



Appendix B

MASTER PLAN CONFORMANCE

The following text is from the 2004 amended Master Plan for Mission Bay Park. Only those sections that apply to Fiesta Island have been included. The recommendation numbers therefore, are not sequential, since recommendations that do not apply to Fiesta Island have been deleted. The response to each of the goals or recommendations have been listed and displayed as italicized bold text.

KEY RECOMMENDATIONS

Water Quality

In response to fluctuating quality of the Bay waters, this Plan proposes a comprehensive set of measures involving state-of-the-art biological, mechanical, public education and recreation management programs.

- Biological measures include the establishment of salt-water marshes that can naturally filter pollutants as they enter the Bay through the creeks that drain the Bay's watershed. The principal marsh area would be located generally west of the Rose Creek outfall; smaller marshes are proposed at the Tecolote Creek outfall and on East Shores south of the Visitor and Information Center. ***A greater extent of biological measures for water quality improvements are proposed under Plan 4g.***

Regional Recreation

- This Plan proposes a 50 percent increase in new regional parkland. About 100 acres of regional parkland are proposed in Fiesta Island, mostly in the current sludge bed area. Another 40 acres are proposed in South Shores. ***76 acres are proposed under Alt.4g. The majority of the public does not support the 100 acres of turfed parkland. Surveys completed under the GDP put this recreational element as the lowest priority. Now that the disposition of contaminants at South Shores has been characterized and dredging or major grading will not be possible, it is recommended that the regional parkland acres be increased to make up the 24 acre difference.***

- The Over-the-Line sand arena is proposed to be relocated from the western to the eastern end of Fiesta Island's main peninsula. This will expand its area, improve spectator facilities, and place it within walking distance of the Park's major future parking and transit facilities. ***OMBAC has been on record that they do not support the moving of OTL since it separates them from the overnight parking and special permit parking located along the western edge of Fiesta Island (along Fiesta Bay). It is much more important to be within walking distance of this parking, than an off-site overflow parking area. OMBAC obtains the majority of their fundraising from the rental of these spaces. In addition, the overflow parking proposed under 4g within the regional parkland south of OTL will provide for greater on-site capacity that will be within walking distance. Shuttles between the overflow parking located east of Sea World Drive and the OTL event area have been provided on a regular basis. Also, the site includes wetlands and sensitive plant species habitat that would create impacts for the plan that were not previously known under the adopted plan and EIR.***

- New large group picnic facilities are proposed in South Shores and Fiesta Island in close proximity to wide, open turf areas suitable for related active games and sports. Existing group picnic events are to be phased out from Crown Point Shores and be transferred to South Shores and Fiesta Island once these areas are developed. ***The more easterly located regional parklands under Alt. 4g provide for major group picnic events. The regional parkland located next to Stony Point does not include this use since the proximity to the Least Tern site will create an impact with the presence of food scraps that will increase the amount of raptors and other predatory species in the area and provide for too high of a level of activity.***

"Natural" Recreation Areas

- The north half of Fiesta Island is proposed to remain essentially in a natural state, with large areas in coastal sage scrub available for hiking, jogging, bicycling, and primitive camping. ***As proposed except for the addition of the sand management area that is considered to be compatible and supportive of the adjacent habitats.***

Wildlife Habitats

- Smaller marshes are proposed at the outfall of Tecolote Creek and in North Pacific Passage. ***As proposed.***

- About 40 acres of eelgrass beds are proposed in Fiesta Bay. These result from ... (2) the "shaving of" Fiesta Island's western shore to form a mile-long crescent beach, which improves the potential use of the beach for swimming and special events viewing, and (3) the potential implementation of a channel across the Island's north end, which enhances the viability of the existing Least Tern preserve in the northern peninsula. ***The proposed eelgrass habitats (30 acres) will result from the north end dredging which is larger than previously proposed. The mile long crescent beach is not considered to be financially feasible nor supported by the public.***

Another 4 acres of eel grass beds are proposed as part of a new embayment in the south shore of Fiesta Island facing Sea World. Along with crescent beach, the embayment would provide tranquil, south-facing waters for wading adjacent to new parkland. Should additional eelgrass beds be needed for mitigation purposes, this embayment could be doubled in size. ***As proposed.***

Water Recreation

In South Pacific Passage, west of the planned embayment, a "no-wake" zone should be instituted for the benefit of the early morning rowers. ***As proposed.***

Access and Circulation

An overflow parking lot is proposed at the eastern end of South Shores. This lot would capture up to 2,900 vehicles coming from the regional freeway and collector network, minimizing traffic through the Park during peak use times. By concentrating parking in an area of the Park which has marginal recreation value, more of the waterfront parkland areas in Fiesta Island and South Shores (about 18 acres) can be dedicated for active recreation areas. ***This area is not part of the current study area, however nothing proposed in this plan would prevent this parking lot from being more utilized.***

- A tram system, potentially a peak-day concession, is proposed to transport visitors from the overflow parking to Fiesta Island, and possibly other areas in the Park and beyond to Mission Beach and Pacific Beach. ***A tram system specifically for Fiesta Island use is not considered to be necessary except for at specific special events. This can still occur under this plan.***

