

WORKBOOK

DE ANZA REVITALIZATION PLAN

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Existing Conditions, Opportunities, and Constraints Workbook

Draft April 2016



DE ANZA
Revitalization Plan

ACKNOWLEDGMENTS



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1.0 INTRODUCTION & OVERVIEW

1.0 INTRODUCTION & OVERVIEW

This Existing Conditions workbook provides baseline information on opportunities and constraints for the De Anza project area and outlines future considerations for the site. The focus of this workbook is on the physical context, trends, and critical concerns that will be utilized in the development of the Revitalization Plan for De Anza. The workbook contains information about policy guidance, site uses, natural resources, transportation infrastructure and leaseholds. It will be used as a basis for:

- » Facilitating community input on key issues, opportunities, and priorities for the Plan.
- » Evaluating site issues and future use and design options and preparing alternative design concepts.
- » Formulating the Mission Bay Park Master Plan policy amendments, design program, and implementation actions.
- » Establishing the environmental setting of the environmental impact report (EIR) for the Revitalization Plan.



De Anza Point



De Anza Cove Park





View of Mission Bay

Figure 2. De Anza Revitalization Plan Area



LEGEND

-  Plan Area
-  Mission Bay Park Boundary

Source: GoogleEarth 2015

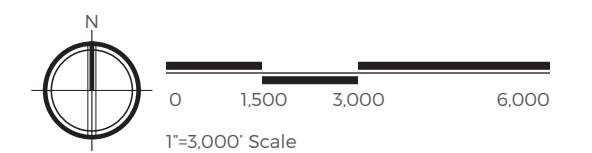


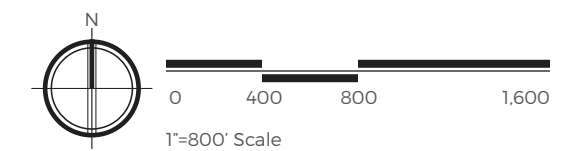
Figure 3. De Anza Revitalization Plan Area



LEGEND

 Plan Area

Source: GoogleEarth 2015



Purpose

The Master Plan does not provide specific land use concepts for the De Anza area, but calls for this to be a “special study area” that could accommodate a number of potential uses, both public and private, under varying intensities and configurations. In anticipation of the closure of the De Anza Mobile Home Park, the City has initiated the process to plan for the development of De Anza through the De Anza Revitalization Plan. This Plan is needed to implement the Master Plan and to lay out a design and use program for the reuse and redevelopment of the site.

The De Anza Revitalization Plan project is a three-year comprehensive outreach and planning program to reimagine, repurpose, and revitalize the project area. De Anza is an incredible resource to the City of San Diego and the region. The “boot” has been inaccessible to the public for many years. This Planning effort represents the extraordinary opportunity to plan for the citizens of San Diego and its visitors for the next hundred years.

The planning effort will include working with the community and stakeholders to develop De Anza Revitalization Plan alternatives that result in a preferred plan, an amendment to the Mission Bay Park Master Plan, and an EIR.

Process

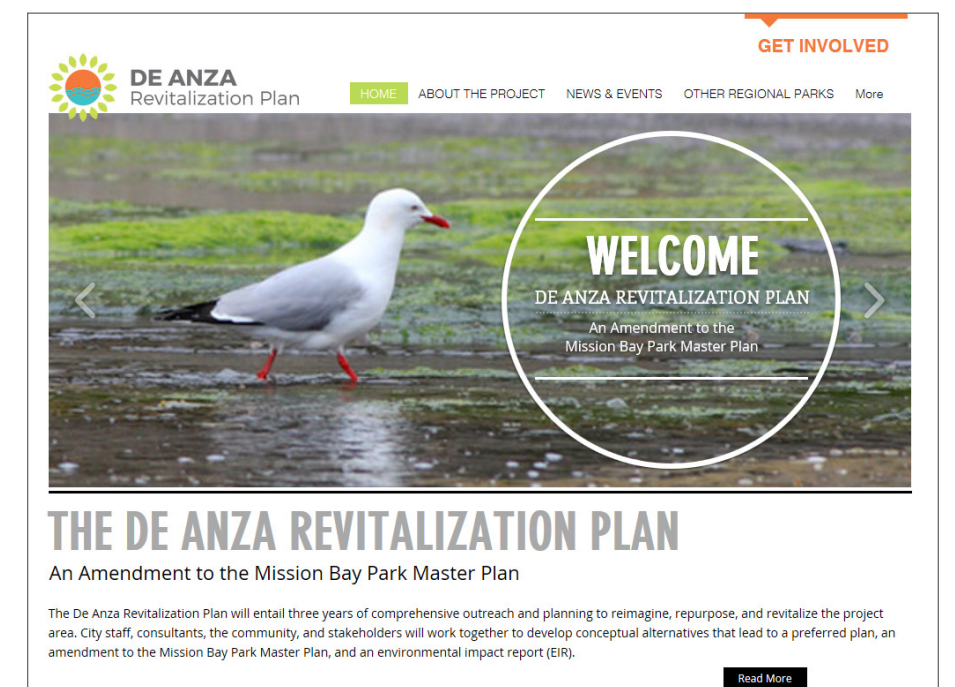
The City of San Diego is committed to a comprehensive and inclusive planning process, guided by broad community outreach and public participation. A variety of online and in-person outreach activities will be used to make public involvement accessible to as many community members and stakeholders as possible. Activities include formation of an Ad Hoc Committee (a committee made up of at-large members of the Mission Bay Park Committee and non-Mission Bay Park Committee area and regional community group and stakeholder representatives), community workshops, an online website and discussion forum, and “pop-up” events in the community.

