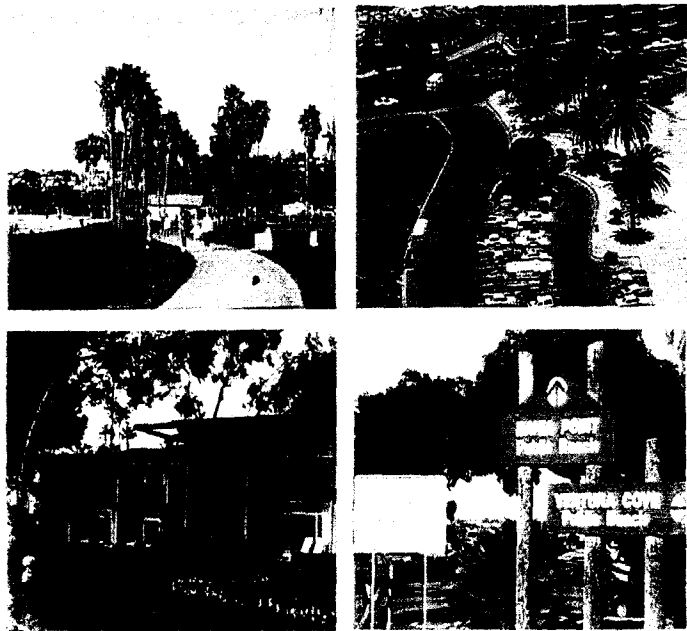
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I. OVERVIEW



This report summarizes the Design Guidelines proposed to guide the continuing development of Mission Bay Park as it further matures into a unique, world-class water-oriented recreation area.

The Design Guidelines address functional and aesthetic issues in the following categories: Site Design, Landscape, Architecture, and Signage. By necessity, the Guidelines are general in nature, not site-specific. As the Park develops, more detailed designs will be conducted on a project-specific basis in accordance with the goals and objectives of the Master Plan Update.

USING THE GUIDELINES

The Design Guidelines should be used as a “baseline” from which to develop project and site-specific design solutions for Mission Bay Park. They provide minimum standards, where necessary, along with specific statements of design intent to help designers generate creative and innovative solutions for all Park improvements.

In the relatively unimproved areas of the Park, namely Fiesta Island and South Shores, the Guidelines should be applied fully as new park improvements are contemplated. In established areas of the Park, the Guidelines should be relaxed where overriding existing conditions preempt their implementation. In such cases, the provisions of the Guidelines should be pursued "to the greatest extent possible," as conditions permit.

SPECIAL PROVISIONS

By virtue of their site layout or level of improvement, some areas of the Park require special design consideration and/ or exemption from Guideline provisions. Reference to such cases is made in the Guidelines under the heading "Special Condition, page 9."



Fig 1: Aerial View of Mission Bay Park
(As described in the Master Plan Update)

II. SITE DESIGN



Site design includes the overall control of views, the organization of public recreation areas, roads, parking and paths, and the types of furnishings required to support recreational activity. The general intent of the Site Design Guidelines is to ensure optimum, secure, and comfortable visual and physical access to the shore areas and water bodies of Mission Bay.

VIEWS AND ACCESS

Mission Bay Park is highly visible from a number of public roadways. These include the southbound lanes of I-5 between Grand Avenue and Clairemont Drive; the westbound lanes of I-8; the Friars Road, Pacific Highway, and Mission Bay Drive entrances; the Midway Drive, Ingraham Street and Sunset Cliffs Boulevard bridges; and Clairemont Drive as it descends from the Clairemont hills, among several surrounding roadways. The Park area visible from any one of these vantage points is called a viewshed.

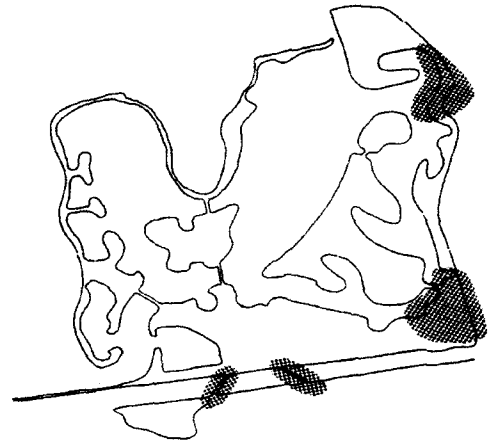
1. **Viewshed Controls:** To ensure as unencumbered and amenable a view of the bay environment as possible, no structure, earthform, or landscape feature should be constructed within the major public view corridors, or viewsheds, so as to impede, diminish or negatively affect the view of the Bay's environment.

2. **Public Access Corridors:** Around Sail Bay and the western coves and basins, views of the Bay from public access corridors should be maintained and enhanced. Palm trees or other landscape features placed along the beach to meet the landscape provisions of these Guidelines should not screen more than half the view of the water as seen one block away from the Park from any of the public access corridors (see Figure 2).

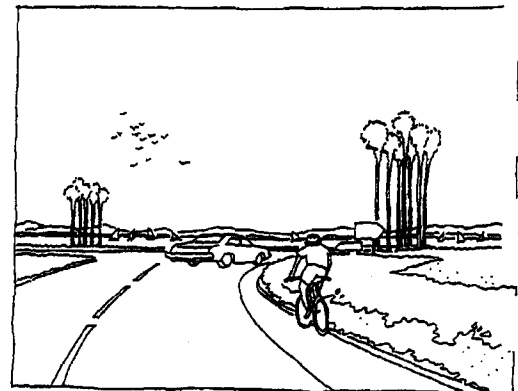
Property owners within 300 feet of any proposed beach improvements affecting private view corridors should be notified and allowed input when such projects are in the schematic design phase.

3. **Billboards:** Consideration should be given to examining and enforcing the City's billboard policy with the aim of restricting the placement of billboards that block the view of the Park from surrounding roadways and public access corridors.

4. **Gateways:** It is normal for entrances to urban Parks to be marked or "posted" by signs and special landscaping. However, Mission Bay Park is characterized by its expansiveness, particularly as seen from the approach roads to the Park. Accordingly, the Park's regional gateways (roadways leading to South Shores, East Shores and Fiesta Island) should stress open views into the Bay, containing as little visual clutter and interference as possible. The arrival experience should be felt like a "release," or open view, rather than a "pinch," or framed view. "Welcome to Mission Bay Park" signs should be part of the gateways, but designed as secondary, not primary, features.



Viewsheds



Gateway

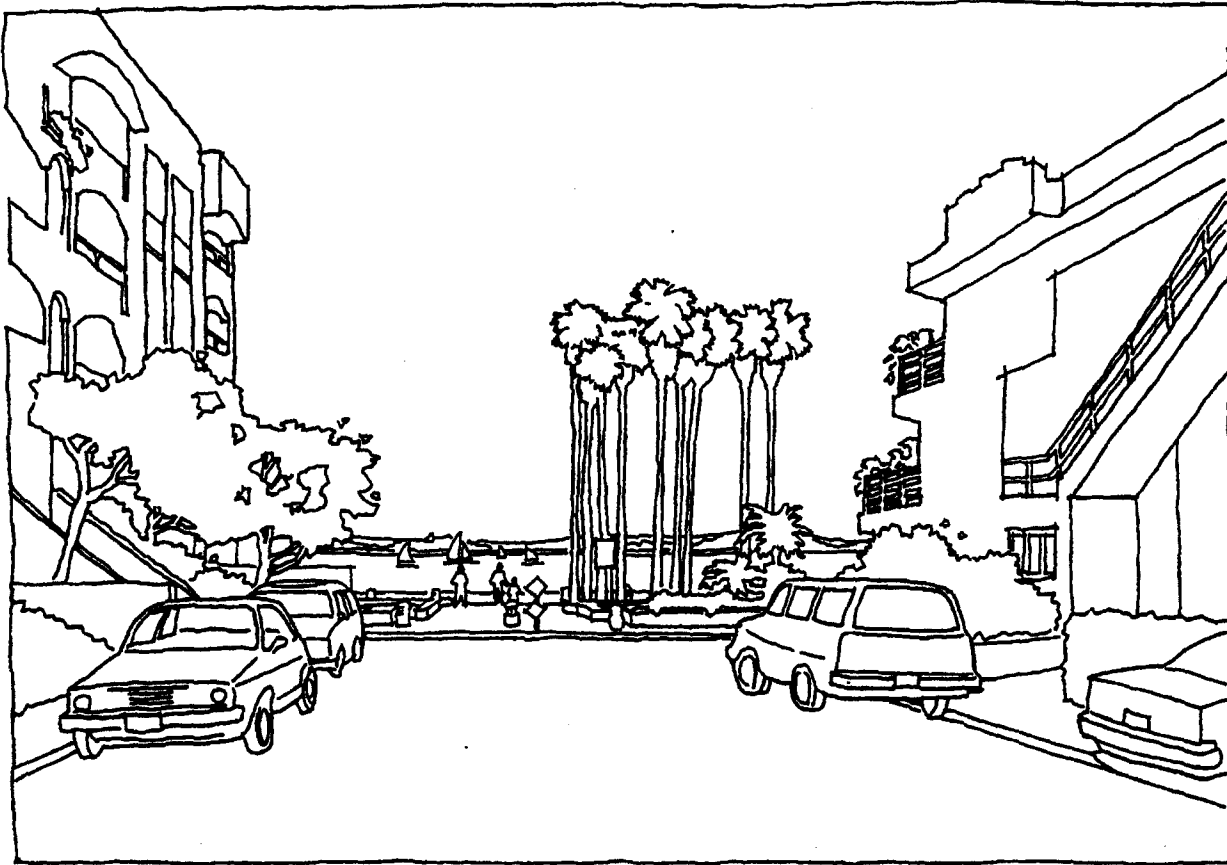
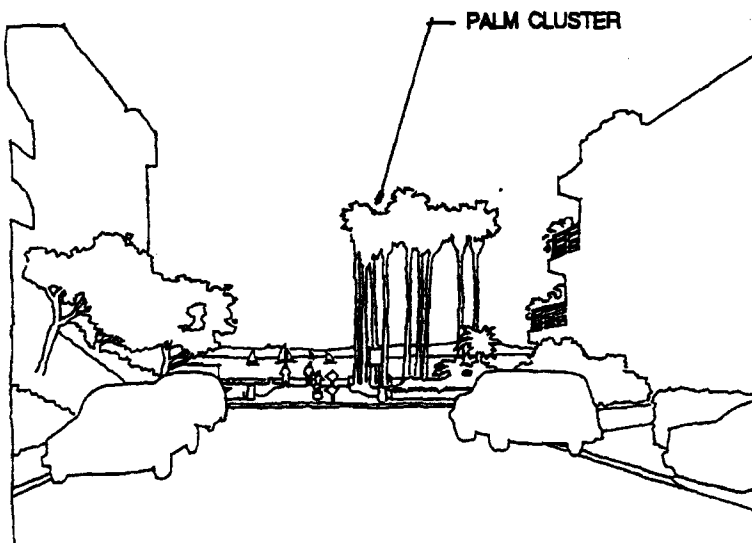


Fig.2: Public Access Corridor

/ EQUAL / EQUAL /
/OPEN VIEW /FILTERED VIEW/



As is discussed further in this report, the perimeter of the Park should have a consistent, naturalistic and coastal-oriented landscape treatment. The intent is for visitors to be aware as they arrive at the Park that they have entered a distinctive area of San Diego. Each entry road, therefore, will function as a gateway, without the addition of artificial, forced "gateway features."