- Over 5 miles of waterfront pathways are proposed in Fiesta Island. ***5.36 miles are proposed.***

- To enhance the use of the paths, separate but adjoining courses for pedestrians and bicyclists/skaters are proposed. It is recommended that existing paths be retrofitted to the new standards to the extent possible. ***A 10 foot wide trail with two 2-foot soft surface trails / shoulders graded on each side. Signage indicating that slower traffic stay to the right will be included.***

I. EXECUTIVE SUMMARY

LOCAL COASTAL PROGRAM

Public Access

The Master Plan Update incorporates recommendations for improving vehicular, emergency, bicycle and pedestrian access to the Park. Over 5,000 new parking spaces are being recommended along with a tram system serving the principal recreation areas, new pedestrian walkways around Fiesta Island and South Shores, and completion of a bicycle path around the Bay. ***All still apply (roadway improvements, emergency access and walkways) or can apply (off-site parking and tram).***

Community Park and Recreation Areas

The Master Plan Update recommends a 50 percent increase in areas dedicated for active or regional-serving recreation. This increase is equivalent to 100 acres of new turf and adjoining beach area. Most of the new parkland is proposed in the southern portion of Fiesta Island and in South Shores. ***This plan proposes 76 acres since other current uses, public opinion and habitat enhancements and protections will not allow for the full 100 acres.***

Preservation of Water, Marine and Biological Resources

The Plan proposes about 20 acres of new eel grass beds, resulting from the reconfiguration of the west shore of Fiesta Island and from a proposed channel cut across the Island on its northern section. The marsh and eelgrass areas will help enhance the Bay's marine and biological resources by augmenting the availability of habitat for shore birds and invertebrate populations, and by helping improve the Bay's overall water quality. ***Under this plan, 15 acres of eel grass are proposed resulting from the north end dredging and the south end beach.***

Under the Plan, existing Least Tern preserves are proposed to be retained and/or relocated to alternate sites once such sites are proven, by breeding terns, to be demonstrably suitable. The Plan also proposes extensive areas of coastal landscape containing coastal sage scrub and dune plant communities. These landscapes are envisioned mainly in the mid and western sections of Fiesta Island. This plan proposes to preserve, buffer and enhance Stony Point for the Least Tern that has now been documented on site. ***The north end Least Tern site would be preserved. Seasonal closure of the roadway system is allowed under this plan. The coastal sage and dune planting is more extensive than proposed in the Master Plan.***

Beach and Coastal Bluff Preservation

The Master Plan Update recommends the preservation of all of the Park's natural bluff areas, namely the bluffs on Riviera and Crown Point Shores. Existing beach areas are recommended to be preserved, except for the small beach south of the Visitor Center, which the Plan envisions as marsh to help improve the water quality in that area of North Pacific Passage. This loss, however, is mitigated by the addition of a larger and protected beach area in the southern end of Fiesta Island facing South Pacific Passage. ***This beach is still proposed.***

Regional: Eastern South Shores, Bonita Cove, East Shores, East Vacation Isle, Crown Point Shores, and the southern portion of Fiesta Island. ***As proposed but reduced by 1/4. South Shores could be increased.***

Habitat: Southern and Northern Wildlife Preserve areas, the central and northern portions of Fiesta Island, and Least Tern nesting sites. ***A larger area is proposed under this plan that includes Stony Point.***

AQUATIC ORIENTATION

4. Primary Zone: 300-foot depth is established in the Design Guidelines component of this Plan as the primary zone of water influence. Within this zone, priority should be given to passive recreation uses or uses compatible with the water setting. Conversely, land uses which restrict public access and enjoyment of the shore should be discouraged and avoided to the greatest extent possible. ***This zone is recognized where new roadways are proposed. However, a greater extent of roadways are proposed to remain so that the "off-the-edge" of the roadway water access and beach uses can still occur.***

5. Secondary Zone: Beyond the 300-foot zone, measures that further enhance and preserve critical views of the Bay should be pursued, such as maintaining visual corridors to the water and mounding the grade to heighten its presence. Such mounding, however, should not preempt the use of the land for active play where this activity proves to be desirable and convenient. ***Mounding is proposed in several interior locations. Many of the existing berms that isolate the interior portions of the island that also block visual access, will be removed.***

REGIONAL PARKLAND

7. Southeast Quadrant: A total of about 340 acres of regional parkland are achieved under this Plan, which meets the 50 percent increase target. (Acreage calculations do not include support parking and roadways). Because of their intensive use, the new parkland areas are envisioned in the southeast quadrant of the Park -namely, the southern end of Fiesta Island and South Shores -where visitors can enjoy convenient access to and from the regional roadway network and planned transit facilities. This will facilitate access to the Park while minimizing internal vehicular circulation. ***As noted above, 76 acres of regional parkland are proposed versus the original 100 acres. The remaining balance could be developed on South Shores, since that area can no longer be dredged. The 100 acres are not possible, given the environmental constraints, public input and conflicting existing uses found on site.***