“The diversity and quality of Mission Bay Park depends on the balanced provision of public recreation, the sustainable management of environmental resources, and the operation of economically successful commercial leisure enterprises.”

--Mission Bay Park Master Plan

The Revitalization Plan process will occur in five phases:

- » **Phase 1** entails project launch, community visioning, issue identification, and evaluation of existing conditions (this workbook).
- » **Phase 2** provides detailed analysis of key constraints and opportunities for the site and the preparation of conceptual revitalization plan alternatives. The alternatives will explore various ways in which the vision can be achieved by evaluating a range of uses and priorities.
- » **Phase 3** includes input from the community and decision makers, refinement of the concept alternatives, and preparation of an economic feasibility analysis. Community input will be sought through a series of Ad-Hoc Committee meetings, workshops, online engagement, and decision-maker briefings.
- » **Phase 4** involves selection of a preferred conceptual revitalization plan and preparation of an associated amendment to the Master Plan and Local Coastal Plan and Program. The EIR process will formally begin in this phase.
- » **Phase 5** includes drafting and public review of the Program EIR. The Draft Revitalization Plan, Draft Mission Bay Park Master Plan/Local Coastal Program Amendment, and Draft and Final EIR will be presented to the Park and Recreation Board and the Smart Growth and Land Use Committee of the City Council for formal recommendation, and then to the City Council and California Coastal Commission for approval and adoption.



1.2 DEMOGRAPHIC OVERVIEW

Population and Household Trends

According to Nielsen-Claritas, a third-party data vendor, there are 3.25 million residents and 1.14 million households in San Diego County (Table 1). There are many residents close by but also from around the region that use this park consistently. Of the regional households, 35 percent have children under the age of 18. Thus, recreation, playground and child-focused spaces are in high demand.

Age

In 2015, the median age for residents of the county was 35.7 years. The median age increased from 2010, reflecting the general trend of baby boomers aging. As of 2015, 24.3 percent of all county residents were 55 years or older, and the percentage of residents under the age of 24 had decreased. This suggests that park users will demand senior amenities at De Anza Cove. Table 2 shows the median ages and age distributions for San Diego County.



Table 1. San Diego County Population and Household Trends, 2010-2015

| SAN DIEGO COUNTY | 2010 | 2015 | CHANGE 2010 - 2015 |
|----------------------|-----------|-----------|--------------------|
| Population | 3,095,313 | 3,250,417 | 5.0% |
| Households (HH) | 1,086,865 | 1,141,245 | 5.0% |
| HH with Children (#) | 381,188 | 400,529 | 5.1% |
| HH with Children (%) | 35.1% | 35.1% | |

Source: Nielson; BAE, 2015.

Table 2. San Diego County Age Distribution, 2010-2015

| AGE COHORT | 2010 | | 2015 | |
|--------------|------------------|--------------|------------------|--------------|
| | # | % | # | % |
| Under 18 | 724,168 | 23.4 | 740,914 | 22.8 |
| 18-20 | 151,815 | 4.9 | 144,877 | 4.5 |
| 21-24 | 216,030 | 7.0 | 203,693 | 6.3 |
| 25-34 | 470,922 | 15.2 | 504,974 | 15.5 |
| 35-44 | 420,563 | 13.6 | 436,908 | 13.4 |
| 45-54 | 430,774 | 13.9 | 428,177 | 13.2 |
| 55-64 | 329,616 | 10.6 | 378,266 | 11.6 |
| 65-84 | 297,465 | 9.6 | 354,333 | 10.9 |
| 85 and older | 53,960 | 1.7 | 58,275 | 1.8 |
| TOTAL | 3,095,313 | 100.0 | 3,250,417 | 100.0 |
| Median Age | 34.7 | | 35.7 | |

Source: Nielson; BAE, 2015.

Household Income

In 2015, the county's median household income was \$61,766, with more than 58 percent earning \$50,000 or more per year. This indicates that regional residents who use recreational facilities at De Anza Cove are able to pay for restaurant, retail, and recreational concessions. Table 3 shows the 2015 household income distribution for San Diego County households.

