

***San Diego Unified Port District
Port Master Plan Amendment***

DRAFT

***Coronado Yacht Club
Redevelopment***

***Existing/Proposed Plan
Text and Graphics***

March 30, 2010

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

DRAFT 3/30/10
CORONADO BAYFRONT:
PLANNING DISTRICT 6

Land Use Plan Concept

Introduction

Port lands in Planning District 6 are bounded on the northern edge by the U.S. Naval Air Station, North Island, and on the southern edge by the U.S. Navy Amphibious Base. Off shore of Port District lands, vessel activity is controlled by comprehensive marine operation regulations. The right-of-way of the State Toll Bridge Authority for the San Diego-Coronado Bridge interrupts and serves to divide the Port lands into two major areas, south and north.

In the southern section of the Planning District, the Port lands are under long-term commitments for a marina and yacht club on Glorietta Bay, and a 98 acre golf course. Off shore the water is somewhat protected from storms, and adequate in depth for use by small vessels.

In the northern section of the Planning District, the existing uses include a developed shoreline promenade and bicycle path that loops under the Coronado Bridge, a regional park, hotel site, specialty retail complex, city sewer pump station, public fishing pier, ferry boat dock, vessel slips and mooring areas. Off shore lies the boundary of the City of San Diego and the narrowest portion of San Diego Bay with relatively deep water close into shore and a shoreline exposed to wave and wake actions from weather and ship activity within the Bay. Landward, abutting Port lands, is an affluent community undergoing declining student population and redevelopment of both private and public lands to higher residential densities. Community development policies have been resistant to marine-oriented industrial and commercial developments.

The Land Use Plan concept seeks to select from several development guidelines a plan that provides the greatest consistency with the Coastal Act; provides a traffic circulation and parking plan aimed at minimizing impacts on adjacent residential streets; provides for a contiguous 20-acre park development with an additional 2.5-acre automobile parking area; makes provision for ~~a loop road~~ pedestrian and bicycle access under the bridge; maintains view corridors down Second and Third Streets, and provides for a continuous bicycle/pedestrian system, linking Orange Avenue and Glorietta Bay. It is the intent of the plan to have parks, hotel and commercial complex developed concurrently. If the proposed location of the shoreside path is determined to be contrary to public safety needs or is economically infeasible in some areas, then the system is to be continued inland around these areas. Approximately seventy (70) percent of the Port's land and water areas in this planning district have been allocated to community park, shoreline path, golf course, beach, open bay and other open space. Urban design guidelines encourage a comprehensive, integrated development of commercial and public areas in a heavily landscaped setting, limited building height, and the maintenance of vista corridors.

Land and Water Use Allocations

The planning area of the Coronado Bayfront Planning District includes a total area of ~~385~~ 383 acres of Port District controlled lands, consisting of ~~165~~ 162 acres of land and 221 acres of water. Long-term use commitments to open space, such as the golf course and the Tidelands Park, absorb seventy-three (73) percent of the total land in the planning area. The remaining commercially productive and developed area consists of a total of 46.43 acres, divided into 26.63 acres of land and 19.8 acres of water.

The following text, use allocations table and Plan Diagram (**Figure 17**) give definition to the Land Use Plan. A tabular summary of the proposed land and water use allocations is indicated in **Table**

16. The map graphically portrays three major use headings, Commercial, Public Recreation, and Public Facilities.

Coronado Bayfront Planning Subareas

The relationship of planning proposals and specific sites is discussed in the following text.

The Planning District has been divided into six subareas to better facilitate the explanation. (See **Figure 18.**)

First Street Shoreline

Port lands located between Alameda Boulevard and Orange Avenue are scattered, isolated, and in many instances the shoreline and the Port District boundary line generally coincide. Shore protection along this strip includes rubble and bulkheading, the latter usually installed by adjacent residential owners to arrest the eroding shoreline. The development potential of the tidelands appears minimal as parcel size, shape and access problems are substantial.

The plan proposes an open space use, continuing the current undeveloped shoreline, maintaining the aquatic habitat and retaining the open bay for the adjoining water use. The sandy beach, located just north of the foot of Orange Avenue, is planned for limited access consistent with the existing isolated and low intensity recreational use. Although about one acre of Port land is involved, access is across privately held land and the largest portion of the beach lies on private property. The coordination of beach use by the city is advised.