8. Fiesta Island: About 100 acres of new regional parkland should be developed in Fiesta Island, most of it in the current sludge bed area in the southern end of the Island. Replacing the sludge beds with parkland constitutes the only opportunity in the Park to gain net new land for recreation. This area enjoys unequalled exposure to the Bay waters and surrounding landscapes, as well as safe convenient access to beaches with good water quality. This is one reason why it is proposed to relocate the planned habitat areas from the sludge beds to the northeast quadrant of the Park, west of the Rose Creek outfall. (The Environment Section of this Plan further elaborates on this recommendation.) ***See above.***

10. Large Group Picnic: Large group picnic events generate an intensive use on parkland areas. Accordingly, group picnic areas should be located in Fiesta Island and South Shores, where vehicular and transit access is most efficient and convenient, and does not affect residential areas. To minimize conflicts between Park users and residents, the current programming and permitting of large group picnic events in Crown Point Shores should be transferred to locations in South Shores and/or Fiesta Island. The Fiesta Island/South Shore Section of this Plan describes in more detail the proposals for these areas of the Park. ***As proposed, but at a smaller size.***

"NATURAL" AREAS

11. Central Fiesta Island: The Island's central peninsula is proposed half as an open sand arena suitable for sand-based tournaments and half as an upland coastal sage scrub landscape suitable for hiking and biking. The sand arena should be located in the eastern end of the peninsula to make most efficient use of the proposed overflow parking area in South Shores. The area in coastal landscape should be gently raised to afford enhanced views of the Bay. ***The sand arena can not be placed on the proposed location because of conflicts with wetlands and sensitive species and based on the fact that the western edge of the island with its overnight permitted RV parking as part of the Over the Line, must be next to the sand arena area. Also, the overflow parking proposed in this area would be too remote if the sand arena were moved to the entrance. Finally, the orientation of the OLT courts would be inappropriate in this location. The interior portions of the island are still proposed to be mostly natural landscapes and would contain trails and landforms that would provide for panoramic views.***

12. North Fiesta Island: The Island's north end is proposed as a controlled habitat area for the California Least Tern and as a site for salt panne mitigation. A path for bicycles, pedestrians, and maintenance and emergency vehicles is proposed around the perimeter of this site, allowing the public to access the beach areas of the peninsula. Gates and fences should be provided around the Least Tern and salt panne mitigation sites, which should be accessed only by authorized individuals. A channel across the Island along with a bridge or causeway should be considered as a means to further separate the north end of Fiesta Island from the more intensively used areas to the south. The channel could also provide added eelgrass habitat. ***These concepts are all in the GDP with a greater acreage than previously proposed under the master plan. This plan proposes to keep the road as is, but control it with a gate. Increased eelgrass and other wetland habitats are proposed at a greater level than the master plan.***

23. Primitive Camping: 18-acre site in Fiesta Island. This lease area could be operated by the City or as a commercial concession. The intent is to provide nature-oriented "primitive" tent camping sites removed from more intensive recreation areas. ***This plan proposes 16.5 acres of primitive tent camping. Also, the plan includes use of the area for daytime picnicking.***

29. Sand Arena Sports: Existing active sports which have a natural association with the waterfront setting, such as sand volleyball, and Over-the-Line, should continue to be accommodated in Mission Bay Park. In an effort to maximize the efficiency of parking and transit, the Fiesta Island sand arena serving these sports should be relocated to the eastern end of Fiesta Island's central peninsula. This location would be within walking distance from the overflow parking facility in South Shores and the proposed Morena Boulevard station of the regional light-rail transit. Turfed viewing mounds are proposed at either side of the arena to enhance its function as a "world-class" spectator and tourist attraction. ***See response under item II.***

31. Open Play Areas: This Plan does include flat, turfed, open areas suitable for active play. Areas equivalent in size to a soccer field are proposed on East Vacation Isle (one field); South Shores (two fields); and the parkland area of Fiesta Island (three fields). These areas are available on a first-come, first-served basis to any group or public organization. Exception should be made to permitted picnic groups, which should be allowed to reserve such field areas as part of their permit. ***This plan still proposes up to three level areas that could be used for pick-up games, without formal facilities.***

32. Parking on Play Areas: Some of the open play areas may be used for temporary, peak-day parking. Such use raises technical and environmental concerns related to the potential contamination and compaction of the soil, loss of turf, and drainage. Accordingly, the use of turf areas for parking, whether public or private, should satisfy these concerns to the satisfaction of the City. ***This concept still applies.***

36. South Pacific Passage: To facilitate use of South Pacific Passage by rowers, a "no-wake" zone should be established in the Passage, primarily west of the planned embayment. ***This concept still applies.***

38. Personal Watercraft (PWC) Area: The eastern end of South Pacific Passage should remain a dedicated PWC area. Through the reconfiguration of the South Shores shorelines, an additional 8 acres of water can be created for exclusive use by PWC. Additionally, the southern end of North Pacific Passage, extending northward from the proposed new habitat area to the south end of Enchanted Island, would remain available for unrestricted PWC use. South Shores can no longer be dredged based on the landfill issue. ***Likewise, this plan does not propose the use of PWC north of the proposed wetland treatment pond at Tecolote. The existing South Pacific Passage PWC area would remain intact.***