Table 3. San Diego County Annual Household Income, 2015

| INCOME BRACKET | 2015 | |
|-----------------------|------------------|--------------|
| | # | % |
| Less than \$15,000 | 126,265 | 11.1 |
| \$15,000 - \$24,999 | 103,106 | 9.0 |
| \$25,000 - \$34,999 | 105,561 | 9.2 |
| \$35,000 - \$49,999 | 142,773 | 12.5 |
| \$50,000 - \$74,999 | 197,420 | 17.3 |
| \$75,000 - \$99,999 | 145,861 | 12.8 |
| \$100,000 - \$149,999 | 170,918 | 15.0 |
| \$150,000 + | 149,341 | 13.0 |
| Total | 1,141,245 | 100.0 |
| Median HH Income | \$61,766 | |

Source: Nielson; BAE, 2015.

San Diego Visitors

According to the San Diego Tourism Authority, 34.8 million people visited San Diego County in 2015. Of these, 17.2 million were overnight guests, and 17.6 million were day visitors. A 2013 intercept survey indicated that 2.9 million overnight visitors (17 percent) came to San Diego on business, and the remaining

83 percent came for leisure or personal reasons. Table 4 shows San Diego visitation by visitor type and destination for 2014 and 2015.

Mission Bay Visitors. The survey data in Table 4 show that 18.4 million people visited San Diego area beaches and attractions in 2014—including those in Mission Bay—and 19 million visited in 2015. According to the San Diego Park and Recreation Department, 14 million people visited Mission Bay parks in 2014, including Sea World visitors who use park facilities as well. Although general visitation figures show a relatively even share of overnight and day visitors, Park and Recreation Department staff indicate that most of Mission Bay’s visitors are from the San Diego region.

Tourists and visitors to San Diego also frequent attractions around Mission Bay, including Sea World and the annual Over the Line tournament, and could be expected to use amenities at De Anza Cove.

Mission Bay Visitor Activities. According to the San Diego Tourism Authority and City Park and Recreation Department staff, local visitors to Mission Bay primarily use walking trails and picnic space. Out-of-town visitors use the park facilities either before or after visiting Sea World or as part of their stay at a local resort. They engage in water activities—including water skiing, rowing crew at local clubs, and renting boats or other water recreation equipment from the local resorts.

Table 4. San Diego County Visitor Profiles, 2014-2015

| VISITS | 2014 | 2015 |
|---|-------------------|-------------------|
| Y/Y Growth | | |
| Day | 1.2% | 4.5% |
| Overnight | 2.9% | 2.1% |
| Total Visitors | | |
| Day | 16,900,000 | 17,600,000 |
| Overnight | 16,900,000 | 17,200,000 |
| Total | 33,800,000 | 34,800,000 |
| Overnight Visitor Type (a) | | |
| Leisure | 13,858,000 | 14,104,000 |
| Business | 2,873,000 | 2,924,000 |
| Personal | 169,000 | 172,000 |
| Total | 16,900,000 | 17,200,000 |
| Destinations of Overnight Visitors (b) | | |
| Area Beaches (c) | 4,377,100 | 4,454,800 |
| SeaWorld | 2,366,000 | 2,408,000 |
| Destinations of Day Visitors (d) | | |
| Area Beaches (c) | 3,346,200 | 3,484,800 |
| Theme Parks | 8,314,800 | 8,659,200 |
| Total Potential Visitors | | |
| Area Beaches (c) | 7,723,300 | 7,939,600 |
| Theme Parks | 10,680,800 | 11,067,200 |
| Total | 18,404,100 | 19,006,800 |

Notes:

(a) Based pm 2013 Summary of Visitor Statistics Distribution

Leisure: 82%

Business: 17%

Personal: 1%

(b) Based on 2013 Summary of Visitor Attractions Visited

Area Beaches: 26%

SeaWorld: 14%

(c) Area Beaches includes Mission Bay.

(d) Based on 2013 Summary of Visitor Attractions Visited


Area Beaches: 20%

Theme Parks: 49%

Source: Tourism Economics “San Diego Travel Forecast, July 2015”; San Diego Tourism Authority “Summary of 2013 Visitors, 2015”; BAE, 2015.



Boardwalk passing through De Anza Cove Park



2.0 GUIDING PRINCIPLES

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De Anza is an asset of the region and a key planning area in Mission Bay Park—redevelopment and revitalization has been long awaited. This Revitalization Plan project offers the extraordinary opportunity to create an iconic landmark recreational destination that serves the entire San Diego region and its visitors.

The location of De Anza at the northeast corner of Mission Bay and its proximity to the I-5 make the project area highly visible; it is an ideal location to create a gateway and park space for the region. It offers the first glimpse of water and the Pacific Ocean when traveling south into the heart of the city. The location is

already a regional destination because of existing amenities in the bay and proximity to the Pacific Ocean. Enhancing the site could significantly increase the recreational opportunities for the region, bolster the economy, and restore vital habitat.