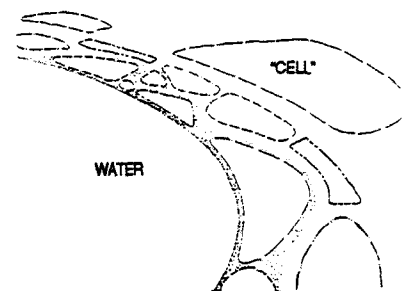
Signage informing visitors of Park events and directing them to their destinations should be part of the Park gateway areas. Such signage, however, should not dominate the view from entrance roadways and paths.

PARKLAND

Parkland is defined as the turfed areas adjacent to the Park's beach and water areas. Parkland areas are used for picnicking, sunbathing, kite-flying, and informal play, and are in very high demand at Mission Bay Park.

5. Water Influence Zone: Following on-site investigations, it has been determined that the primary parkland zone in level areas of the Park lies within 300 feet of the water line. Beyond this distance, the water becomes barely visible and the shore becomes difficult to police. Accordingly, new regional parkland areas should be planned to take maximum advantage of this water-influence zone, providing a variety of recreational environments from wide open beach areas to shady, more intimate picnic groves and open play areas. Roadways and secondary recreation facilities should be planned beyond 300 feet from the shore.

6. Activity "Cells": Within the primary water influence zone, parkland areas should be designed as a series of discrete recreation "cells," each with its own spatial character according to the planned activity it is intended to accommodate. For example, the turfed areas should have both open "cells" for informal play and shaded, palm-planted "cells" more suitable for lounging and picnicking. Some turf areas should be in close proximity to the water, while other areas should be more removed, allowing for a deeper beach.



Activity "Cells"

Similarly, beach areas should contain wide and narrow areas, used, respectively, for play and for sun bathing "out of the line of fire." The "cell" approach will generate a meandering turf frontage offering a variety of views and spaces in what otherwise is a linear, homogenous landscape.

7. Active, Informal Play Areas: Turfed areas lying inward from the park road should be designed to accommodate active, informal play — not scheduled league or tournament activities (excluding Robb Field and the Pacific Beach Athletic Fields). Alternatively, where appropriate, portions of these areas should be mounded or sloped to encourage passive activities with improved views of the water.

8. Restroom Facilities: Restroom facilities should be placed to the rear of the parkland zone, proximate to parking areas for easy service and maintenance and to minimize their obstruction of the water.

SHORE ACCESS

As a water-oriented recreation area, the Park's shore should remain accessible for public use throughout its length. Public access to the shore should be secure and safe, providing sufficient visibility from adjoining facilities and allowing access by patrol and emergency vehicles. In addition, such access should be sufficiently wide to permit the Park's landscape to flow through it, maintaining its continuity along the shore.

9. Public Use Zones: Within leasehold areas, a 150-foot minimum public use zone should be maintained along the beach areas of the shore measured from the mean high water line (elevation +2.01 MSL datum). Along bulkhead or rip-rap areas of the shore, a 50-foot minimum public use zone should be maintained measured from the top of bulkhead or rip-rap. The Park's combined bicycle and pedestrian path should be sited within the public use zone.

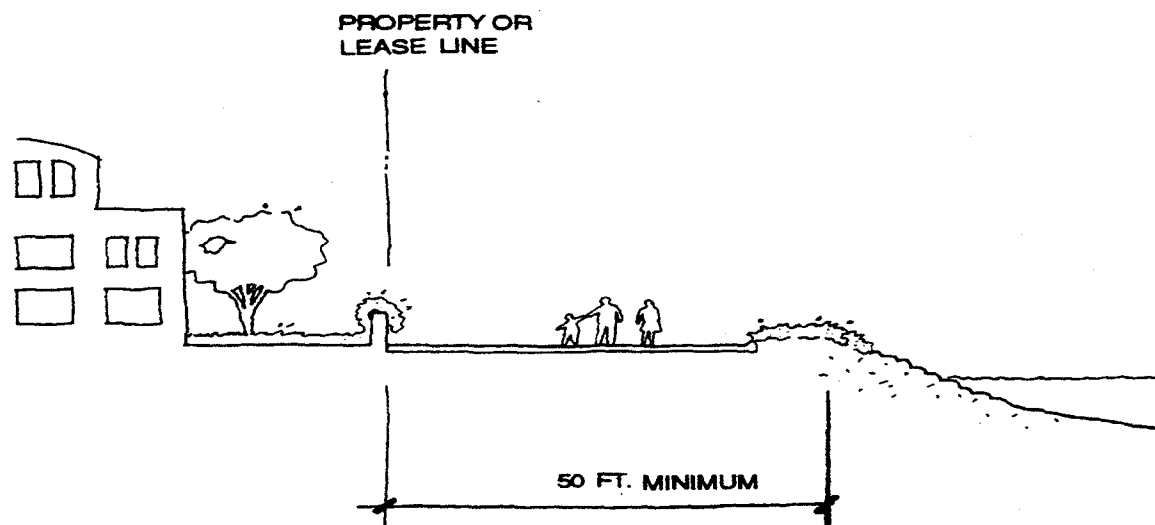


Fig.3: Public Use Zone - Bulkhead/Rip-Rap Areas

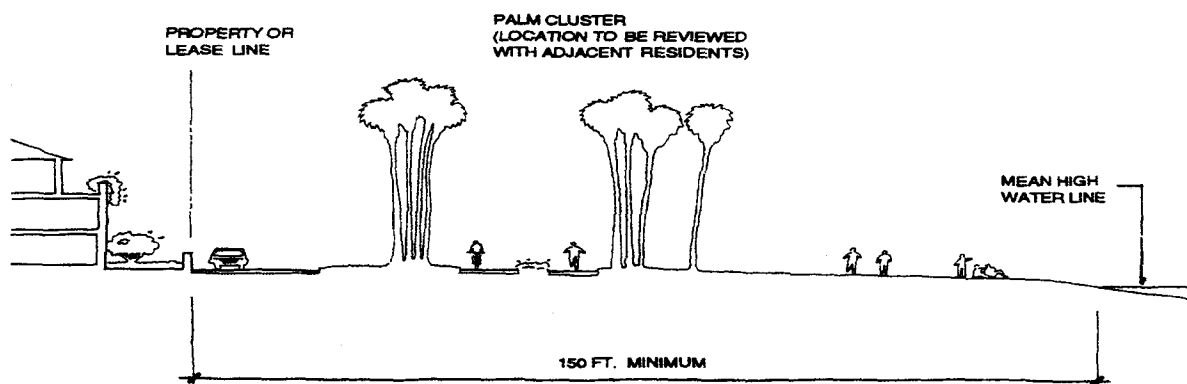
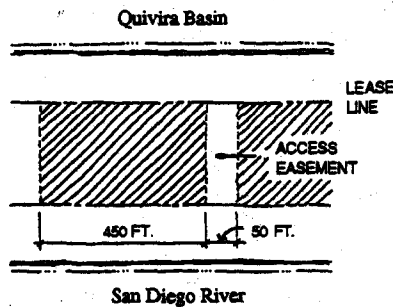


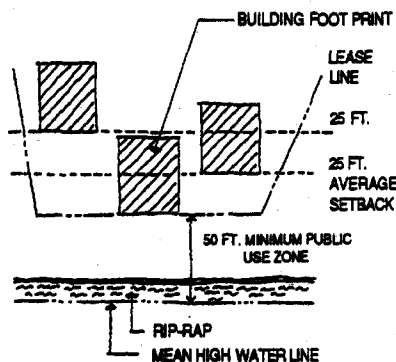
Fig.4: Public Use Zone - Beach Areas



Special Condition - Bahia Point: Because of the narrow land area available for the continuing operation and redevelopment of the Bahia Hotel, the public access zone may be narrower than as stipulated above, so long as a continuous, smooth-curved pathway for bicycles and pedestrians is provided along the entire perimeter of the Point.

Special Condition - Quivira Basin: Due to the proximity of the Bay to the San Diego River in the southern portion of Quivira Basin, access easements between the two shores should be maintained at intervals of not less than 450 feet. For security reasons, and contrary to the public use zone, these would be easements within a leasehold, and should be permitted to be secured after hours. The easements should not be less than 50 feet in width between any proposed buildings.

Special Condition - De Anza Cove: To minimize impact of any proposed development to the envisioned habitat areas at the outfall of Rose Creek, the public use zone should be not less than 100 feet in width on all sides facing the wetland areas, regardless of the shore treatment.



Building Setback

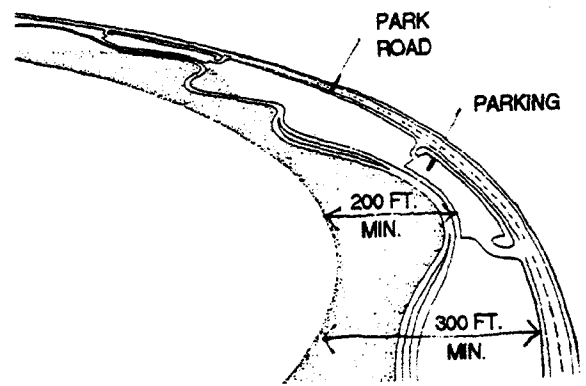
10. Building Setbacks: In leasehold areas, buildings and landscape should be sited with the aim of enhancing the experience and use of the Park's waterfront (see following sections on landscape and architecture). Creating a varied building frontage along the public use zone to allow for landscape planting and other amenities between buildings would support this objective. To this end, buildings shall be set back an average of 25 feet from public use zones.

Swimming pools, terraces, lawn and planting areas should be placed in the setback areas. The intent is to use these setback areas as a means to add interest and visual amenity to the public use zone immediately adjacent to the water. For the purpose of computing the average setback depth, buildings sited beyond 50 feet from the public use zone should not be part of the calculation. This guideline will encourage a varied building frontage ranging from zero to 50 feet, or conversely, a uniform minimum setback of 25 feet from the public use zone.

ROADS & PARKING

The Park's roads and parking areas serve access, emergency and security functions. Such facilities should be conveniently sited to serve the recreation areas of the Park, but without detracting from the landscape, the views, and the physical space required for recreation. Notwithstanding the guidelines that follow, all new roadway and parking improvements should meet design criteria for safety as set by the City's Engineering and Development Department.