44. Personal Watercraft (PWC) Trailer Parking: A dedicated PWC area is recommended at the east end of South Pacific Passage. Access to this water body, which under this Plan is expanded by about 8 acres, would be available from the South Shores ramp and from a proposed dedicated PWC parking and launching facility in the eastern end of Fiesta Island. Based on discussions with lifeguards and police, up to 45 PWC vehicle/trailer spaces should be provided in the Fiesta Island site in order to maintain an adequate level of use in the designated PWC use area. Another 20 standard parking spaces should be provided for friends and relatives. This facility should be designed to permit backing of the trailers into the water along the entire edge of the parking lot. ***This concept still applies, though the number has been reduced to 25 because of a concern for blocking too much of the waterfront with trailer parking that would prevent shore launching for a broad area of the waterfront.***

45. Beach Launching: The Park should contain a variety of beach launching sites for boardsailors, kayakers, canoeists and rowers. Board sailors in particular would benefit from a diversity of sites in order to capitalize on changing wind conditions. To this end, existing beach launching sites should be maintained, except where in conflict with proposed habitat enhancement areas such as in the proposed Fiesta Island upland habitat preserve. ***These concepts still apply.***

A new parking area should be developed in the south shore of Fiesta Island's northern cove (opposite the Hilton Hotel) to further enhance the use and benefit of this wide water area for board sailing. Adequate access restrictions, such as roadway and parking area curbing, should be implemented elsewhere in Fiesta Island to maintain beach-launching within the prescribed sites. ***Roadside parking will still be available (unlike the master plan that removes this parking), though a new parking lot is not planned.***

SPECIAL EVENTS

48. Temporary Parking: Parkland areas in Vacation Isle are currently used for overflow and special parking during the Thunderboats event, which facilitates the organization of the event and improves the convenience to visitors. This practice should continue. New parkland areas in Fiesta Island are also proposed for this purpose. ***This concept still applies***

49. Fiesta Island Beach Parking: Several hundred vehicles, RV's in particular, currently park along the beach in Fiesta Island to watch the Thunderboats. To improve and enhance this practice, the loop road should extend southward along the Island's westshores towards Stony Point once the sludge beds are abandoned. However, RV's and other vehicles should park within a designated strip off the road, not on the beach proper. This will permit the Park's combined bicycle and pedestrian path to run uninterrupted along the beach, forward of the parking strip. Proper drainage treatment of the roadway and parking strip will also reduce potential contamination of the shore area and Bay waters. **More beach parking is available under this plan. Because of the nature of access to the waterfront from vehicles and the way people socialize around these vehicles, more of the beach parking would occur closer to the water than envisioned in the Master Plan. Also, because of roadway crossing issues, less of the trail would be made available along the beach edge along the west side of the Island.**

51. West Shore of Fiesta Island: To enhance viewing of Fiesta Bay events, the west shore of Fiesta Island should be dredged to form a mile-long crescent. This will also increase the water buffer between spectators and speed boats. The dredged material could potentially be deposited east of the loop road to form gentle mounds, planted with coastal strand vegetation. Wind studies should be conducted to determine and ultimately avoid the potential impact of the mounds on Pacific Passage boardsailing. A geotechnical evaluation should be conducted prior to any dredging or filling. **This concept is not considered feasible due to excessive costs and minimal benefits.**

SWIMMING

56. Potential New Swimming Areas: New swimming areas should be located adjacent to active existing or proposed parkland areas, and in areas of the Park enjoying relatively good water quality. Accordingly, the following potential new swimming sites are proposed:

- Fiesta Island, facing South Pacific Passage. A small embayment can be carved out of the Island's south shore. This embayment would enjoy tranquil waters and optimum access to parkland. **This concept still applies.**
- Fiesta Island, westshore. The dredging of the shore to create a long crescent affords the opportunity to bring new sand to this beach and improve its function as a swimming area. However, strict monitoring and supervision would be required to mitigate its proximity to motor craft in Fiesta Bay. Buoys, markers, and signage should be placed in the water and on the beach defining the limits of the swimming area. **This concept is not considered feasible due to excessive costs and minimal benefits.**

57. Shoreline Modifications: Fiesta Island, West Shore: An 18+/- acre dredge area is proposed on the west shore of Fiesta Island. The added water area will benefit water skiers and enhance the function of the shore for potential swimming and special event viewing. **This concept is not considered feasible due to excessive costs and minimal benefits.**

- Fiesta Island Channel: An optional 12+/- acre dredge area creating a channel between Fiesta Bay and North Pacific Passage should be considered, depending on the need and cost-effectiveness of increasing the Park's habitat and/or mitigation areas. **A circulating hydraulic connection will be made for habitat enhancement and increased buffers for the north end of the island. This treatment will provide for more extensive habitat, some increased water quality and a better interface between the dry and wet edges of the island.**