De Anza currently offers amenities related to the existing RV and mobile home area, De Anza Cove Park, beach access, San Diego Boat & Ski Club, Mission Bay Golf Course, and ballfield and tennis facilities as part of the Bob McEvoy sports complex. In its current condition, the site lacks a unifying design, has poor environmental quality, lacks contemporary amenities, and provides poor access from surrounding uses

and the community. The design for the Plan area is intended to improve and enhance its layout, provide new recreational opportunities, restore natural character and the wetlands, improve public amenities, and increase public access. Based on significant community input—De Anza Ad-Hoc Committee meetings, a community workshop, a “pop-up” outreach event, and stakeholder interviews—as well as policy guidance in the Mission Bay Park Master Plan, the City of San Diego has established guiding principles to inform and guide the development of the Revitalization Plan concept alternatives and to serve as key criteria—together with community input—for selection of a preferred revitalization plan.



Aerial photograph of the De Anza “boot”

2.1 GUIDING PRINCIPLES

The following **guiding principles** will be used to analyze, design, plan, and formulate alternatives, and select a preferred plan. The principles are broad statements about prioritized topics and issues that will be considered throughout the planning and design development process.



De Anza Cove beach area

GUIDING PRINCIPLES

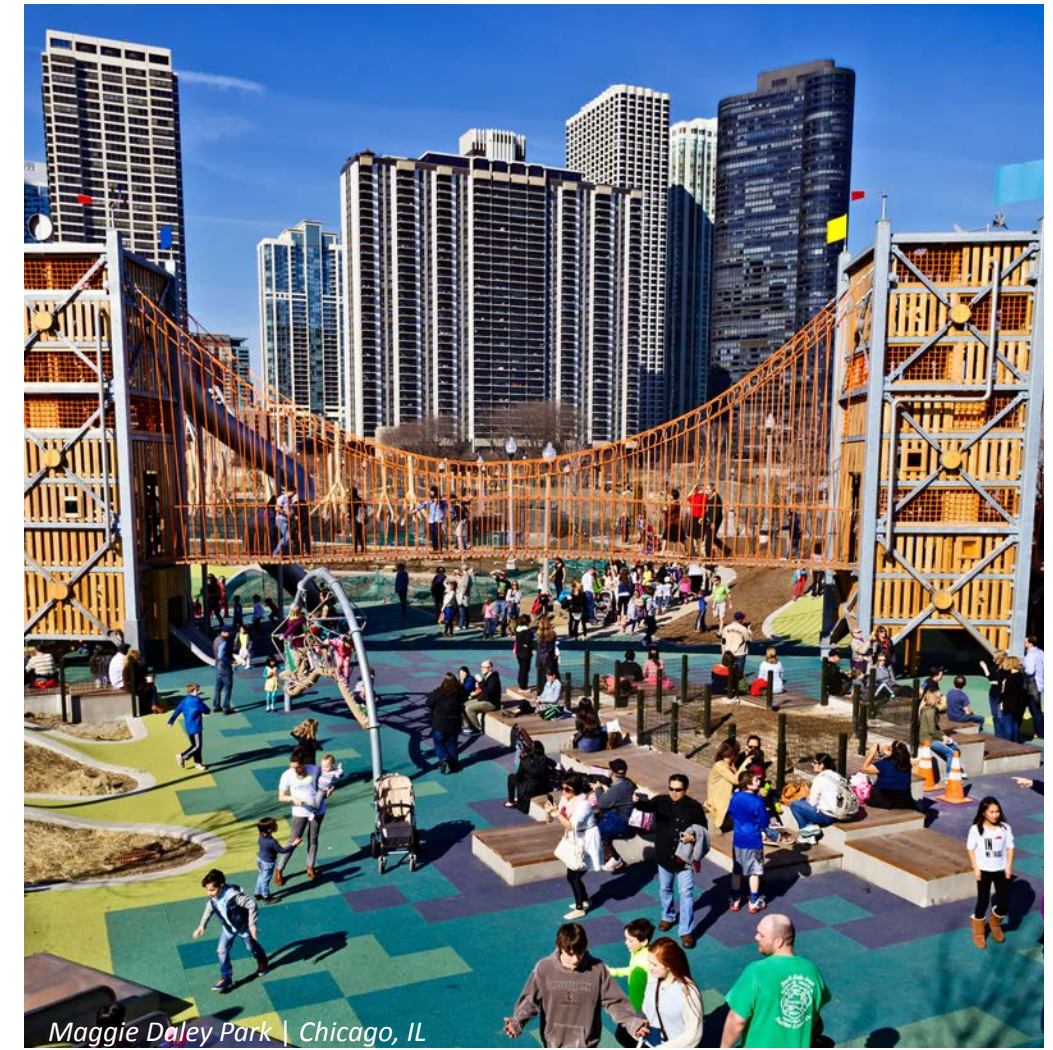
- Engage in a transparent, publicly informed planning process guided by the goals, objectives, and recommendations in the Mission Bay Park Master Plan.
- Advance the Master Plan's concept of a "park within a park" for De Anza Cove, contributing to the overall diversity and sustainability of Mission Bay.
- Engage the community and create excitement about the opportunity to shape the identity of a waterfront destination.
- Prioritize public access and connectivity between the region and De Anza, including the shoreline and adjacent uses.
- Consider both physical and financial feasibility when identifying recreational, environmental, and economic uses.
- Enhance public use of De Anza and diversify recreational uses on land and in water that serve a range of interests, ages, activity levels, incomes, and cultures.
- Enhance safety and opportunity for multi-modal travel—walking, driving, transit, and bicycle—to, from, and throughout De Anza and increase connections to the surrounding communities and region.
- Identify uses, activities, and site design (location) that improve the existing water quality and natural resources system within and around De Anza.
- Design alternatives that embrace responsibility and stewardship over the environment, incorporating wetlands enhancement, restoration, and safeguards of adjacent natural habitats.
- Utilize technology and innovative climate adaptation strategies to increase resiliency to climate change and reduce potential impacts from sea level rise.
- Provide leasing opportunities that encourage new businesses to serve regional park needs and generate revenue to support financial feasibility of the plan.