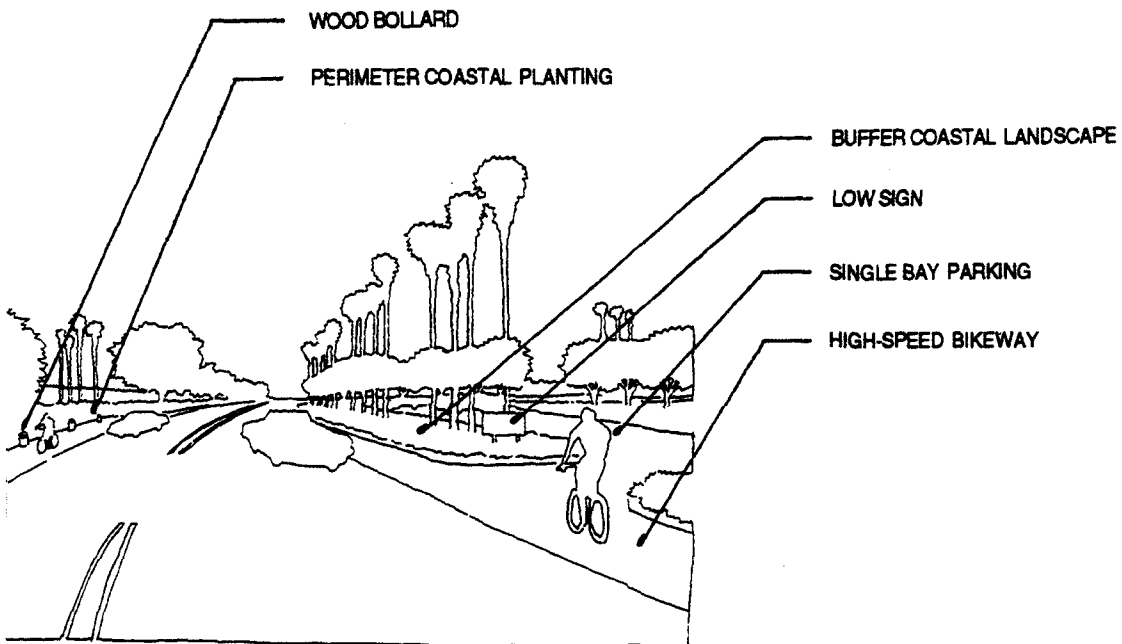
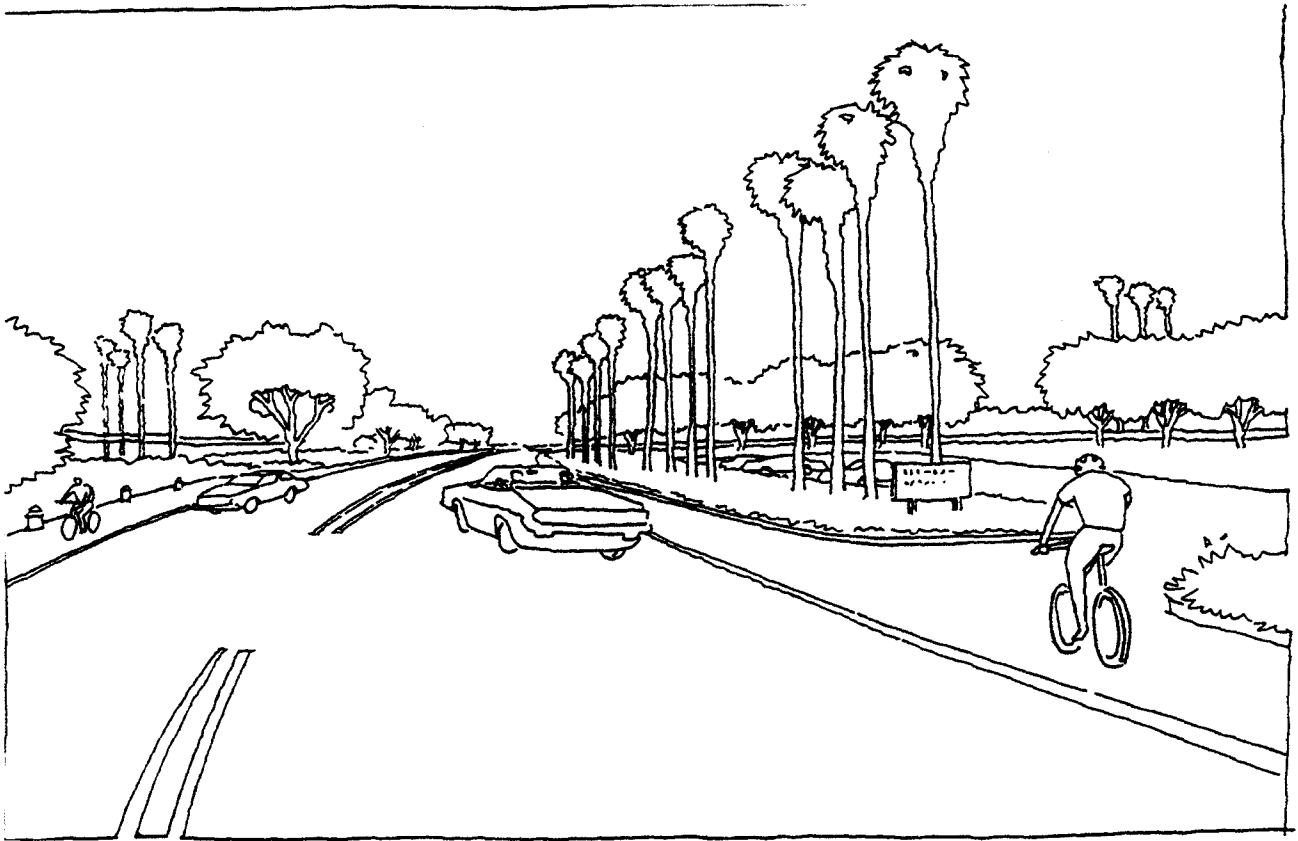
11. Waterfront Clearances: Park roads should be placed outside the 300-foot beach frontage zone wherever possible. Parking lots should be spaced along the road and, where physically possible, not closer than 200 feet from the mean high water line. This guideline will result in a 200 to 220-foot minimum parkland depth, which is adequate for flexible play and recreation and for supervising the waterfront from the park road and parking areas. Parking lots should be limited in size (not continuous) along the park road. This would allow for a greater depth of parkland between the lots, which enhances visual access to the water while creating larger areas for picnics and play.



12. Roadside Parking: To maintain views of the Bay, patrolling of parkland areas, and to enhance circulation safety, curbside parking along the park road should be prohibited in new development areas, and eliminated in existing parkland areas to the greatest extent possible. Any "lost" parking should be regained in the proposed overflow parking area in South Shores, which will potentially be served by a public tram on peak days.

Park Roads & Parking

13. Roadway and Parking Design: To reinforce the Park's unique aquatic identity, roadways and parking areas, and all right-of-way features such as lights, signs, curbing, etc. should be uniquely different in material, form, color and texture from that of surrounding city streets. Asphalt paving, for example, should have a coarser texture, or a different stone for aggregate; curbs could be deleted and colorful landscape brought to the edge of the road (where vehicle control is necessary, bollards in place of curbs should be considered); and street lights and signage poles should be of a distinctive style.



14. Provisions for Persons with Disabilities: The design of parking areas shall comply with the Americans with Disabilities Act of 1992. In addition, water access for persons with disabilities should be provided throughout the Park, where appropriate.

14a. Commercial Parking Standards - The following minimum parking standards shall apply to all new development, additions or redevelopment of existing leaseholds within the Park. Upgrading of existing leaseholds parking facilities can take the form of surface parking, underground parking or parking structure, where appropriate and size requirements permit. The total number of required parking spaces may be relaxed (up to 1/3) where uses overlap within a leasehold and such multiple use is documented by site specific analyses or shared parking studies.

HOTEL	1.0 space per guest room without kitchen
	1.0 space per studio unit with kitchen
	1.0 space per one-bedroom unit with kitchen
	2.0 spaces per two-bedroom unit with kitchen
	1.0 space per 300 gross square feet for hotel operations
RESTAURANT	1.0 space per 200 gross square feet, including outdoor dining areas
BANQUET ROOM	1.0 space per 200 gross square feet
MEETING or CONFERENCE FACILITIES	1.0 space per 200 gross square feet
RETAIL	1.0 space per 500 gross square feet
SCIENTIFIC RESEARCH & DEVELOPMENT	1.0 space per 500 gross square feet
MARINA	1.0 space per three boat slips
BOAT MAKING, REPAIR & SALES	1.0 space per 1,000 gross square feet

SPORTS FISHING 20 spaces per charter fishing
boat mooring space

AMUSEMENT/THEME
PARK Parking requirements shall
be determined by detailed
traffic/parking analyses

BIKEWAYS AND PEDESTRIAN PATHS

Recent statewide, as well as localized, surveys on recreation confirm that walking, jogging and bicycling are highly preferred recreation activities in California. This is also the case in Mission Bay Park according to the telephone survey conducted as part of the Master Plan Update. Functionally, the paths should afford the highest possible degree of safety and suitability for moving around the Park. Because of their high use, the paths should be envisioned as a likely target for the Park's art program, both as a means to guide people to art installations and as art works in and of themselves. In the words of artist David Antin, "the paths should be viewed as a vehicle for 'terrain drama,' whereby sections of the walkways, with the use of distinctive materials, could express the unique qualities of every environment in the Park."

15. Types and location of Paths: The Park's paths serve two main user groups: pedestrians, joggers, and other individuals on foot; recreational bicyclists, in-line roller skaters and other individuals on wheels. To meet the needs of each group, each type of path should be designed as a separate and dedicated Park facility.

The conflict between pedestrians and cyclists/skaters primarily involves individuals that ride for exercise and/or commute on bicycles rather than for a casual, relaxed recreation. The first group, or touring cyclists/skaters, prefers to ride on the park road to avoid potential conflict with pedestrians. For this reason, dedicated class 2, paved bicycle lanes should be provided along the park road, while a "combination" pedestrian and bicycle (low-speed) path should be provided within the parkland, beach and waterfront promenade areas of the Park.