VI. ENVIRONMENT

64. Tidal Gates: Poor flushing of the Bay waters exacerbates the problem of deteriorating water quality by holding contaminants in concentrated areas. Containing a series of "flapper valves," the gates would force the tides in a counter-clockwise motion around Fiesta Island, diluting pollutants in the process. The gates would be placed at the south and north ends of Pacific Passage (under a bridge to Fiesta Island on the south, and between Fiesta Island and De Anza Cove on the north). **This concept still applies.**

However, the tidal gate under the Fiesta Island Bridge is incompatible with the potential establishment of a marsh at the outfall of nearby Tecolote Creek, and would restrict passage by rowers from one body of water to the other. The gates are also an expensive, unproven technology. For these reasons, tidal gates are viewed as a potential, long-term measure should more feasible measures fail to produce results. **This plan disagrees with the potential that there will be a conflict with the treatment pond. A fully connected water passageway would create more of a problem with the treatment ponds than a one-way hydraulic connection. Also, a use connection between the PWC areas of South Pacific Passage and North Pacific Passage would encourage the use of the channel by PWC, which would not be compatible with this new habitat, cause erosive wake action and lower water quality in this area.**

65. New Tidal Channels: Opening channels through Fiesta Island and De Anza Cove was also evaluated. Tidal simulations conducted on a scaled model of the Park revealed that the Fiesta Island channel only marginally improved water circulation; the De Anza channel was more effective. The De Anza channel should therefore be pursued as part of the De Anza SSA redevelopment. The Fiesta Island channel should be pursued only if the need to create eelgrass beds outweighs its capital cost and if proven technically feasible. Geotechnical studies should be conducted for all proposed channels to assess their feasibility. **Will be provided. See Item # 57.**

66. Wetland Filtration: In this country and abroad there is wide use of fresh-water marshes as natural sewage filters. Marshes absorb contaminants in two ways: by trapping heavy metals in its sediments, and by absorbing coliform and other organic material in its leaf matter. **Tecolote treatment marsh and other marshes, and bio-swailes are proposed under the new plan.**

WETLAND HABITAT

68. Wetland Location: Given their potential treatment value, new wetland areas should be placed where they can optimally perform a pollution filtration function: the outfalls of Rose and Tecolote Creeks. **Will be provided. See Item # 66.**

68a. Mitigation Banking for Publicly Used Wetland: A mitigation bank will be established in Mission Bay for habitat in excess of immediate project needs. To aid in maximizing habitat mitigation banking credit for the proposed wetland development projects, the design will limit areas designated for public use (i.e., wildlife observation decks, boardwalks, and/or canoeing) to a small percentage of the total area. Buffer zones around specific public uses will be designated and a sliding scale for mitigation credit implemented for these zones. Prior to the allocation of any mitigation credits, criteria and an estimated timeframe for successful wetland habitat restoration/creation will be established. **The plan proposes more habitat creation than the master plan (105 acres versus 52 acres). Therefore, the potential for mitigation banking is possible once the previously failed salt panne mitigation site is redone and the Fiesta Island specific mitigation requirements have been met.**

68b. Wetland Management Plan for Proposed Wetland Areas: Upon acceptance of a final wetland design by resource agencies, a wetland management plan will be developed for inclusion in this Master Plan. The final Wetlands Management Plan shall be incorporated into the certified Master Plan as an amendment to the City of San Diego Local Coastal Program. **The status of a Mission Bay wide wetland management plan is not known at this time.**

69. Hydrologic Improvements: Marshes naturally occur at the mouth of creeks, streams, and rivers where they periodically absorb flood events. Marshes are by nature capable of withstanding and recovering from such events. However, the creation of a marsh having storm sewer treatment functions will require safeguards from flood events. Similar considerations apply to the proposed Tecolote Creek marsh. **Tecolote treatment marsh and other marshes, and bio-swailes are proposed under the new plan.**

70. Testing: In consideration of the scope of the proposed marsh areas, and in the interest of monitoring their effectiveness as pollution filtration devices, test plots should be considered as a pre-implementation measure. Suitable testplots are the 2-acre Frost property, which the City is expected to acquire for wetland expansion, and portions or all of the targeted Tecolote Creek wetland area. This would be part of a wetland treatment marsh plan. **A study was prepared for design, engineering, maintenance and monitoring for the Tecolote Wetland Treatment Pond.**

EELGRASS

71. Eelgrass Enhancement: Additional eelgrass beds should be created wherever possible in Mission Bay. As eelgrass is very sensitive to water quality, new eelgrass beds should be located in well flushed areas of the Park. Potential sites are:

- West shore of Fiesta Island: 18+/- acres. The western shore of the Island is proposed to be "shaved back" to form a long crescent. The bathymetry of the resulting dredged area can be contoured to expand existing eelgrass beds. **Not proposed because of the lack of return on the costs required.**
- South Fiesta Island Embayment: 4+/- acres. This embayment, requiring awake attenuation device, is envisioned as a prime wading area connected to the Island's main recreation area. Should it prove necessary from a mitigation stand-point, this embayment could be enlarged to about 9 acres. **The larger size has been proposed under this new plan.**
- Fiesta Island Channel: 12+/- acres. The channel is proposed as a possible eelgrass mitigation area - if proven essential and cost-effective. **A larger than 12 acre eelgrass area can be provided under this new plan.**