Orange Avenue Area

This subarea is located between Orange Avenue-the former site of the Coronado Ferry Landing-and the multiple-story Oakwood Garden Apartments. Existing uses include a shoreline park and promenade, the city sewer pump station, automobile parking areas, retail complex, and a

combined public fishing and bicycle/pedestrian ferryboat docking pier at the foot of B Avenue. The ferry landing site is in close proximity to the historic setting of previous bay ferry operations.

Access to the shoreline promenade utilizes the public corridor, which follows along Orange Avenue extended through the proposed residential development. This cone-shaped access and vista corridor widens toward the bay from First Street, along Orange Avenue extended, and crosses Port land to serve the bayfront bicycle/pedestrian system, connecting the shoreline path's terminus to a major city street. View corridors are maintained along extensions of Orange, B and C Avenues.

Throughout the Port land subarea, and along the shoreline where feasible, a corridor of not less than 30 feet in width is designated for landscaping and public shoreline access. Located within the corridor is a bicycle and pedestrian path, designed for consistency along its entire length, having a paved width averaging 14 feet, with some popular areas wider. The land remaining in the shoreline accessway after provision of the bicycle/pedestrian path may be developed in several ways. In areas abutting park development, it may be integrated with park design; in areas abutting commercial development, it may be integrated with the landscaped design of the commercial use as long as it is available for public use.

The City trans-bay sewer pump station is retained, but enhancement of the facility is encouraged in the plan. The sewer pump station is managed by the City of Coronado on an easement from the Port District. Security considerations require isolation of above-ground structures from public activities; however, some design modifications of the site should be studied in an effort to reduce the negative impact of this city development on the surrounding Port lands. It may be possible to combine the pump station access vault and numerous air vents into a single low profile sculptured structure, which would provide the needed security and improve the appearance of the facility.

The view corridor of B Avenue passes over the pump station.

A public park of about one acre has been developed on the shoreline between Orange and B Avenues. The park provides open space and landscaping, benches and tables, and is designed primarily for leisure recreation such as picnicking, sunning, strolling, and viewing. Within this subarea, and extending into the bay, the District has developed a public fishing pier. Parking for these uses is proposed within easy access to the park and pier.

The plan proposes the development of private investment of a major restaurant (200 - 400 seats), recreational shopping and marine service complex (25,000 - 30,000 square feet of building floor area), and limited waterside development, such as one or two piers with boat slips. The development is anticipated to provide space for small marine-oriented or visitor-oriented businesses and other specialty shops typically found in the commercial recreational and marine sales and service use groups. The structures would not be higher than 40 feet, and be of a high quality design reflecting concern for the surrounding area. Parking is to be provided within the lease area.

The existing four-acre boatyard will be replaced with a shoreline public accessway and a specialty retail shopping center of not more than 75,000 square feet of floor area. Parking will be provided on site for the projected uses. Sensitivity to nearby residents should be a major concern of the design.

Second Street Shoreline

The bulk of this subarea is allocated to commercial recreation uses, anticipated to provide area for a hotel of not more than 300 rooms, and accessory commercial uses, such as a coffee shop, restaurant, cocktail lounge, meeting rooms, ballrooms, gift shop, beauty shop and additional retail uses. On-site recreational facilities could include swimming pool, tennis courts, and other recreation features. The hotel is planned as a small

but high quality tourist and conference facility. Landscape design of the site will integrate with the waterfront path and the adjacent public park. Public access to the shoreline is planned throughout the entire commercial area. Maximum building height is 40 feet. View corridors are to be maintained down extensions of Second and Third Streets. Off-street parking for patrons and employees is to be provided on site. ~~The proposed loop road will provide ingress and egress from the site without placing traffic on adjacent residential streets by providing a direct linkage with the Coronado Bridge.~~

The shoreline accessway will pass through this subarea, ensuring continuous pedestrian and bicycle movement along the public shoreline corridor. The design guidelines discussed for the First Street subarea also apply.