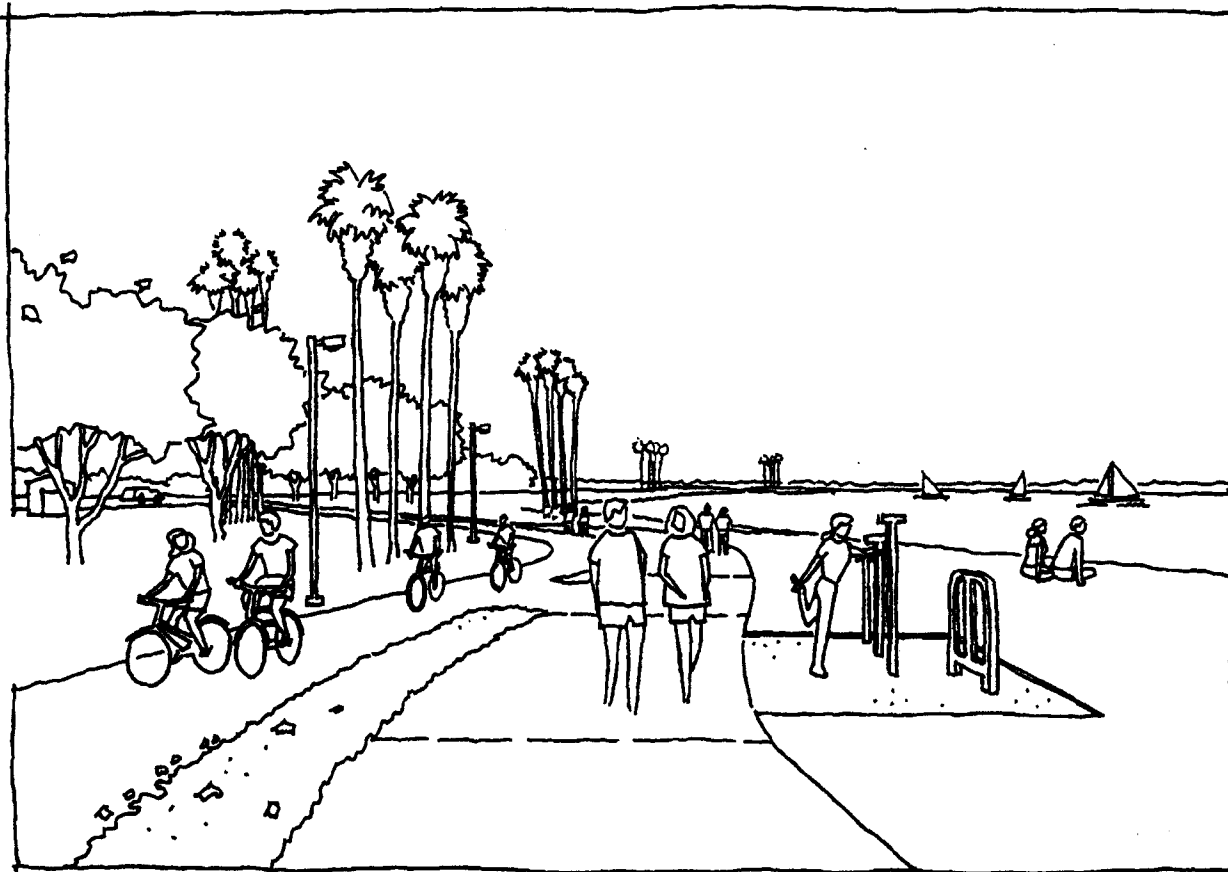
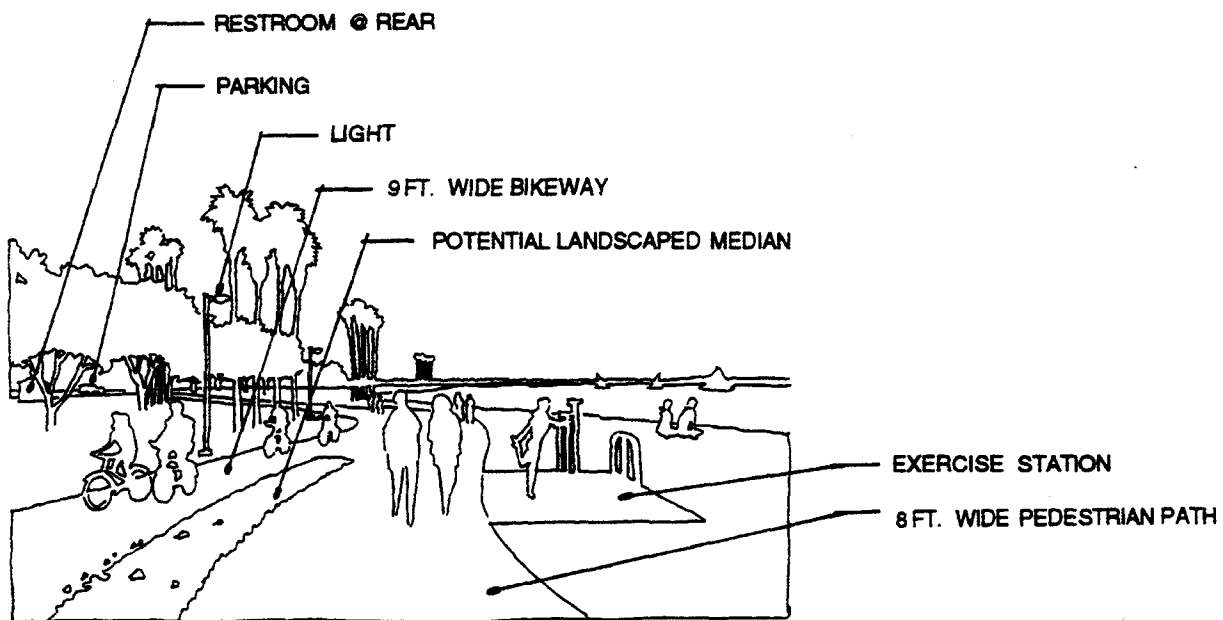
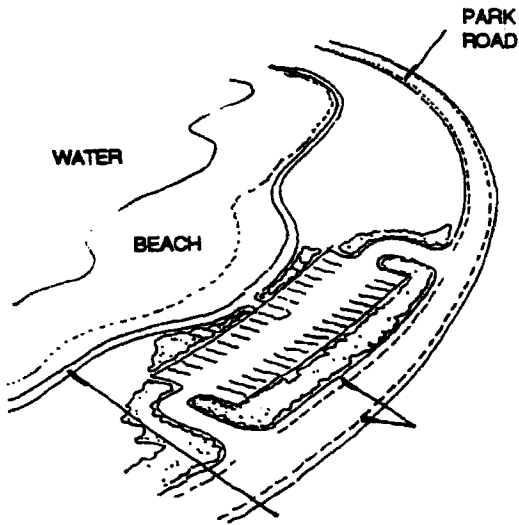


Fig.6: Low-Speed Hikeway and Pedestrian Path





***"Combined" Path & High
Speed Bikeway***

16. "Combined" Pedestrian and Bicycle Path: The combined pedestrian and low-speed (posted 5 m.p.h.) bicycle path should have a minimum width of 17 feet: 9 feet dedicated for bicycles and skaters (and service and emergency vehicles), and 8 feet dedicated for pedestrians. Pedestrians should circulate in the section closest to the water. A four to ten-foot landscape strip should separate the two sections wherever possible. The combined path should also meander along the parkland, varying in proximity to the water to afford as diverse and enjoyable an experience of the Bay as possible.

In constrained, narrow areas of the waterfront, the landscaped median may be dispensed; in such cases, the overall width of the path should not be less than 16 feet, and a painted line should separate the foot path from the bikeway.

In all cases, clearly marked symbols or signage should inform park users of the function of each path.

LIGHTING

Lighting in the Park serves two functions, security and nighttime use. Currently, no areas of the Park are lit for nighttime use, which encourages the use of illicit or undesirable activities while limiting the Park's potential hours of legitimate operation.

17. Parking and Path Lighting: In recognition of their recreational and functional value, the Park paths and parking areas should receive a continuous level of illumination for nighttime use and security purposes. As nighttime use would be less than daytime use, only a portion of each parking lot should be lighted, preferably that area closest to the water to provide residual illumination into parkland or beach areas.

18. Lighting Standards: Lighting should be provided by cut-off, non-glare pole fixtures. The height of light fixture shall be 12 to 15ft above the adjacent surface of the path. 2-1/2 to 3-1/2ft height bollard-type lights should be used where the combined path fronts residential and/or resort hotel areas so as not to affect the nighttime view of the Bay from residences and guest rooms.

The level of illumination should be a minimum of 1/2 footcandle at ground level. Average to minimum uniformity ratio shall be no greater than 4 to 1 within the paved area. Ambient light supplied by surrounding buildings should be considered when determining the lighting requirements for the Park.

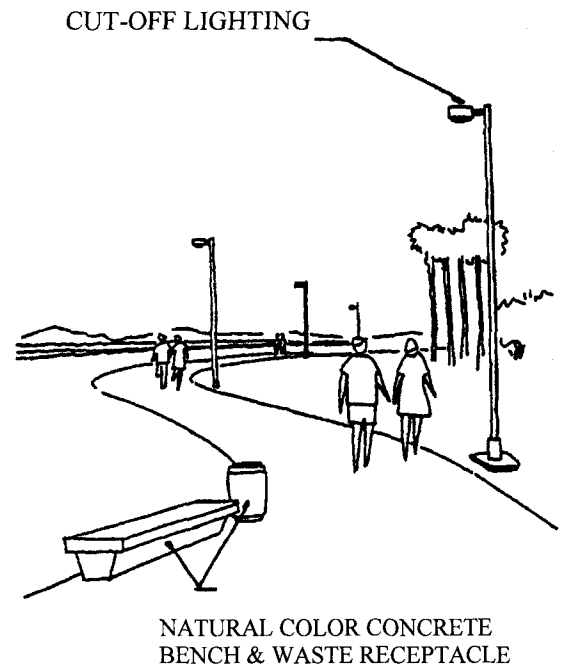
FURNISHINGS AND FENCES

Park furniture includes picnic tables, benches, waste receptacles, drinking fountains, lighting, flagpoles, bike racks, hot-coals dispensers and other miscellaneous features. The Park's furniture should be durable and vandal resistant. More importantly, it should be inconspicuous; that is, be a background element that serves its purpose without detracting from the landscape.

19. Furnishing Standards: The Park's furnishings should be reasonably consistent and compatible in style throughout the Park, and of durable materials and forms that blend with the landscape. Light sand blasted, natural color concrete is a durable and inconspicuous outdoor furniture material. It should therefore be predominant in the Park.

To blend with the landscape, any necessary metal furnishings, such as bike racks, for example, should be painted in neutral, matte tones, or be plastic coated. Bike racks should be placed to the land side of the bicycle path. Free-standing, portable, metal waste receptacles should be phased out.

20. Fences and Walls: One of the amenities of Mission Bay Park is its openness. In most areas of the Park, the eye can rove around without being obstructed by walls, screens and other barriers. Some barriers are unavoidable, how-ever, such as fences between public areas and private leaseholds. In such areas, utility or security fences should be as inconspicuous as possible and be screened by landscaping. In no case should barriers, hedges or fences exceed a height of 7 feet; taller fences would become too prominent in the context of the Park and begin to be seen as a visual barrier rather than an access control feature.



Lighting & Furniture

III. LANDSCAPE



The general aim of the Park's landscaping is to help define Mission Bay Park as a special recreation resource, uniquely different from other City parks in form and character, and attuned to the Bay's coastal setting. It is also an objective to reduce the consumption of water for irrigation by emphasizing the use of drought-tolerant plants wherever not in conflict with the Park's recreation and land use functions. To meet these objectives, and to ensure that the Park's landscape efficiently accommodates the various planned recreation activities, four broad landscape types are recommended: Beach/Coastal Strand; Coastal Sage Scrub; Mediterranean; and Parkland. These landscape types reinforce the overall land use pattern proposed for the Park as defined in the Master Plan.

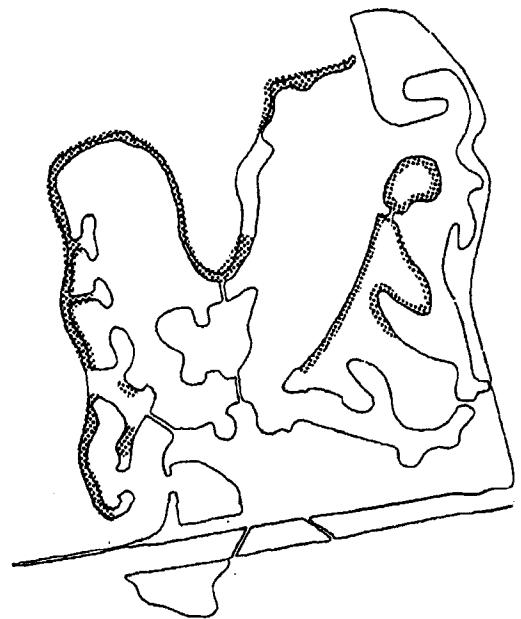
BEACH/COASTAL STRAND

The Beach/Coastal Strand landscape is associated with the open beach areas, such as in Sail Bay or the west side of Fiesta Island.

21. Coverage and Intent: In the Beach/Coastal Strand landscape, the sandy (beach) areas should be “backed up” by front line dune and strand plants such as Beach Sand-Verbena (*Abronia maritima*, *A. umbellata*), Beach Evening Primrose (*Oenothera* spp.), and Beach Saltbush (*Atriplex leucophylla*). The placement of these plants should be restricted to buffer areas and non-activity zones like the stretch on Sail Bay between the public path and the residential fencing. The intent is twofold: 1) to add low-scale color and texture to the long stretches of sand, and 2) to create more naturalistic recreation areas emphasizing the native coastal landscape.

The Beach/Coastal Strand landscape should also border the Park’s existing and proposed marsh areas so as to establish and ecologically integrated wetland and upland landscape to the greatest extent possible.