UPLAND HABITATS

72. Preserves: The NRMP identifies four of the Least Tern preserves to remain: on the north shore of the San Diego River Channel near Sea World Drive, by the Ingraham Street "cloverleaf"; the tip of Mariner's Point; FAA Island in Fiesta Bay; and the northern peninsula (north end) of Fiesta Island. ***The north end preserve will be protected, expanded and enhanced under this plan, to a greater extent than under the master plan.***

This Plan proposes that Stony Point in Fiesta Island and the Cloverleaf site at the intersection of Sea World Drive and Ingraham Street be abandoned and replaced at other locations. Stony Point, which was a historic breeding area, is proposed to be abandoned to permit the full utilization of the Island's southern peninsula for regional recreation purposes. Proposed replacement sites include North Fiesta Island and areas along the levee of the San Diego River floodway, west of Ingraham Street. The abandonment of Stony Point should be effected when Least Terns are confirmed to be breeding in a suitable replacement site. ***This relocation is no longer proposed, due to the presence of many Least Terns found on site. The point will be expanded, buffered, dredged around, fenced and bermed along with educational and interpretive signage noting the importance of the site and why access is restricted.***

73. Coastal Landscape Enhancement: As described in more detail in the Land Use Section of this Plan, substantial new upland areas are proposed for recreation purposes. These areas would be vegetated primarily by beach strand and coastal sage scrub communities. In addition to their recreational value, these plant communities provide cover and forage for several wildlife species, adding to the overall biological vitality of the Park. ***Coastal Landscapes would be larger than those proposed under the master plan.***

76. Interpretive Program: Environmental education should not be restricted to the habitat areas of the Park. A program of Park-wide interpretive signs should be conceived and implemented, to inform the public of Mission Bay's unique environment. ***An interpretive program is proposed along many of the trails, mounds and sensitive areas of the island.***

VII. ACCESS AND CIRCULATION

77. Regional Destinations: Regional access to Mission Bay Park is provided by I-5 and I-8, the intersection of which defines the southeast corner of the Park. To make optimum use of this infrastructure while minimizing vehicular circulation through the Park and adjacent neighborhoods, intensive regional recreation and special event venues should be focused on the southern quadrant of the Park. ***A total of 76 regional parkland acres versus 100 are proposed for the island. However, all current special events and parking for these events would be enhanced.***

78. Large Group Picnics: Because they generate substantial vehicular traffic, large group picnics and events requiring permits and/or reservations should be targeted on South Shores and the southern area of Fiesta Island. Conversely, such activities should be scaled back and de-emphasized in Park areas adjacent to residential districts, such as Crown Point Shores. ***This is still proposed under the new plan.***

PARKING DEMAND

79. Use-Intensity and Vehicle-Occupancy Assumptions: Given that over 80 percent of Park users regard picnic and grassy areas to be at least somewhat crowded on peak days, the current 50-person per acre average use intensity should be used as a practical maximum. At present, parking supply yields an average vehicle occupancy of about 2. This is a low ratio for a major regional park. Most urban parks across the country use ratios of 2.5 or more. However, as use of the auto remains the preferred mode of transport in the region, a 2.25 vehicle-occupant ratio is recommended for peak-day planning purposes. ***This number will be used in traffic and parking assessments.***

80. General Parking Demand: About 340 acres of parkland are proposed under the Plan, representing a 50 percent increase over the current parkland area. Using the preceding assumptions for use intensity and vehicle occupancy loading, the parkland areas will generate a parking demand of about 7,555 parking spaces. To this demand should be added about 1,066 spaces to serve the open beach areas of Fiesta Island. ***A similar number for parking requirements will be provided, though total parking will be less since the more intensive regional parkland is less than proposed in the master plan.***

81. Special Events Parking Demand: During the Over-the-Line tournament, close to 2,000 vehicles have been recorded on Fiesta Island. The 864 spaces currently provided for this event are in unmarked, unpaved lots; the remaining vehicles park along the Park road and on the beach areas. For purposes of the Master Plan Update, 2,000 spaces have been assumed as the minimum necessary to satisfy the Over-the-Line event. An equal, although not overlapping, demand is assumed for the Thunderboat races. ***A similar number for parking requirements will be provided, though reliance on edge of the road parking will be more extensive than under the master plan.***

82. Overall Parking Demand: The addition of the general and special event parking demands yields combined demand for about 10,621 spaces. Since all of the new regional parkland is targeted for the southeast area of the Park, all of the additional parking needs should be met in South Shores and Fiesta Island. It is the intent of this Plan to maximize the utility of the land for recreation purposes. Therefore, the provision of new parking has been approached under the following criteria:

- New parking facilities should not occupy parkland within the primary waterfront zone (300 feet from the shore), as a means to meet peak demands. ***None are proposed in the 300-foot zone, except in the PWC trailer area, which by necessity, needs to be close to the water's edge.***

84. Fiesta Island/South Shores Parking: Following the standards set in the Design Guidelines, 2,570 parking spaces can be accommodated on Fiesta Island and South Shores for land based recreational purposes. These spaces are distributed as follows:

- Paved Parking Lots 1,620 spaces: ***Plan 4g proposes 1,208, which reflects the lower intensity and higher reliance on roadside parking.***

- Overflow parking in turfed areas 500 spaces: ***Plan 4g proposes the same number.***

- Roadside gravel parking 450 spaces: Plan 4g proposes maintaining 900 spaces.