Tidelands Park

The plan has allocated 20 contiguous acres for a public park and 2.5 acres for automobile parking. The park will include four baseball layouts, which can be converted to football or soccer in the appropriate season. A portion of the shoreline is proposed to be developed as a swimming beach; the remainder will become an extension of the bayfront bicycle/pedestrian path. Picnic areas will be located between the shoreline and the active play areas. A meandering bicycle path in a landscaped corridor is proposed to form the northern boundary of the park, separating it from the hotel site. Parking will be located off the loop road adjacent to the bridge. An accessory building is proposed to include a snack bar, restrooms, and equipment storage room. The view down Third Street will be maintained and all storage areas will be screened from view (**See Figure 17a.**)

~~To provide access to and from Port lands from the Coronado Bridge, the plan delineates a loop road passing under the bridge, in effect connecting Second Street to Glorietta Boulevard near Fifth Street. Traffic leaving the bridge to visit the subareas would turn north and enter the loop road at Third Street; traffic leaving the tideland area to return to~~

~~San Diego would proceed south under the bridge and enter it at the current Glorietta Boulevard on-ramp. Traffic could also use the loop road to pass between the north and south parts of Coronado instead of using Orange Avenue.~~

~~The loop road would serve all land development in both the Second Street and the Tidelands Park subareas. The proposed right-of-way for the loop road involves some bay fill to get around and under the San Diego Bay Bridge.~~

The Bay Bridge Roadstead Anchorage (A-4) is sheltered by the land masses occupied by the Coronado Golf Course and the U. S. Navy Amphibious Base. The plan proposes an initial anchorage area, to the north of the Bay Bridge, of 23 acres, and an expansion area to the south of 21.5 acres. As a special anchorage, boundaries are to be shown on coastal charts and by on-site markers. Single point mooring buoys for about 70 vessels will facilitate administrative control by the Port District. Shoreside support facilities are proposed to be developed as part of the Tidelands Park project and will involve dinghy float, automobile parking, public restrooms, lighting, landscaping and park furniture.

Golf Course

The golf course and adjacent open bay area are considered long-term commitments and will be continued. ~~A small portion of the golf course will be taken for the loop road, requiring redesign of a few course features.~~ The golf course involves other than Port lands, but occupies 98 acres, or 60 percent of the total Port District land area in Planning District 6, and constitutes the most significant open space in Coronado. The proposed shoreline system, if determined to be contrary to public safety needs, may be continued inland around this facility. The potential hazards of errant golf balls and automobiles, bicyclists and pedestrians must be addressed by fencing or other means in additional evaluations.

Glorietta Bay

The leased areas of land and water utilized by the yacht club and marina in Glorietta Bay, together with the remaining unleased open bay uses, are to continue. Renovation and full development of leased areas for marine-related uses are encouraged.

The Port District ~~is~~ has working ~~worked~~ cooperatively with the City of Coronado in implementing its Glorietta Bay Master Plan, which includes areas under the jurisdiction of both the City and the Port. The goal of the plan ~~is~~ was to enhance public access, recreational, and civic opportunities along the bayfront, and to better integrate the Glorietta Bay area with the surrounding community. Several components of the plan involve areas under Port District jurisdiction. A small, passive use public pocket park, with public art and free public parking, will be has been constructed ~~just south of on a bayfront parcel previously leased by~~ the yacht club for yacht club parking. From this pocket park, visitors can enjoy views of Glorietta Bay. A portion of Strand Way ~~will be~~ has been vacated to allow for; reconfiguration of the adjacent yacht club leasehold, and bike path, public promenade, and landscaperight-of-way improvements. The remaining portion of Strand Way ~~will be~~ has been realigned ~~and will to~~ allow for ~~construction of~~ an approximately 15-foot-wide public shoreline promenade and adjacent seawall. Approximately 600 linear feet of existing riprap along the crescent-shaped shoreline area ~~will be~~ has been repaired. As envisioned in the Glorietta Bay Master Plan, pedestrians can now enjoy walking along the continuous, approximately 5,000-foot long public pedestrian promenade that is located between San Luis Rey south to Glorietta Bay Park, and straddles both Port and City jurisdiction. Approximately 75% of this promenade is located along the bay.

The yacht club's redevelopment plans include improvements to both its land and water areas. Land-side improvements include reconstruction of all land-side structures, including its clubhouse and

junior sailing facility, and additional parking. Water-side improvements include reconfiguration and expansion of its dock area by approximately 100 boat slips. This water-side expansion required a lease by the State Lands Commission to the Port for the approximately 7.1 acres of water area that lie beyond the existing U.S. Pierhead line.