22. Use of Palm Trees: Mexican Fan Palms should be among the plants to be considered in the Beach/Coastal Strand landscape. These plants would break the long stretches of sand providing shade and more intimate gathering areas. The palms should be placed in widely spaced clusters, sited to minimize their impact upon the views from adjoining homes, apartments or Park access roads. Palms should not be placed in the vicinity of Least



Beach/Coastal Strand

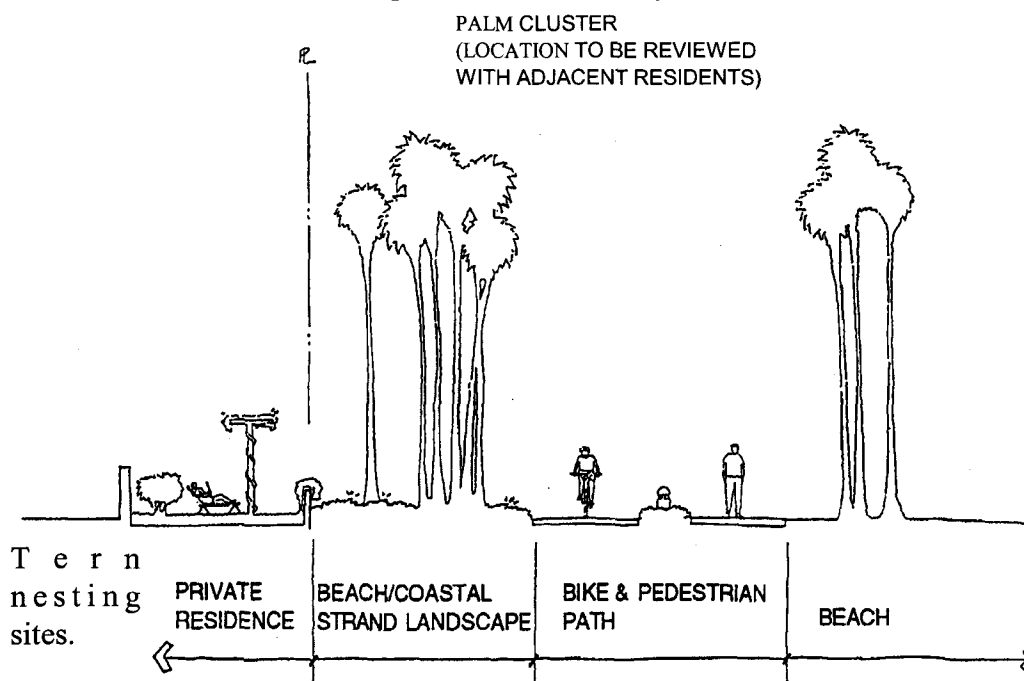


Fig.7: Beach/Coastal Strand Landscape at Sail Bay

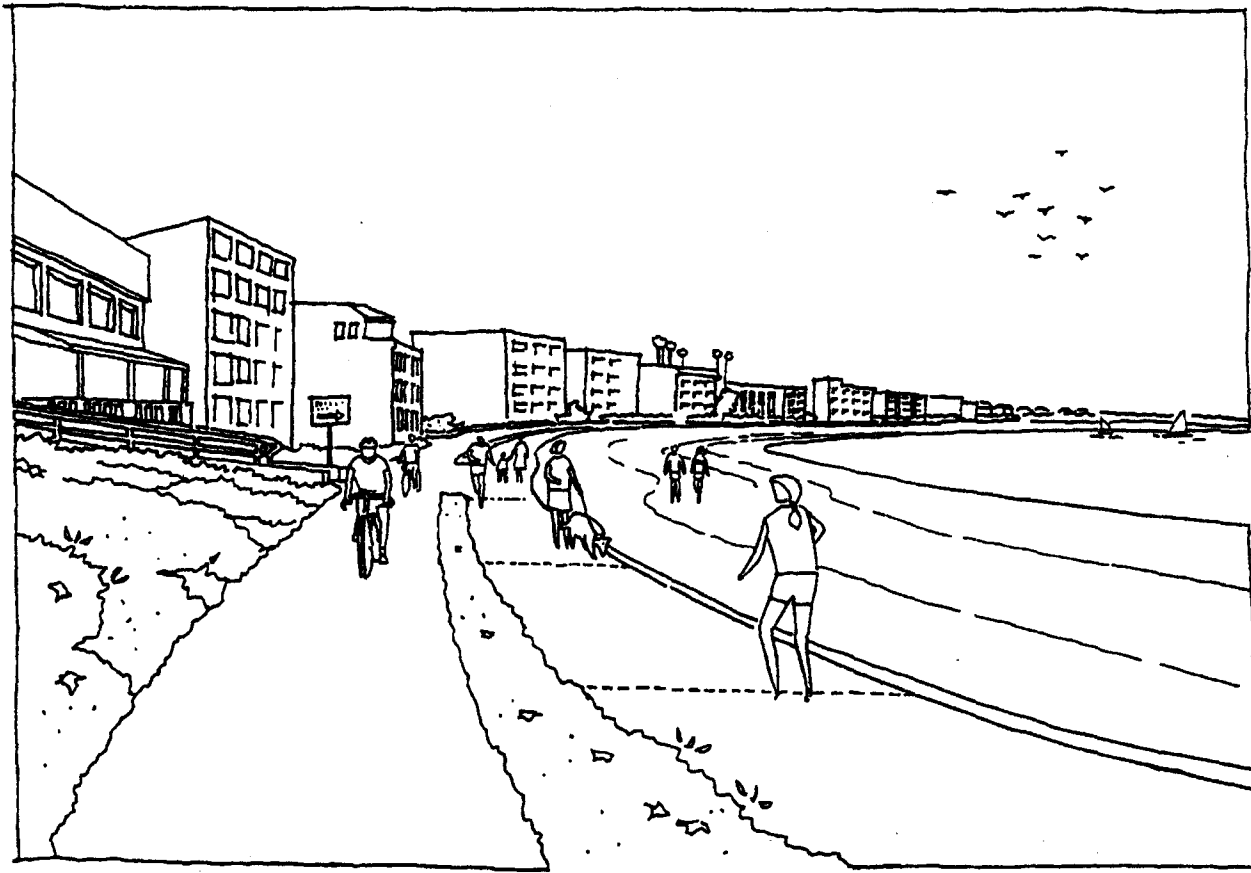
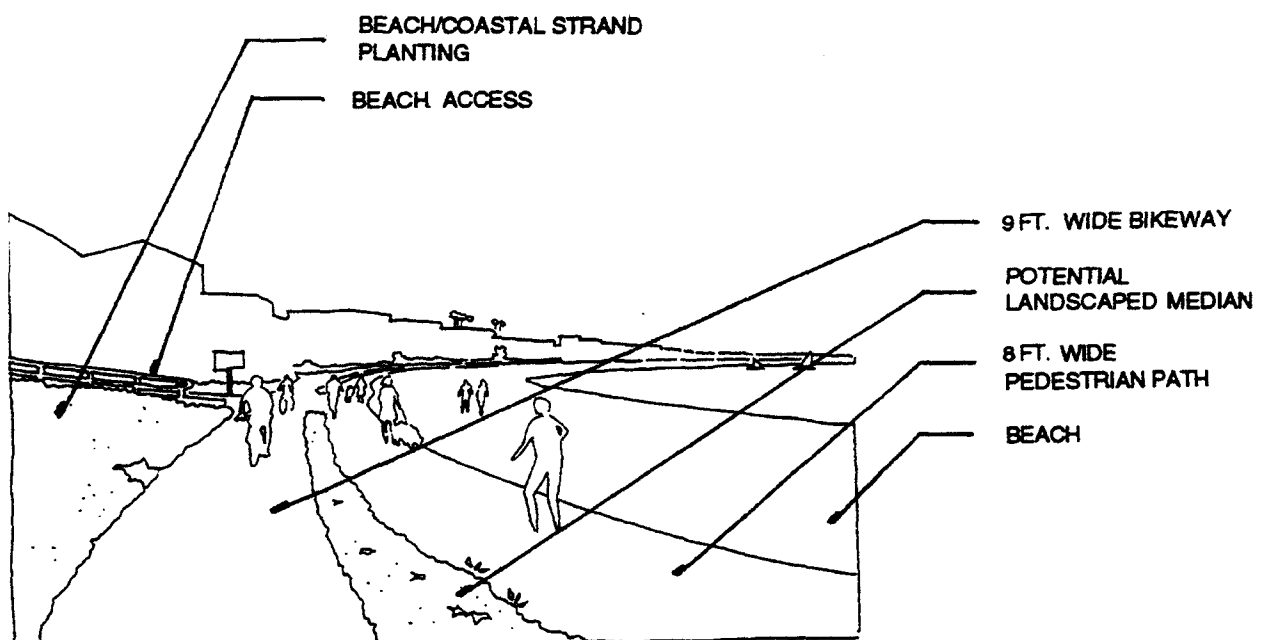


Fig.8: Beach Side Landscape



COASTAL SAGE SCRUB

The Coastal Sage Scrub landscape is associated with the Park's upland habitat areas, buffer and perimeter areas, and non-recreational areas such as roadway berms, parking islands, etc.

23. Coverage and Intent: This landscape consists of shrubs, ground cover, palms and trees typical of the coastal environment such as Coreopsis (*Coreopsis* spp.), Bush Poppy (*Dendromecon harfordii*, *D. rigida*), California Sagebrush (*Artemisia californica*), Wild Lilac (*Ceanothus* spp.), Hollyleaf Redberry (*Rhamnus crocea ilicifolia*), Torrey Pine (*Pinus torreyana*), Coastal Live Oak (*Quercus agrifolia*) and Coral Tree (*Erythrina* spp.). These types of plants are drought-tolerant, require little sustained maintenance, and impart a naturalistic character appropriate to a coastal environment. Accordingly, all areas of the Park not directly used and dedicated for active recreation and play should be landscaped with Coastal Sage Scrub plant species. Such areas include upland habitat areas as defined in the Plan, land bordering natural preserves, the stretch of land in East Shores between Mission Bay Drive and I-5, other roadway berms, parking islands, and areas around directional signs, gateways, utility buildings and fences.

The placement of the Coastal Sage Scrub plants should be naturalistic rather than linear or geometric. This will permit the "micro-management" of the landscape to account for special public views, entrances, low or high terrain, etc. Coordination with Caltrans should be exercised to achieve an integrated perimeter landscape between I-5 and Mission Bay Drive.