Total 2,570 spaces: ***2,608 spaces are proposed under Plan 4g.***

This figure does not include 105 spaces provided for water-based recreation purposes, namely for personal water-craft and sailboard users. ***The PWC formal parking has been lowered to 25 trailer space, since the proposed configuration would have limited access to too much of the waterfront in the PWC area. Most users would prefer beach launching and having their vehicles next to the water for loading and socializing.***

VII. ACCESS AND CIRCULATION

90. Fiesta Island Routes A1 and A2: The first option recommends that the tram operate exclusively during peak days between the overflow parking lot and Fiesta Island. Given that it would operate only 50 to 60 days a year, the tram could be made available as a concession to private operators to minimize public costs. Or, at a minimum, the City could require the Thunderboat promoters or other special event organizers to operate a tram service during their particular events. ***This can still be part of the recommendations. It would not affect any of the physical arrangements of the island uses.***

ROADWAY IMPROVEMENTS

96. New Park Roads: A new loop road should be constructed on the southern half of Fiesta Island to serve the new parkland areas. In accordance with the Design Guidelines, the Park road should maintain a 300-foot clearance from the water's edge, except on selected areas as defined in the more detailed plan for Fiesta Island. To facilitate access to the various parking areas, as well as ensure a rapid response by fire and safety vehicles, the Park road should be two-lane, two-way all the way around the Island. ***A two-way system is not warranted for fire or safety vehicles. Capacity is similar with a one-way road system and safety is improved with a one-way system (for cyclists, walkers along the road edge, or people crossing the roadways). The causeway connection to the island does need to be widened for emergency access, right turning motions off the island and for improved safety for non-vehicular uses. A third lane is being added near the intersection to accommodate left turns and the roadway along the causeway will be wide enough to accommodate emergency vehicles in a center lane, with a slight pull-over of vehicles into the bike-lane.***

97. Fiesta Island Causeway: Because of the anticipated intensified use of the Island, the Island's causeway should be rebuilt as a three-lane roadway, reserving the middle lane for emergency vehicles and, potentially, for alternate flows into and out of the Island during peak days, holidays, and special events. The causeway should be gradually arched and a suitably-sized culvert placed under it to permit passage by rowers. The slope of the causeway and sidewalks should not have gradients steeper than those accessible by persons with physical disabilities. ***In order to avoid wetland impacts and filling of the bay, a minimum width is suggested. Since bike lanes are to be added on this segment along with sidewalks, a full center lane is not warranted for emergency vehicles. Even during backed up conditions, emergency vehicles can use the smaller center-lane proposed under this plan to pass other vehicles, especially when those vehicles have 4-5 feet to pull over into the bike lane.***

VIII. SOUTH SHORES AND FIESTA ISLAND

Encompassing over 600 acres of land area, South Shores and Fiesta Island represent a significant part of the future of Mission Bay Park. One third of regional-oriented recreation, the largest naturally landscaped upland areas, major sport and cultural event venues, and the Park's parking and transportation hub will be located in these areas of the Park. Other, more contained facilities, will also be included, such as a boat ramp, potential commercial leases, new swimming areas and primitive camping. As a goal... Fiesta Island should remain essentially open yet supportive of a diversity of regional-serving public land and low-key, for-profit recreation and natural enhancement functions. ***This plan represents a broader accommodation of diversity and open and natural areas than the master plan.***

The key to meeting these goals is the dedication of the Island's southern peninsula, the current site of sewage treatment sludge beds, as a regional parkland area. This site enjoys unequaled access to clean Baywaters, outstanding Bay views, and is conveniently served by Park and regional roadways. **Still supported but accommodates the least tern and dog leash free areas that were not considered in the master plan.**

115. Island Causeway: In accordance with the circulation objectives, Recommendation 97, the Island's cause way should be expanded to three lanes from its current two. Upon crossing the causeway, the open sand arena will come into view, framing more distant views of the Island and Bay beyond. Coastal sage scrub and sand dune vegetation should be planted at both ends of the causeway to reinforce the coastal qualities of the Island, much like the "rustic" boundary reinforces the coastal qualities of the entire Park. **See response to item #97.**

116. Park Road: As in South Shores, and in keeping with the Design Guidelines, the Park road should maintain a 300-foot clearance from the shore (Mean High Water), with the exception as noted in Recommendation 124 below. The 300-foot clearance is intended to preserve the primary waterfront influence zone for parkland purposes to the greatest extent possible. **New roads meet this guideline, however, more of the existing road network is to be relied upon.**