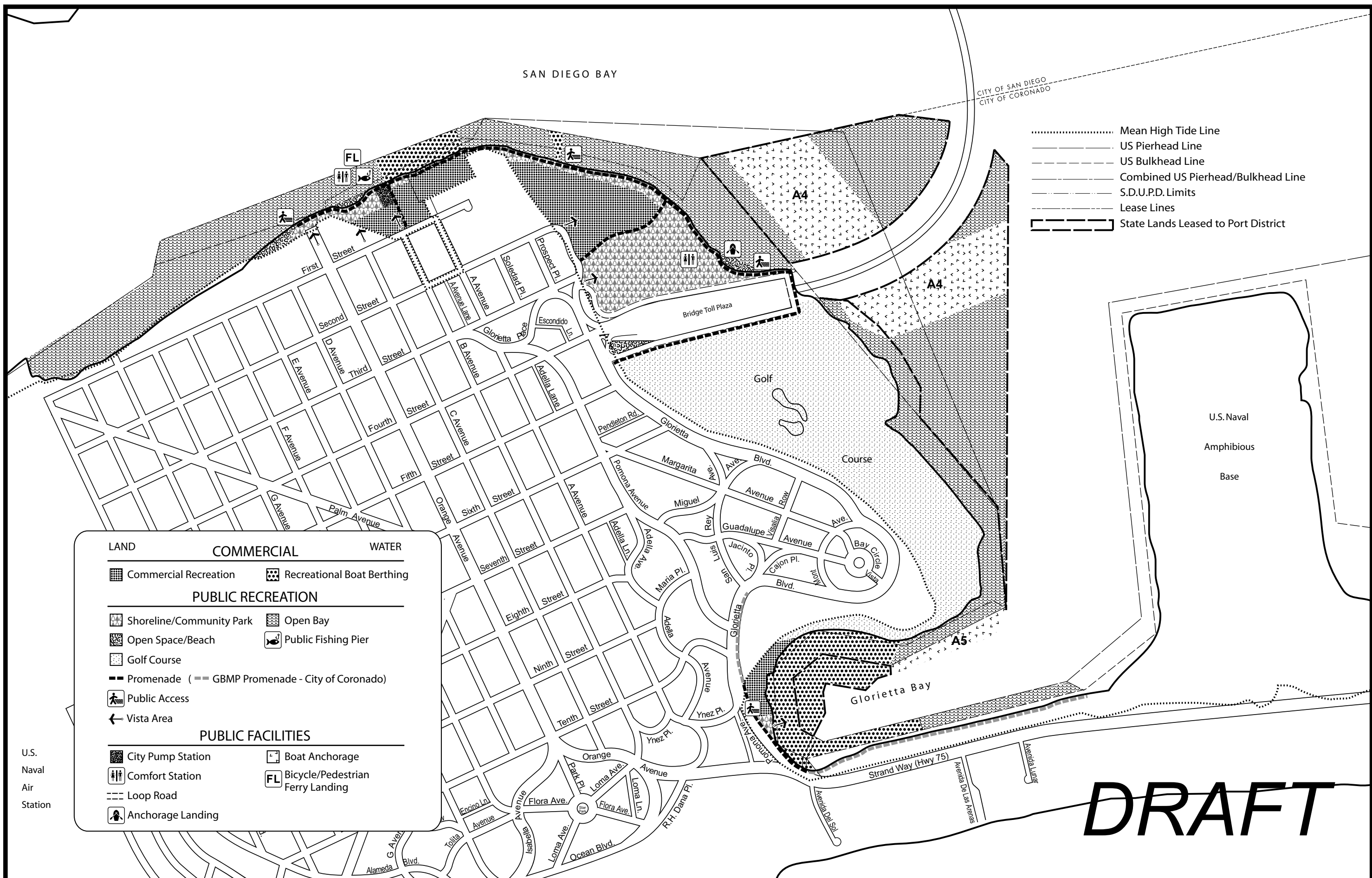
The Glorietta Bay Anchorage (A-5) is a 3.8-acre federally designated anchorage with a capacity to accommodate about 20 vessels at fore and aft anchoring with vessel ground tackle. Administrative control over the use of the anchorage will continue to be exercised by the Port District. The plan proposes to retain the low intensity of use of the anchorage by reserving the anchorage for use by transient cruising vessels and short durations of stay.

Anchorage use is by permit of Harbor Police for a period of time up to 72 hours within any seven-day period. Although no formal landing site is designated, users could land at the public launching ramp across the channel. The placement of boundary marker buoys, coordinated with the City of Coronado, is proposed on site, subject to State approval.