***Coastal Sage Scrub Landscape
(Main Areas)***

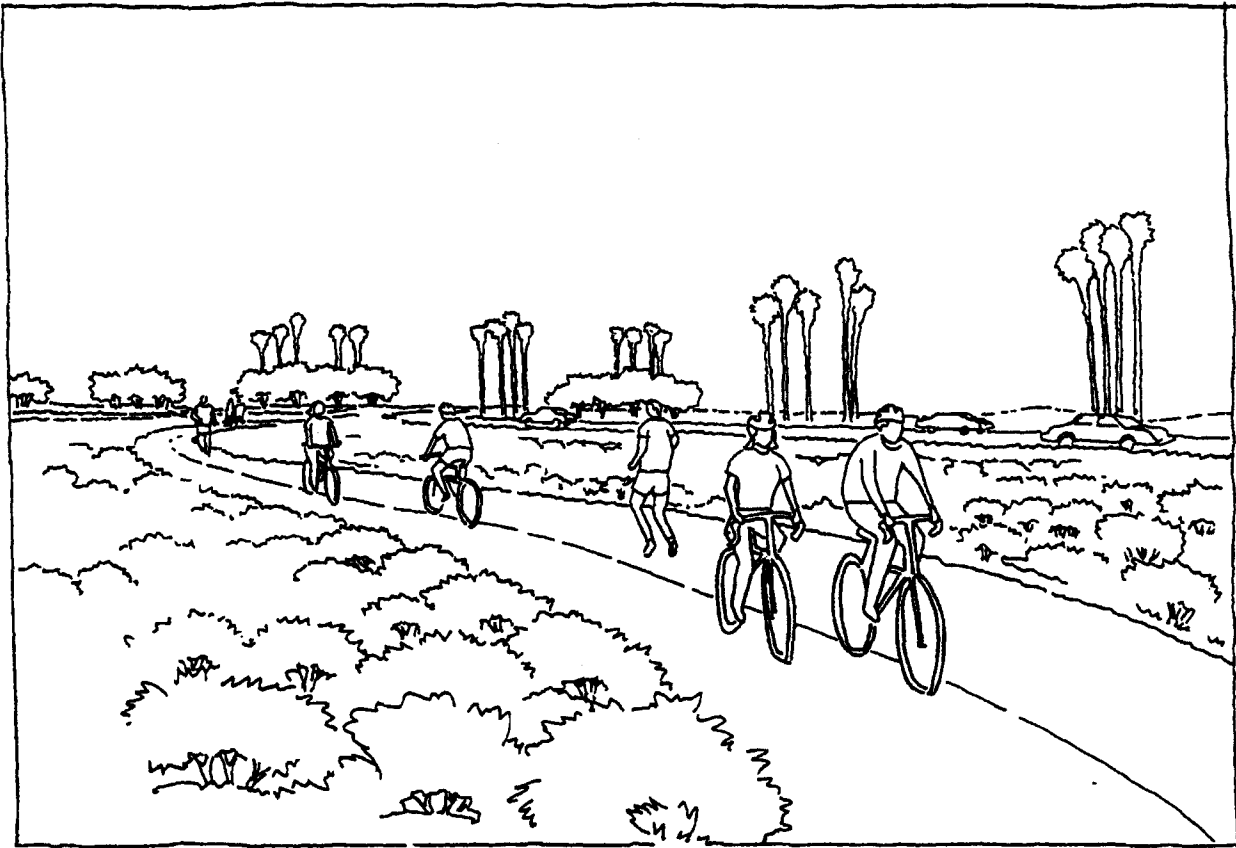
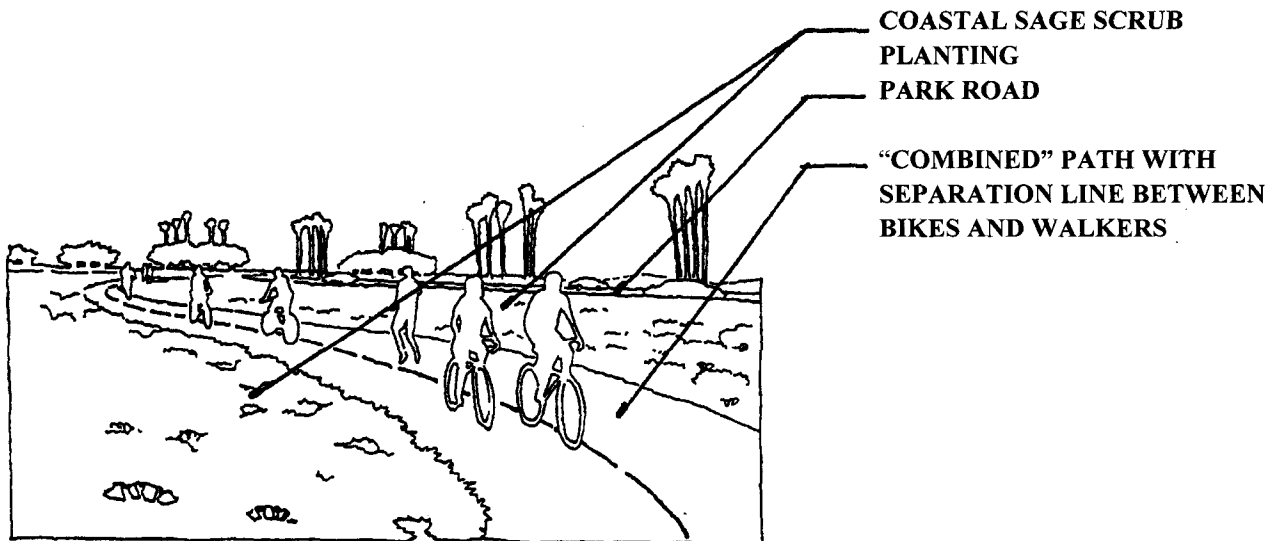


Fig.9: Coastal Sage Scrub Landscape

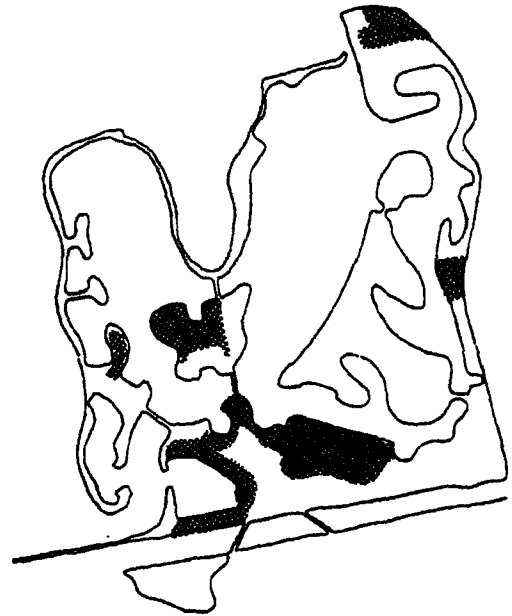


MEDITERRANEAN

The Mediterranean landscape is associated with the resort hotels, theme park, and other commercial and non-profit lease areas in Mission Bay.

24. Coverage and Intent: The Mediterranean landscape consists predominantly of native plants and selected, drought-tolerant species endemic to the world's Mediterranean climates. A typical plantscape would include exotic plants such as Bougainvillea (*Bougainvillea* spp.), Jasmine (*Jasminum* spp.), Lantana (*Lantana* spp.), Jacaranda (*Jacar-anda mimosifolia*), and Date Palms (*Phoenix* spp.), and natives such as Aloe (*Aloe* spp.), Yarrow (*Achillea* spp.), Lupine (*Lupinus* spp.) and Mazanita (*Arctostaphylos* spp.). This class of plants is colorful, attractive, water conserving, and highly appropriate in resort areas, hotels and other pedestrian-intensive areas. Canopy trees like Eucalyptus or non-native conifers are inappropriate to the Bay's coastal setting and should not be permitted. Similarly, plants native to the tropics such as Hibiscus, Philodendron, Musa, etc., should be avoided.

The Mediterranean landscape should also emphasize the use of textured paving, planters, arcades, and pergolas; features that can showcase the plants and mediate between the buildings and landscape.



Mediterranean Landscape

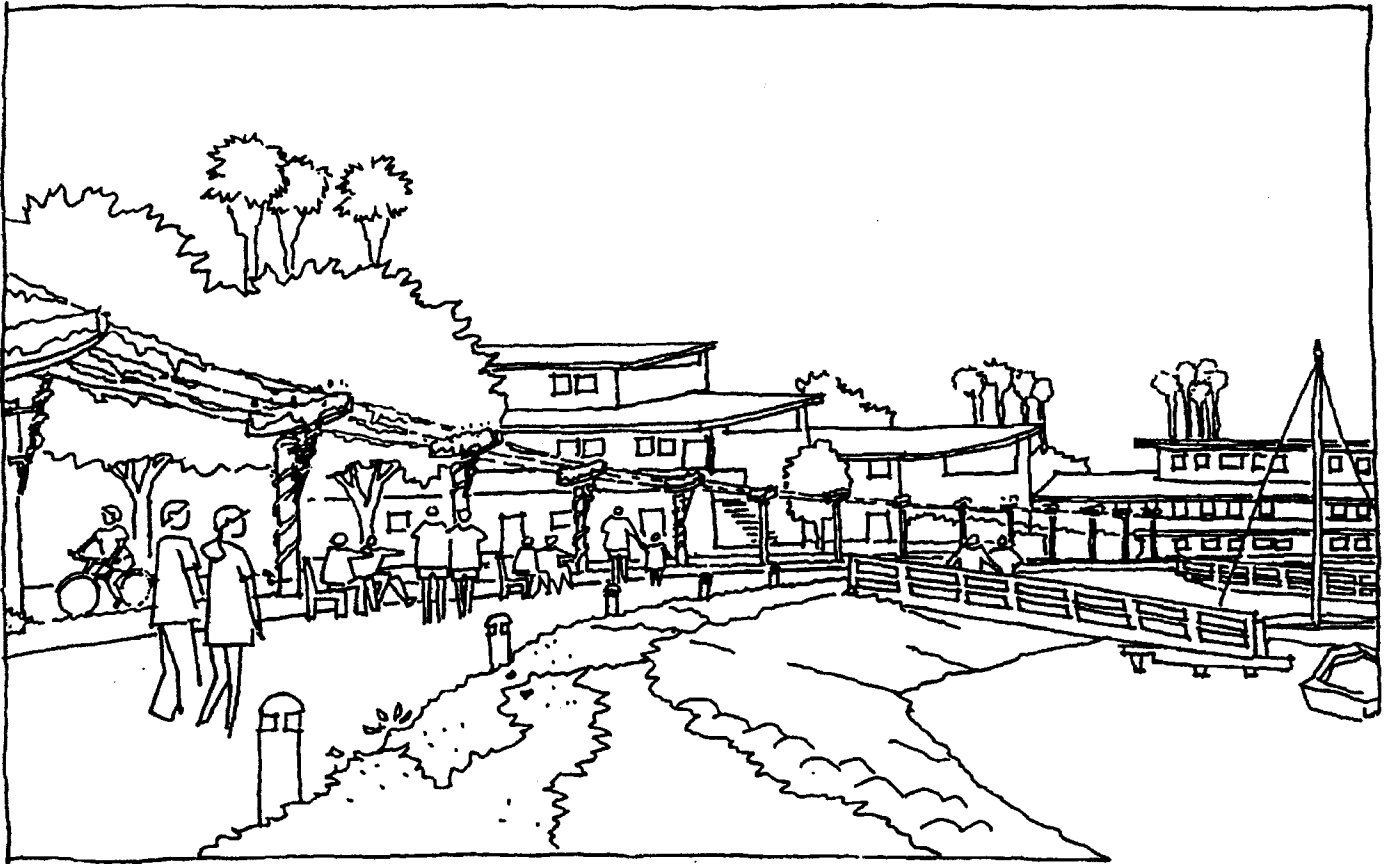
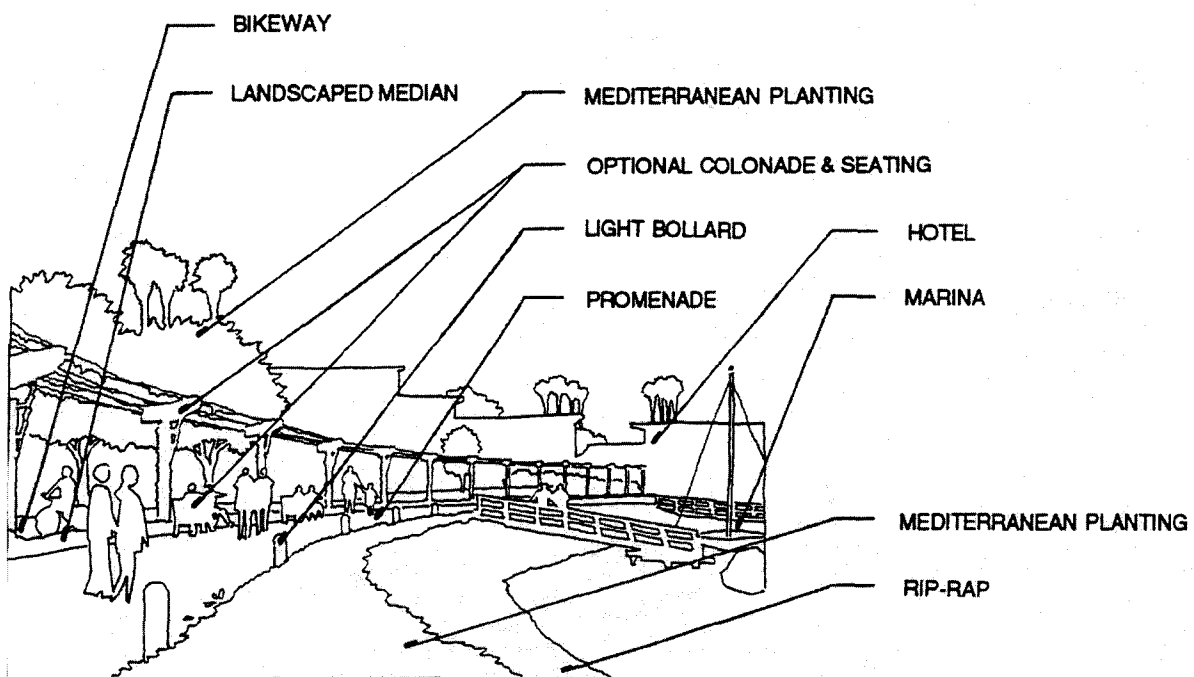