117. Shore Integrity: From a design standpoint, the Island should maintain the integrity of its shores; that is, if a person were to stand on any given stretch of shore, there should be visual and landscape continuity from end to end. The intent is to preserve the integrity of different types of recreational experiences as a person travels about the Island. Accordingly, four distinctive shore areas are envisioned:

- The southern shores -beach backed by ornamental turf and trees; **Still proposed.**
- The central shores -beach backed by coastal vegetation; **Still proposed.**
- The northern shores-beach backed by an upland preserve. **Still proposed.**

118. Parkland, or "Islands within an Island": Consisting predominantly of sandy shores backed by ornamental turf and trees, southern Fiesta Island will ultimately contain about 100 acres of new parkland within the primary waterfront influence zone, mostly in the current sludge beds site. Because of the lower grade elevation that will result from the abandonment of the sludge beds, this part of the Island should be a repository for fill material resulting from shoreline dredging operations. The dredging of the 4-acre embayment along South Pacific Passage, and the "shaving" of the Island's western shore are two likely nearby sources of fill material. Regional parkland will consist of 76 acres of land instead of 100 acres. No shoreline dredging is required for fill material. **The site has already been graded for regional parkland use.**

In accordance with the Design Guidelines, new parkland areas should be designed as "cells," or distinctively defined areas emphasizing different functions, such as intimate picnicking or active sand play. In Fiesta Island, this concept should be stretched further, defining the turf areas as "Islands within the Island." **This concept still applies.**

119. Pathways: Of all of the Island's recreation facilities, the pedestrian and bicycle/skating paths stand to be the most used and enjoyed. Over 5.5 miles of minimally interrupted paths facing the waterfront are proposed, encircling the entire Island. In addition, more rustic foot-paths are proposed within the upland habitat areas for hiking and jogging. As described further in the "Art in the Park" Section, these paths constitute a major opportunity for art to be integrated into the Park's overall recreation experience. **More than 5.36 miles are proposed and all will be minimally interrupted pathways. Some public art works is being considered at the entry, even though public opinion has been opposed to the use of public funds for public art on the Island.**

120. Swimming Embayment: A 4-acre embayment for swimming and wading is proposed in the Island's southern peninsula. The embayment is also intended to serve as an eelgrass mitigation area. Should it prove mandatory to increase the mitigation area, the embayment could be enlarged to about 9 acres. This option also allows the retention of Stony Point as a Least Tern preserve, should any or all of the replacement sites prove unsatisfactory. This option, however, reduces the area of the peninsula available for active recreation by about 14 acres, contrary to the development objectives of the Plan. **The larger embayment is proposed in this plan.**

121. Large Group Picnic/Overflow Parking: A central area of turf and two smaller ones toward the western and eastern points of the southern peninsula are proposed for large group picnic functions. Lying mostly outside the primary waterfront influence zone, these areas are large enough to hold related soccer, softball, multiple volleyball or touch football games. During special events, however, all or part of these areas, particularly the two smaller sites, could be used for temporary overflow parking and staging. **These are still proposed.**

122. Potential Concession: A potential concession for food and refreshments (150+/-square feet) should be considered at the western end of the Island's sand arena. Because of its accessible and central location, a concession could serve the entire Island, as well as special sporting events held at the arena. This concession would also add security to the more natural recreation areas in the Island's main peninsula. ***The special event operators have indicated that they would not utilize this facility so it has been dropped from consideration.***

123. Beachfront Parking: Most of the new parking proposed on the Island is in contained lots spaced along the Park road. This arrangement satisfies the need to access the parkland areas safely and conveniently. However, some visitors also desire parking in closer proximity to the shore to recreate as near to their vehicle as possible. ***Two sites are proposed for this purpose:***

· Enchanted Cove, south shore-The Park road should be within 200 feet of the shore at this location, allowing for head-in parking in marked, curbed, gravel-surfaced stalls. ***No longer applies.***

· Northern Cove, south shore-A small parking area, with head-in stalls facing the water should be placed here. The lot could be placed within 100 feet of the shore, which would also facilitate the launching of sailboards. ***No longer applies.***

Additional beachfront parking would be available in the Island's west shore. These head-in spaces, marked and curbed, should be 50 feet deep to accommodate recreational vehicles. At this location, however, the Park road should remain outside of the 300-foot mean high waterline. ***The parking is similar and all new roadways will be outside of the 300-foot zone.***

124. Sand Arena, Volleyball, and Over-the-Line: The sand arena is proposed to be relocated to the eastern end of the Island's main peninsula to afford more convenient access, expanded play area, and better spectator facilities. Turfed mounds framing the north and south sides of the arena should be provided: the inward face of the mounds would serve event spectators, while the out-ward face, facing the water from a higher vantage point, would be suitable for picnicking and other passive recreation activities. These improvements would make the arena a potential venue for nationally-televised events, bringing further attention to San Diego as a national recreation destination. ***See response #11.***