**TABLE 16: Precise Plan Land and Water Use Allocation
CORONADO BAYFRONT: PLANNING DISTRICT 6**

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL	25.7	COMMERCIAL	19.8	45.5	17%
Commercial Recreation	25.7	Recreational Boat Berthing.....	19.8		
PUBLIC RECREATION	126.1	PUBLIC RECREATION	83.2	209.3	79%
Open Space.....	1.4	Open Bay / Water	83.2		
Park/Plaza	24.5				
Golf Course.....	97.8				
Promenade	2.4				
PUBLIC FACILITIES.....	10.1	PUBLIC FACILITIES	10.1	10.1	4%
City Pump Station	0.4				
Streets	9.7				
TOTAL LAND AREA.....	161.9	TOTAL WATER AREA	103.0		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				264.9	100%

Note: Table 16 does not include state tidelands leases of ~~417.8~~124.9 acres



- Mean High Tide Line
- US Pierhead Line
- - - - US Bulkhead Line
- · - · Combined US Pierhead/Bulkhead Line
- · — · S.D.U.P.D. Limits
- - - - Lease Lines
- State Lands Leased to Port District

LAND	COMMERCIAL	WATER
Commercial Recreation	Recreational Boat Berthing	
PUBLIC RECREATION		
Shoreline/Community Park	Open Bay	
Open Space/Beach	Public Fishing Pier	
Golf Course		
Promenade (— — GBMP Promenade - City of Coronado)		
Public Access		
Vista Area		
PUBLIC FACILITIES		
City Pump Station	Boat Anchorage	
Comfort Station	Bicycle/Pedestrian Ferry Landing	
Loop Road		
Anchorage Landing		

U.S. Naval Air Station

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scale approx.