Discovery Green Park | Houston, TX



Balboa Park | San Diego, CA



Maggie Daley Park | Chicago, IL

EXAMPLES OF PRECEDENT SETTING PARKS FROM AROUND THE COUNTRY



County Waterfront Park | San Diego, CA



Mission Dolores Park | San Francisco, CA



3.0 RELEVANT PLANNING & REGULATORY DOCUMENTS

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Development in the Plan area is governed by a variety of state, regional, and local regulatory and planning documents that guide and enhance future environmental, economic, mobility, and land use conditions. The regional planning documents provide broad strategies and policies for achieving long-term goals that are interrelated between different areas of San Diego. Localized and area-specific planning documents provide more defined policies and guidance frameworks for future development.

3.1 CITY OF SAN DIEGO DOCUMENTS

General Plan Recreation Element

The General Plan's Recreation Element was adopted by the City of San Diego in March 2008 to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users.

The Recreation Element's goals, policies, and programs outline the City's vision for managing and improving the City's park and recreation network. Many of these policies will influence the design of the project site, including policies regarding resource conservation, access, joint-use opportunities, protection of biologically important resources, and community engagement. The Preservation Section of the Recreation Element sets forth the following goals for the preservation and management of natural resources, enhancement of outdoor recreation opportunities, and protection of the public health and safety.

- » Preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs citywide.
- » Preserve, protect and enrich natural, cultural, and historic resources that serve as recreation facilities.

Climate Action Plan

The City of San Diego adopted a Climate Action Plan (CAP) on December 15, 2015. This plan is pursuant to AB 32, which sets a statewide reduction target of 1990 greenhouse gas (GHG) emission levels by 2020. To remain consistent with GHG reduction goals, the City calculated a 2050 GHG emissions reduction of 80 percent below the 2010 baseline. Additionally, a 2035 target was established as an interim target to stay within the trajectory of the 2050 target.

The City of San Diego identifies five broad strategies to reduce GHG emissions and achieve 2020 and 2035 emissions goals:

1. Energy- and water-efficient buildings
2. Clean and renewable energy

3. Bicycling, walking, transit, and land use
4. Zero waste (gas and waste management)
5. Climate resiliency

The 2015 CAP provides details about: specific strategies and actions that the City will implement, how those actions will be monitored, impacts of the CAP on social equity and job creation, and the City's commitment to ensuring resiliency and adaptation for potential climate change impacts. Additionally, the plan follows the best available sea-level rise policy guidance from the California Coastal Commission, which provides steps for addressing sea-level rise in Coastal Commission planning and regulatory actions.



Children at play along De Anza beach area

City of San Diego Bicycle Master Plan

The City of San Diego Bicycle Master Plan was adopted in June 2011 and presents a renewed vision for bicycle transportation, recreation, and quality of life in San Diego. Its goals closely align with the 2008 San Diego General Plan’s mobility, sustainability, health, economic, and social goals:

- » A city where bicycling is a viable travel choice, particularly for trips of less than five miles.
- » A safe and comprehensive local and regional bikeway network.
- » Environmental quality, public health, recreation, and mobility benefits through increased bicycling.

The Bicycle Master Plan examines the existing bike network around the project site, noting the Class I and Class III bike routes in front of Mission Bay Park and along N Mission Bay Drive, respectively. The Bicycle Master Plan proposes to introduce a Class II bike lane along a 1.24-mile section of E. Mission Bay Drive from the I-5 to Grand Avenue. It also identifies community plans in which bike paths are proposed. The Pacific Beach Community Plan and Local Coastal Community Plan include bike lanes along the entire Grand Avenue corridor, connecting the Ocean Front Walk to the Rose Creek Bike Path.

City of San Diego Pedestrian Master Plan

The City developed and adopted the Pedestrian Master Plan in December 2006 as a guide that will assist current and future projects with a pedestrian component. The Pedestrian Master Plan will enhance neighborhood quality and mobility options by identifying existing issues and prioritizing project areas based on research and community feedback. It contains comments from the public regarding the current conditions of the walkways surrounding Mission Bay.