Fig. 10: Mediterranean Landscape

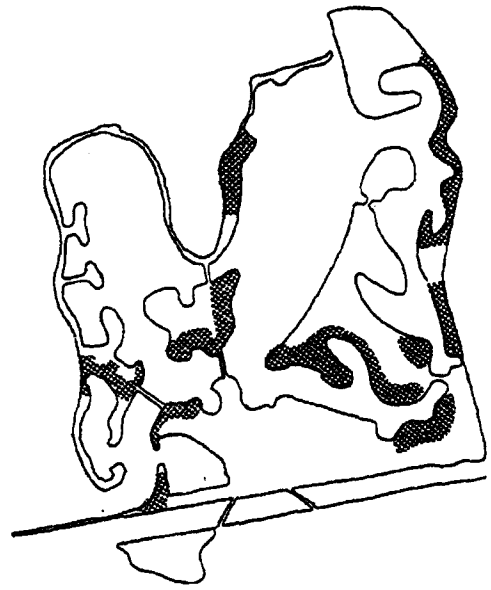


PARKLAND

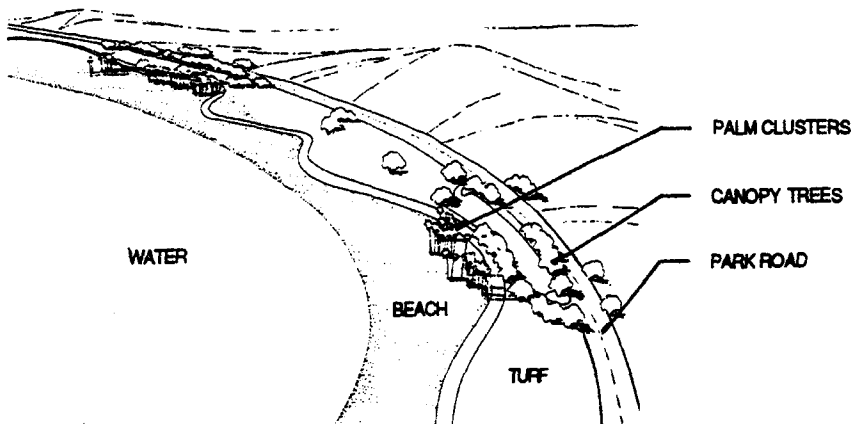
The Parkland landscape is associated with the more intensive recreation areas requiring turf coverage, openness, and proximity to the shore and beach areas.

25. Coverage and Intent: Because turf areas are regularly mowed, fertilized and irrigated, the Parkland landscape is high in maintenance. To minimize the use of water, reduce the use of chemicals and fertilizer that can pollute the Bay waters, and to reduce the Park's overall maintenance burden, turfed areas in the Park should be restricted to the areas planned for picnicking and active play. Edges, buffer zones, parking islands and other non-recreation areas within the Parkland zone should revert to the Coastal Sage Scrub landscape. Swales should be provided in the Parkland areas to channel and collect irrigation and precipitation runoff to the extent possible. This would further reduce the potential for contamination of the Bay waters.

Canopy plants within the Parkland areas should consist mostly of native palms and drought-tolerant trees like the Mexican Fan Palm (*Washingtonia robusta*), Cork Oak (*Quercus suber*), New Zealand Christmas Tree (*Metrosideros excelsus*), Rustyleaf Fig (*Ficus rubiginosa*) and Coral Tree (*Erythrina* spp.). Palms and other trees should be arranged in bundled drifts along the length of the Parkland, with the palm trees closer to the shore, and the canopy trees closer to the parking areas and park roads. The intent is to create alternating open and enclosed areas along the Parkland areas, and increasingly open views of the water as the shore is approached. As in the Mediterranean landscape, Eucalyptus trees should not be permitted.

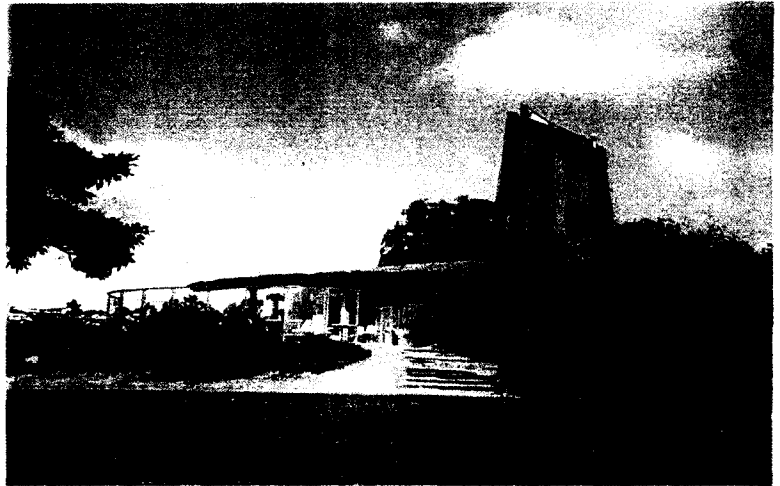


Parkland Landscape



Typical Parkland Area

IV. ARCHITECTURE



The architectural guidelines apply to the design of new facilities, as well as to the renovation/rehabilitation of existing ones. In the latter case, however, exemption to the Guidelines should be considered, depending on the degree to which the Guidelines conflict with a project's feasibility or otherwise result in unreasonable design solutions. In such cases, the qualitative spirit of the Guidelines should be followed in lieu of their specific, quantitative provisions. This criterion applies equally to private and public buildings, including restroom buildings and picnic shelters.

OVERALL INTENT

26. Architectural Character: The character of the Park buildings, whether private or public, can contribute significantly to the image of Mission Bay as a water-oriented recreation environment. As the Bay is a unique feature in San Diego, so should be the Park's architecture. For this reason, the Park's architecture should be contemporary and responsive to the aquatic environment, avoiding excessive or exaggerated thematic styles.

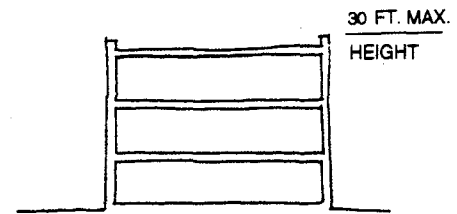
The intent is to preclude from Mission Bay Park a “theme park” architecture. Rather, through the manipulation of building form, details, materials and color, the Park’s architecture should aim to capture and express the special marine quality of the Bay. This objective does not intend to establish a uniform aesthetic for the Park nor should it be construed as limiting design creativity. On the contrary, each Park building should strive to achieve a uniquely appropriate interpretation of the Bay’s landscape context according to its site, function, and intended user.

BUILDING HEIGHT AND MASSING

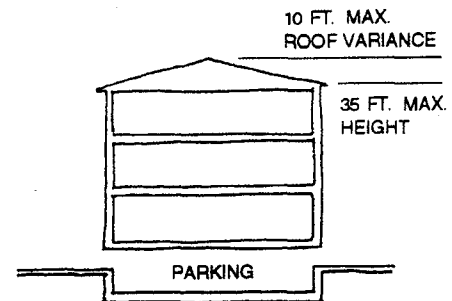
27. Low Rise Emphasis: Mission Bay is an expansive area with wide and open views of the ocean from the surrounding hillsides. Low-scale buildings reinforce the open quality of the bay while minimally obstructing views to the sky and distant landforms. For this reason, and in recognition of the public mandate for a 30-foot height limit within the City’s coastal areas (Municipal Code ~~101.0451~~ 132.0505 ⁽¹⁾), the Park buildings should continue to be low-rise, except in the SeaWorld leasehold where the voter approved amendment to the City’s Coastal Zone Height Limit Overlay Zone (Proposition D, 1998) would potentially allows building heights to a maximum of 160 feet, subject to the requirements of the Coastal Act and the Sea World Master Plan. Development within the leasehold shall be governed by the Sea World Master Plan, in addition to the Coastal Act and the Mission Bay Park Master Plan Update.

28. Roofscape Variance: Three levels of habitable space can be achieved within the current allowable 30-foot height limit. However, as floors normally require a nine to ten-foot ceiling height, only a flat roof profile is possible under the current height restriction on three story buildings. Given the visibility of the Park from high vantage points (surrounding hillsides, Sea World Tower, airplanes), more varied, appealing roof profiles (sloped roofs, for example) is highly desirable. In addition, if properly designed, sloped roofs can help reduce the mass of buildings and soften their presence in the landscape.

In recognition of the above, a 10-foot “roofscape variance” should be pursued for the Park buildings to promote the design of more interesting and graceful roof profiles.

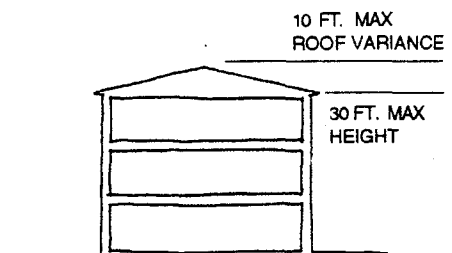


CURRENTLY PERMITTED



PROPOSED

- QUIVIRA BASIN
- DANA INN

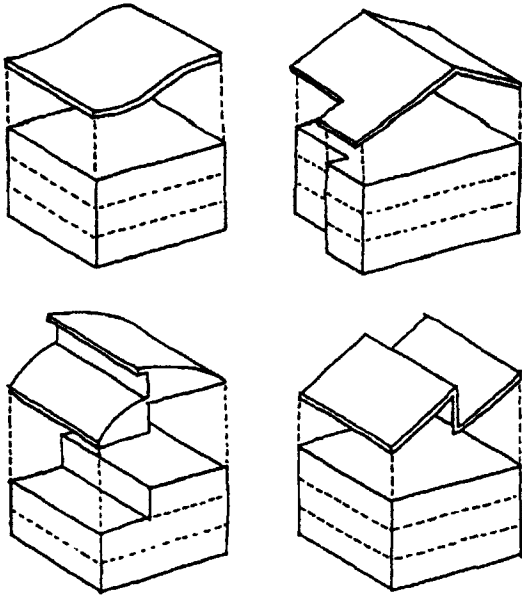


PROPOSED

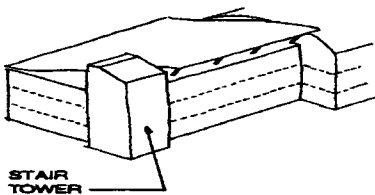
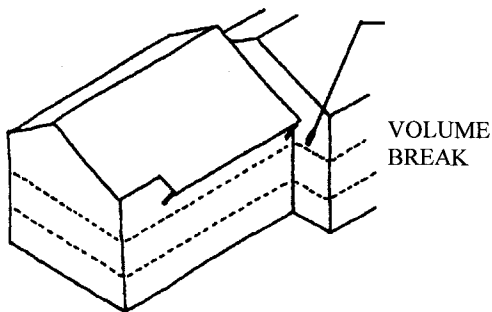
- BAHIA POINT
- VACATION ISLE
- SOUTH SHORE
- DANA LANDING

Building Height

1. This section was renumbered in the adoption of the Land Development Code on 1/1/2000.



Roofs



Building Massing

Therefore, the maximum building height should be 40 feet. This height increase should be strictly limited to roof forms. No additional habitable space should be gained as a result of this guideline.