 Planning Department

Planning District 6
 CORONADO BAYFRONT

Figure 17
 PRECISE PLAN

FIGURE 17

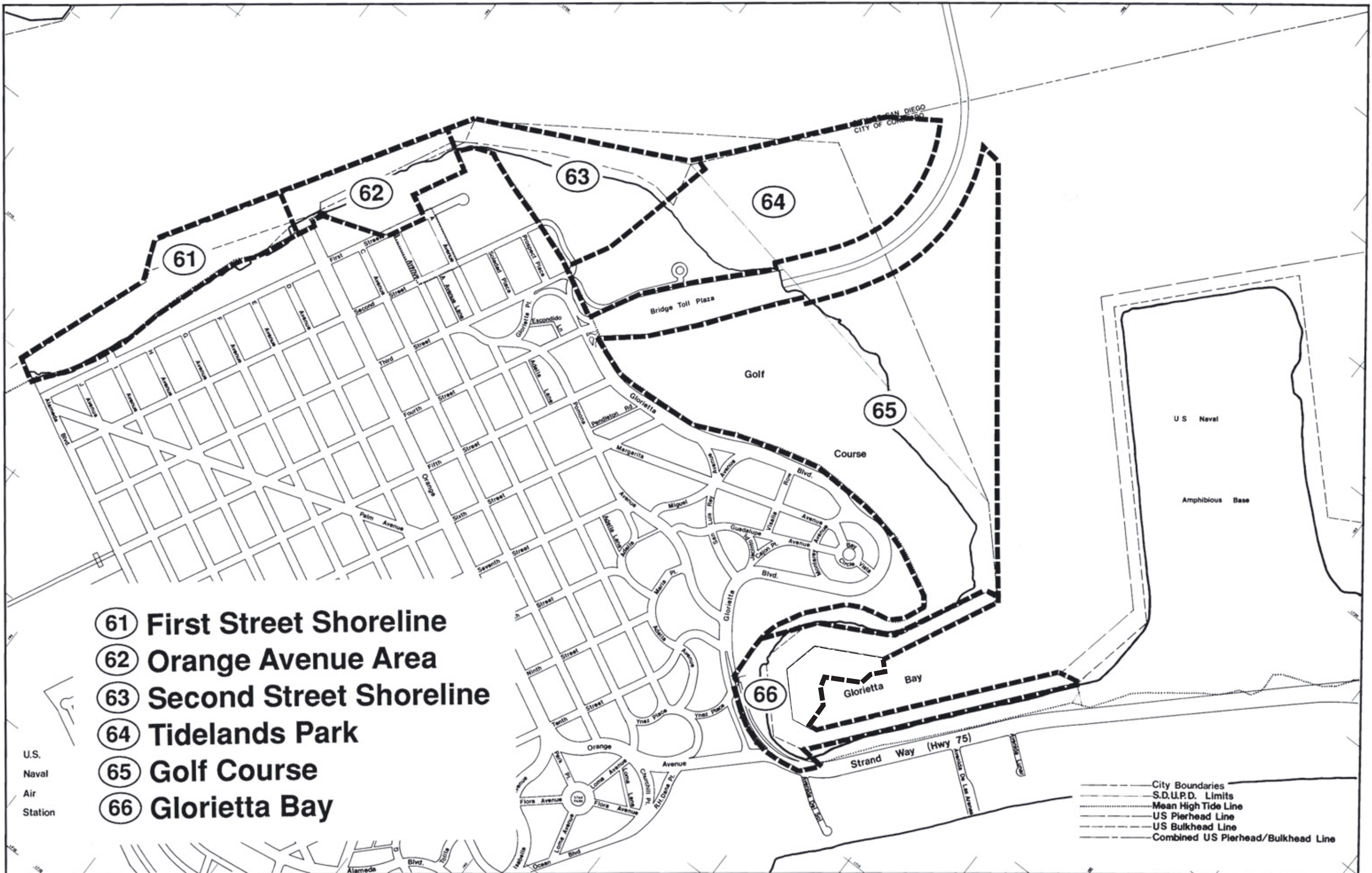
DATE
 1/05/09

DWG NO.

DRWN / CHK
 T.O./B.B.

BASE NO.
 A-1





- ⑥1 First Street Shoreline
- ⑥2 Orange Avenue Area
- ⑥3 Second Street Shoreline
- ⑥4 Tidelands Park
- ⑥5 Golf Course
- ⑥6 Glorietta Bay

- - - - - City Boundaries
 - - - - - S.D.U.P.D. Limits
 - - - - - Mean High Tide Line
 - - - - - US Pierhead Line
 - - - - - US Bulkhead Line
 - - - - - Combined US Pierhead/Bulkhead Line