Bicyclists riding through De Anza Cove Park

Mission Bay Park Master Plan

The Mission Bay Park Master Plan includes a number of goals, policies, and programs that outline the City’s vision for improving and maintaining Mission Bay beaches, water, and park space. The Master Plan encompasses the Revitalization Plan area. The Plan area is subject to the goals and objectives for Mission Bay Park. The Plan area comprises both the 76-acre area—identified in the Master Plan as the De Anza Special Study Area (SSA)—and an additional 90 acres to the north containing the Mission Bay Golf Course, Bob McEvoy athletic complex, San Diego Boat & Ski Club, and De Anza Cove Park.

The Master Plan sets forth recommendations for land use in the SSA, which is envisioned as a flexible planning area where both private and public uses can be accommodated under varying intensities and configurations. The Master Plan would allow for any one or all of the following uses in the De Anza Special Study area: guest housing, regional parkland, beach, boating concessions, wetlands, wetland-related hydraulic improvements, and paths and trails.

The Master Plan specific development criteria for the SSA state:

- » Up to 60 acres of existing water and land leases can be developed as guest housing.
- » The SSA shall not be developed to the detriment to existing/future habitat areas on or surrounding the site. Foremost in consideration should be contribution to Mission Bay Park’s water quality and wetlands creation.
- » The site should facilitate hydrologic improvements to improve the viability of marsh areas in its vicinity.
- » The SSA shall be developed to enhance public use of the Plan area.
- » Any redevelopment proposal shall incorporate a 100-foot buffer/public use zone along the entire Rose Creek frontage of the site, as measured from the top of the rip-rap, and adjacent to the proposed wetland at the mouth of Rose Creek located outside the SSA.
- » Public access/recreation improvements, such as walkways, overlooks, picnic tables, benches, etc., may only be sited in the upland 50 feet from said buffer/public use zone.

- » A 150-foot minimum public use zone shall be maintained along the beach areas of the shore as measured from the mean high water line.
- » Along other bulkhead or rip-rap areas of the shore, if any, a 50-foot minimum public use zone shall be maintained as measured from the top of the bulkhead or rip-rap.
- » A waterfront trail and viewing areas shall be provided within the public use zone along the entire shoreline of the site, in addition to other passive recreational features.

Other Master Plan goals and policies preserve, protect, and enhance special status plants, animals, and native vegetation and protect, restore, and enhance wetlands. Implementing these goals and policies will entail protecting and enhancing special vegetation and habitats in the Plan area, discussed further in Section 7.0 below.

Mission Bay Natural Resources Management Plan

The Mission Bay Natural Resources Management Plan (NRMP) was prepared by the City of San Diego Planning Department (formerly the Development and Environmental Planning Department) and approved in 1990. The plan recognizes the presence and importance of natural resources in Mission Bay Park and provides guidelines and programs for continued improvement and maintenance of the park in order to ensure viable productivity and protection of the park's natural resources. The main focus of the plan is twofold—to ensure that no wildlife habitat will be reduced and to improve the overall natural quality of the area.

The NRMP's guidelines for development and mitigation of impacts include: dredging; methods of construction to minimize natural resources impacts; beach maintenance restrictions; construction methods to reduce impacts to water

3.0 RELEVANT PLANNING & REGULATORY DOCUMENTS

quality; buffer zones; habitat replacement ratios such as 1:1 ratio for eel grass, salt pan, salt marsh, and any coastal strand habitat supporting sensitive species; and mitigation plans. The NRMP also provides information regarding a nesting site management program for the California least tern, which is located near the project site. Additionally, the NRMP recommends working with local universities and academics to share information, with the goal of providing the most recent and accurate data.

Mission Bay Park Improvement Fund: 10-Year Plan

San Diego voters approved Proposition C on November 4, 2008, which amended the City Charter by adding Section 55.2. This section designates the use of a portion of the lease revenue from Mission Bay Park for capital improvements in the park and other regional parks. This fund—known as the Mission Bay Park Improvement Fund—is used to complete a series of prioritized projects within a Park Improvement Zone specifically identified in City Charter Section 55.2.

The Park Improvement Zone includes “those areas encompassed within the boundaries of Mission Bay Park, Oceanfront Walk from the Mission Bay jetty to Crystal Pier and the adjoining seawall, coastal parks, and ocean beaches contiguous thereto.” It also includes portions of Rose Creek, Tecolote Creek, and the San Diego River as it passes through the boundaries of Mission Bay Park.

Proposition C created the Mission Bay Park Improvement Fund Oversight Committee. City Charter Section 55.2 states that the role of the oversight committee is “to verify that the appropriate funds are collected, segregated, retained and allocated according to the intent of this Section, and spent as prioritized.”



View of De Anza Cove Park and Beach

3.0 RELEVANT PLANNING & REGULATORY DOCUMENTS

The Mission Bay Park Improvement Fund Oversight Committee prioritizes projects as follows:

1. Dredging within Mission Bay, currently fully funded and anticipated to begin construction late 2016.
2. Create wetlands as identified in the Mission Bay Park Master Plan.
3. Restore shoreline treatments in the Park Improvement Zone.
4. Provide endangered and threatened species preserves at Fiesta Island and the San Diego River.
5. Complete our major subprojects: bicycle and pedestrian paths; sustainable lighting; signage and landscaping; and parking lot repairs and resurfacing.
6. Replace and repair substantial segments of bulkhead along the beach in the Park Improvement Zone.
7. Address deferred maintenance, which would include upgrades and improvements to restrooms, playgrounds, fitness courses, and site furnishings.