Special Condition - Quivira Basin and Dana Inn:

Because of the limited land available for development in these lease areas, it would benefit the Park to have one level of parking below any new proposed development. More land would then become available for landscaping and other site amenities. To implement this measure, the overall habitable building height should increase to 35 feet in these two areas, which allows half of a parking level to be placed below grade. With the addition of the 10-foot "roofscape variance," the overall permitted height in Quivira Basin and the Dana Inn would increase to 45 feet.

29. Roofs: Because of the Park's prominence from high vantage points (surrounding hillsides, Sea World Tower, airplanes), buildings should have well conceived, interesting roof profiles that can add grace to the architecture and unify the building masses from above (See Guideline 27). More importantly, roofs can also help express the interaction between land and air inherent to a coastal environment, where the latter transforms itself into condensing currents as it rises over the coastal landform. Roofs, therefore, should be sloped, stepped, curved, or otherwise shaped to provide a graceful transition between the sky and the building massing.

Excessively long and/or repetitive roof profiles should be avoided. Rather, roofs should be "sectionalized" or divided into segments following the breaks in the building massing.

30. Building Massing: Ground level views of the Bay are characterized by horizontal streaks of color corresponding to the Bay's water, rip-rap, sand, marshes, grass and in certain directions the hills surrounding Mission Bay. Buildings can either enhance or detract from the Bay's horizontal visual disposition: if the building's massing is long and uninterrupted, creating a new horizontal band, the character of the landscape will be diminished. Contrarily, if the building massing is interrupted, allowing vertical divisions between building blocks, the landscape streaks will be accentuated and enhanced.

Accordingly, buildings in Mission Bay Park should stand contrast to and accentuate the Bay's inherent horizontal visual character. Building massing should be broken at suitable intervals to establish consistent vertical planes, recesses, openings or projections that can act as counterpoints to the landscape. Vertical features may include building end walls, building side walls at jogs or insets, stair towers, or other special features.

MATERIALS AND FACADE TREATMENT

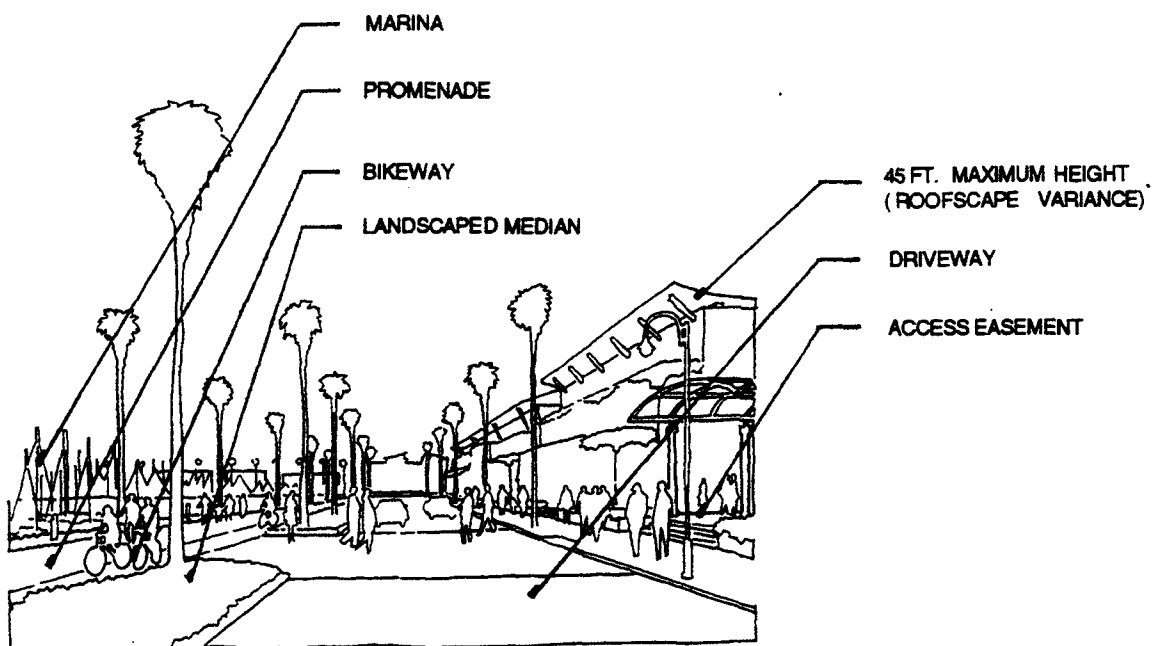
Building materials have, as all objects do, an "emblematic" value or evocative quality. Stone, for example, is often used in institutional buildings because of its "staid" quality evoking stability and permanence. In Mission Bay Park, the "emblem" is the water, the sky, the shore, and all of the Park's marine components. To this end, building materials, their form, and assemblage should be perceived to accommodate the marine environment, both in function and empathy.

31. Facades: "Heavy," staid materials such as stone or concrete add visual weight to a building. Accordingly, such materials should be used on the lower parts of the buildings, as if to "anchor" the mass to the ground and "stand-up-to" the elements. Conversely, "lighter" materials such as wood, metals, or plaster panels should be used on the upper portions of the building, as if to embrace the elements. The intent is to make the building facades increasingly "lighter" as they rise from the ground. To this end, wall openings and recesses should appear to increase in area, and columns and posts diminish in girth as the facade rises.

32. Roof Materials: Heavily textured, dark-tone roof materials (such as clay barrel tiles) tend to "weigh-down" a building, contrary to the facade treatment intent. To mitigate their visual weight, clay barrel tiles roofs, for example, should terminate on a narrow eave and be suspended on posts or columns rather than rest on wall sections. In addition, the tiles should be buff or pale in tone rather than bright red or dark terra-cotta.



Fig. 11: Potential Development of Quivira Basin



Preferred roof materials should be flat, smooth and light tone tiles, standing seam panels, corrugated metal sheets, fiberglass or wood shingles. Wood trellises and canvas fabric should also be considered appropriate features of the Park's roofscape.

33. Ornamentation: Marine environments require highly efficient organisms. For the Park's architecture to reflect such an environment, the use of materials should, too, be efficient. Efficiency means an "economy of means". Accordingly, superfluous or excessive ornamentation and finishes should be avoided. To this end, materials should remain natural or be painted and stained to retain their natural textures wherever possible.

34. Colors: Because the sky's changing light is one of the key qualities of any coastal environment, how the Park buildings capture its hues throughout the day should be an important design consideration. Dark colors absorb light and remain impartial to the ambient light. Light colors, on the other hand, reflect ambient light and become participants of the natural landscape. If large surfaces need to receive paint, such paint should be light in hue and of varying shades to afford a variety of reflections of atmospheric light.

"Light" colors should not include pure white, which can be highly contrasting and jarring to the eye in a bright, sunny atmosphere. Rather, off-white, amber or limestone hues are appropriate along with light pastels. Bright, more playful colors should be restricted to the detail of the object, not its overall mass.

V. SIGNAGE



Signage is an integral and necessary component of the Bay's landscape. Signage is normally of four types: commercial, informational, interpretive and regulatory. Commercial signage includes, for example, the entrance sign for a resort hotel. Informational signs normally include directories, facility schedules, recreation rules, etc. Interpretive signs provide explanatory information about natural or cultural features, while regulatory signs set legally enforced rules, like speed limits.

Little coordination has been exercised in the past in the design of all of the Park's signs. The result is a "world" of signs, each of a different shape, color and character. For this reason a comprehensive and detailed design program should be undertaken for Mission Bay Park with the aim of integrating commercial, informational, interpretive and regulatory signs into a coordinated system unique to the Park.

SIGN STANDARDS

35. Coordination with Existing Signs: The Park signage should be conceived as a system of symbols that set the Park apart from other city environments. The Park's existing wood, teal and white directional signs go a long way in achieving this objective. Other signs should follow suit, employing a similar wood base and bright, contrasting colors.

36. Sign Placement: If improperly placed, designed or lighted, signs can detract from views and other landscape amenities. Tall signs, for example, can unnecessarily detract from the bay's skyline. Accordingly, signs should be placed, designed and lighted so as to minimize, on a case by case basis, the visual impact upon significant views of the Park and its surrounding environment.

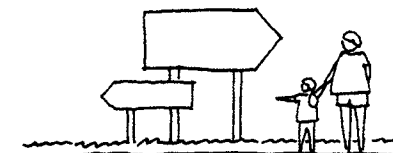
37. Commercial Signs: As a general rule, free-standing commercial signs should be low, close to the ground, shall not exceed eight feet in height and shall be placed in a landscaped setting. An exception may be granted for large resort hotels, to accommodate sign designs or site identification within other architectural features, such as entry walls or gatehouses. When planning such signs near roadways, motorist sight-lines should be kept in mind. Signs attached to buildings should be designed with similar sensitivity, ensuring that the signs blend with the architecture rather than appearing as a billboard. Rooftop signs are specifically prohibited.

38. Information Signs: The colors and materials of the existing Park information signs currently serve the Park well. Park information signs should be maintained and their design be compatible with the new detailed comprehensive sign plan. Adding colorful planting at the base of these signs would further enhance their function.

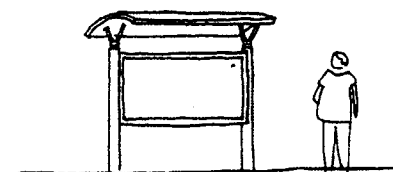
39. Interpretive Signs: Special sign shelters or kiosks should be designed to house interpretive signs. The kiosks would advertise from afar the presence of an interpretive feature while providing shelter to the public, encouraging their use.



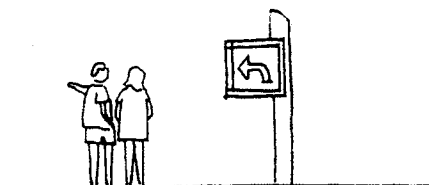
Commercial Sign



Information Sign



Interpretive Sign



Regulatory Sign

40. Regulatory Signs: Regulatory signs should look special to Mission Bay rather than appear like standard issue. While the actual signs cannot be modified, they can be mounted on poles and bases particular to the Park.

41. Materials: Park signage should conform with the objectives of the Furnishings and Architectural Materials section of these guidelines.



*Advertising
Commercial Sign*

ADVERTISING

42. Commercial Signs: Commercial signage which is visible from public areas of the Park should be restricted to those which directly serves the public interest as related to the Park's primary mission as an aquatic recreation and resort area. This would include directional and entrance signs for the leaseholds. Off-premise advertising signs shall not be allowed (i.e. billboards).

43. Bus Stops: Advertisement on bus stops should be restricted to the business of the Park, namely Park events, special recreation attractions, resort facilities, etc. Bus stop posters could also be used as public information items for city-wide events, conventions, matters of public safety, and public art.