U.S.
Naval
Air
Station

scale: approx.
0 200' 400'
planning department


Planning District 6
CORONADO BAYFRONT

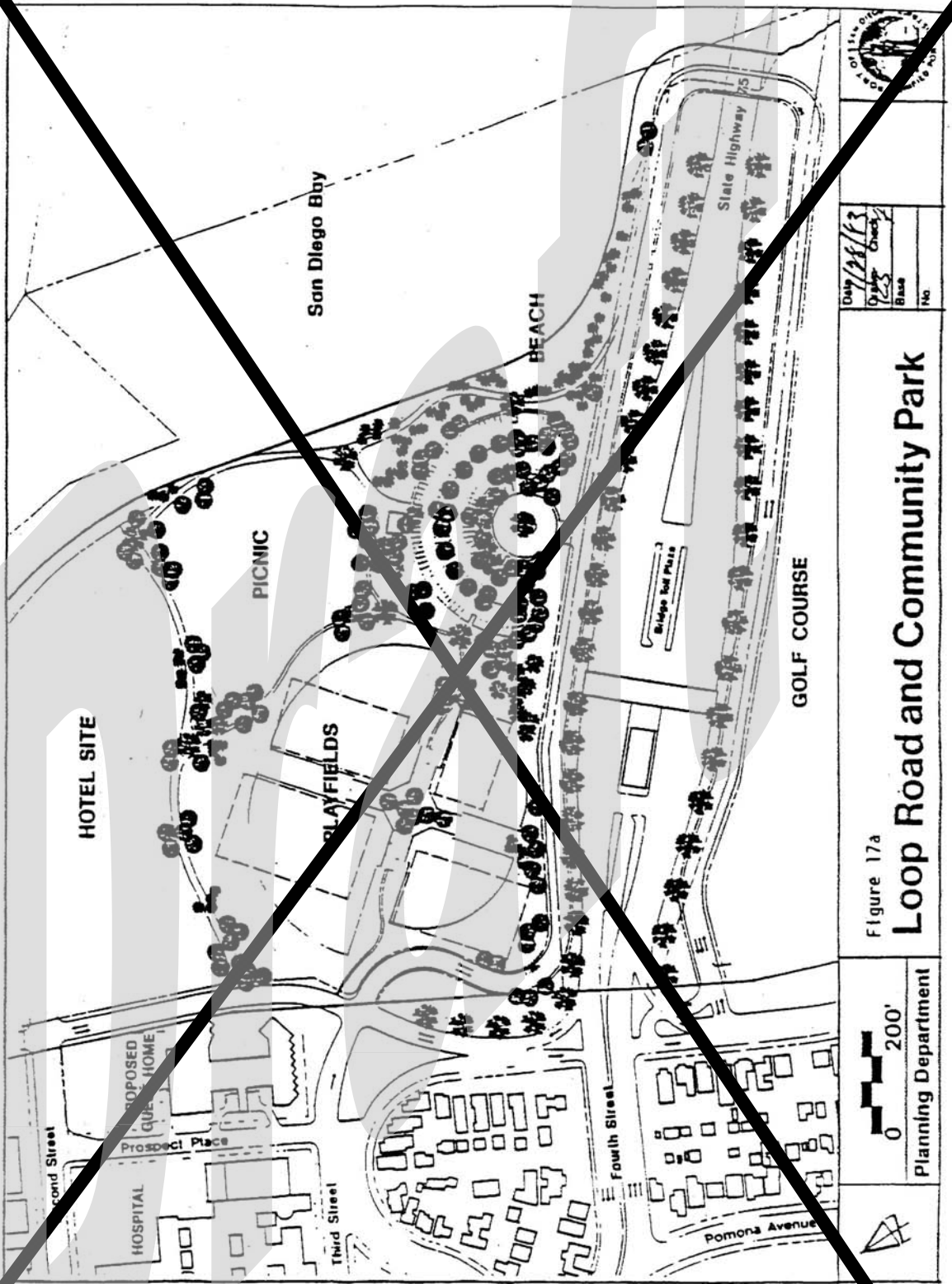
Planning Subareas

FIGURE 18

REVISIONS
 DATE 5/21/93
 DRAWN /CHK
 190676
 DYC
 0014062

Master Plan





Date	1/28/63
Drawn by	Cheney
Base	
No.	

Figure 17a
Loop Road and Community Park

0 200'
 Planning Department

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Table 17: Project List

**CORONADO BAYFRONT:
PLANNING DISTRICT 6**

1.	ORANGE AVENUE PARK AND FERRY LANDING: Construct park, ferry dock and passenger waiting shelter, accessways	61-61	P	N	1987-88
2.	FIRST STREET COMMERCIAL AREA: Construct restaurant, commercial buildings, parking and landscaping, pier and slips	62	T	Y	1984-85
3.	PUBLIC FISHING PIER: Construct pier, restroom, bait and tackle shop, parking and accessways	62	P	N	1984-85
4.	SHORELINE ACCESSWAY: Fill or bridge over bay water, install landscaping, bicycle/pedestrian path	61-64	P	N	1983-84
5.	LOOP ROAD: Bay fill, install paving, curb, gutters, utilities, street trees	63-64	P	Y	1983-84
6.	HOTEL COMPLEX: Construct hotel, accessory uses, parking, landscaping, recreational facilities	63	T	Y	1984-85
7.	TIDELANDS PARK: Install landscaping, play fields, park furnishings	64	P	N	1984-85
<u>81.</u>	SHORELINE PROTECTION: Install stone revetment, other protection	Various	P	N	1983-84
<u>92.</u>	BAY BRIDGE ROADSTEAD ANCHORAGE: Install boundary markers and mooring buoys, dinghy float and ramp, and lighting	64	P	Y	1984-85
<u>103.</u>	GLORIETTA BAY ANCHORAGE: Install boundary markers	66	P	Y	1984-85
<u>144.</u>	STRAND WAY RECONFIGURATION: Vacate portion of street; construct sidewalk; enhance bike path; install landscaping. Narrow width of remaining street portion; construct shoreline promenade. Install landscaping, benches, and lighting	66	P	Y	2003- 05-07
<u>125.</u>	POCKET PARK: Remove paving; construct passive use <u>pocket park lawn area and public parking</u> ; install public art	66	P	N	2003- 05-07
<u>136.</u>	SHORELINE STABILIZATION: Remove existing riprap; replace with new riprap; construct seawall	66	P	N	2003- 05-07
<u>7.</u>	<u>YACHT CLUB REDEVELOPMENT: Reconstruct land-side structures including the clubhouse and junior sailing facility; add parking; reconfigure and expand dock area</u>	66	T	Y	2011-13

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