Mission Bay State Tidelands Grant (1945)

The Mission Bay State Tidelands Grant was given to the City of San Diego upon certain trusts and conditions. It states that all the right, title, and interest of the State of California shall be granted to the City for tidelands and submerged lands, whether filled or unfilled, in or adjacent to Mission Bay or its entrance. The grant also established conditions associated with the land:

- » Lands shall be used with the purpose of improving and constructing a harbor and operation and maintenance of wharves or other structures.
- » Establish parks, playgrounds, bathhouses, recreation, piers, and facilities.
- » Use the space for educational, commercial, and recreational purposes.
- » City cannot give or grant lands to any individual, firm, or corporation.

- » City cannot provide leases in excess of 50 years.
- » All constructed harbors and revitalized tidelands shall be improved by the City and shall always remain public harbors and public tidelands.
- » No discrimination in rates, tolls, or shares or in facilities for any use or service in connection with the City.
- » Absolute right to fish in the waters of Mission Bay with the right of convenient access to waters with the purpose of fishing.
- » The State may use lands or any portion for highway purposes without compensation to the City; compensation would be made to persons, firm or private corporation entitled thereto for the value of their interest in the improvements taken or for damages to such interest.

City of San Diego Charter: Article 5, Sections 55.1 and 55.2

Section 55.1: Mission Bay Park, Restrictions upon Commercial Development. The total land and water area of all leases in Mission Bay Park shall not exceed twenty-five percent (25%) of the total dedicated land area or six and one-half percent (6.5%) of the total dedicated water area respectively of the park without such lease being authorized or later ratified by vote of 2/3s of the qualified electors of the City voting at an election for such purpose.

Section 55.2: Mission Bay Park and Regional Parks Improvement Funds. Mission Bay Park Lease Revenues up to the threshold amount (\$20 million) shall be deposited into the San Diego General Fund and may be used for any municipal purpose. All Mission Bay Park Lease Revenues in excess of the threshold shall be allocated in the City of San Diego budget to two distinct funds. Twenty-five percent (25%) of the revenues in excess of the threshold amount, or two million five hundred thousand dollars (\$2,500,000), whichever is greater, shall be allocated to the San Diego Regional Parks Improvement Fund.



View of Rose Creek and Bike/Pedestrian Bridge south of Grand Avenue

Seventy-five percent (75%) of the revenues in excess of the threshold amount, or the remainder after allocation of the San Diego Regional Parks Improvement Fund, shall be allocated to the Mission Bay Park Improvement Zone.

Funds in the Mission Bay Park Improvement Fund may be expended in the Mission Bay Park Improvement Zone to restore wetlands, wildlife habitat, and other environmental assets as well as improve water quality, boating, swimming, fishing, and picnicking by maintaining navigable waters and reducing hazards through the improvement of shoreline, embankments, and environmental conditions.

Funds in the San Diego Regional Parks Improvement Fund may be expended only for noncommercial public capital improvements for San Diego regional parks. These funds may not be used for commercial enterprises or improvements of

leasehold interests. The annual budgets allocated for park operations would not be reduced at a greater rate or increased at a lesser rate relative to the overall annual budget of park and recreation as a result of available funds.

3.2 OTHER RELEVANT DOCUMENTS

SANDAG 2050 Regional Transportation Plan

The SANDAG 2050 Regional Transportation Plan (RTP) establishes a blueprint for a regional transportation system that is designed to improve quality of life, promote sustainability, and offer more mobility options for the region. The RTP was developed with future population growth considerations and the impact of subsequent increases in housing and jobs. The RTP promotes sustainable development of new jobs and

3.0 RELEVANT PLANNING & REGULATORY DOCUMENTS

homes through creation of a transportation network that is more conducive to walking and bicycling and offers more access to public transit.

There are various transit projects in the City of San Diego under the RTP, many of which involve construction of transit stations and reconfiguration of existing transportation networks, which could potentially change traffic flows into and surrounding Mission Bay Park. The proposed Mid-Coast Trolley extension would construct a light rail corridor from Old Town transit center and University Towne Centre that travels along Morena Boulevard, immediately east of I-5 across from Mission Bay, and will include a transit station to the south of the Plan area at Clairemont Drive and one to the north at Balboa Avenue.

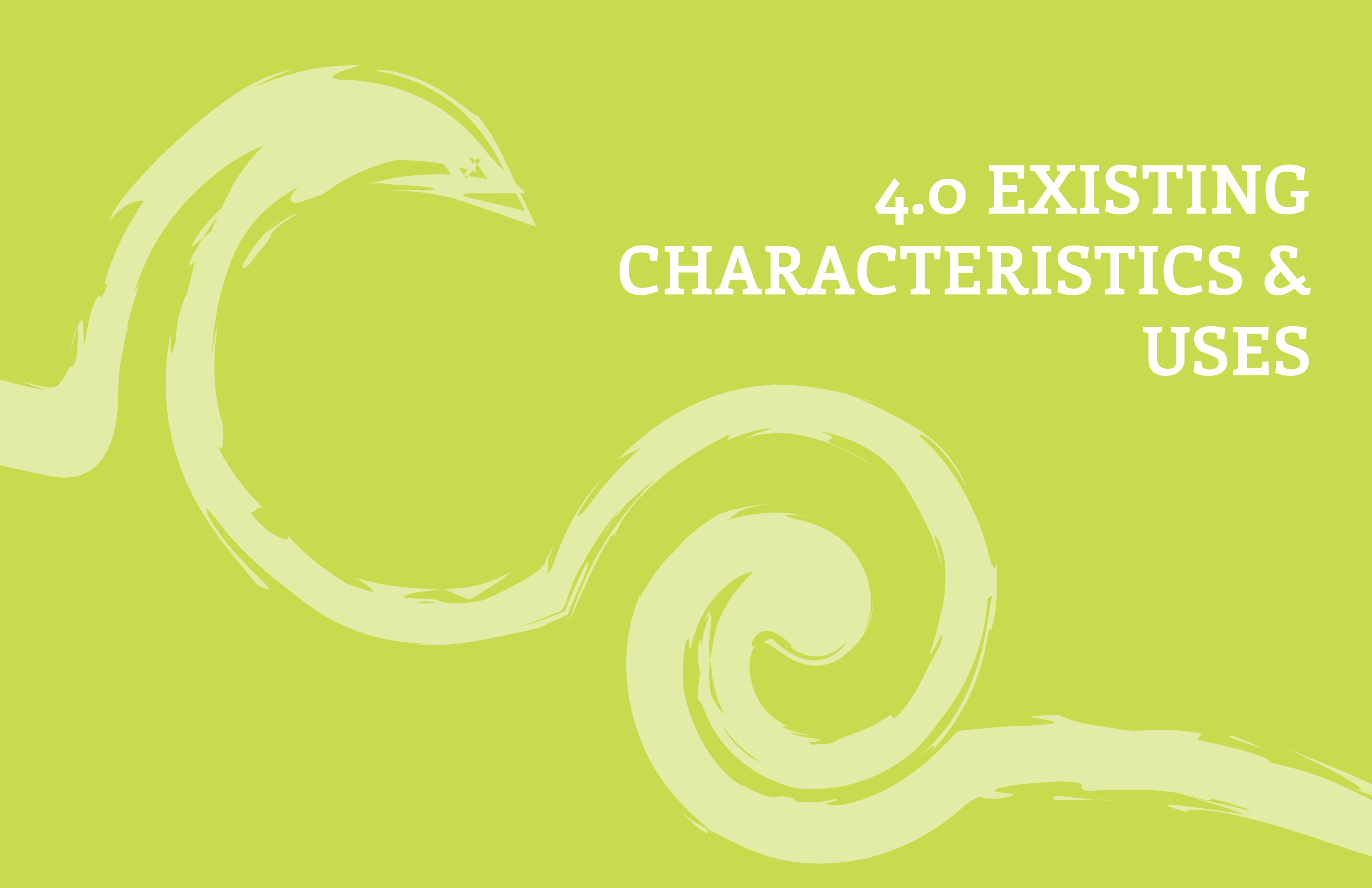
Rose Creek Watershed Wetland, Riparian, and Water Quality Restoration Opportunities Analysis

The California Coastal Conservancy, the County of San Diego, the City of San Diego, San Diego EarthWorks, Land Conservation Brokerage, and the Rose Creek Watershed Alliance joined to create the Rose Creek Watershed Opportunities Assessment. The document was completed in 2005 and adopted by the San Diego City Council in 2008.

The study assessed existing conditions in the Rose Creek Watershed and offered recommendations to enhance the watershed's natural, cultural, safety, and recreational qualities and characteristics. The assessment was based on the Rose Creek Watershed Alliance's broad vision for improving the watershed, and it presents methods to holistically manage the watershed and combat future issues.



Mission Bay Drive looking south



4.0 EXISTING CHARACTERISTICS & USES

4.0 EXISTING CHARACTERISTICS & USES

4.1 MISSION BAY PARK CHARACTERISTICS

There are currently 4,309 acres of park and open space in Mission Bay, with 1,887 acres of parkland, 134 acres of marsh, and 2,288 acres in the bay. The park is a regional draw and is used by tourists and the surrounding community. Interviews with local stakeholders confirm that Mission Bay's park areas are crowded during the peak summer period. As detailed in Section 5.0, Economics, there is sufficient demand for park space that could be met by De Anza Cove resulting in park space that would be highly utilized.



View looking toward De Anza Mobile Home Park

4.2 EXISTING FACILITIES/USES WITHIN THE PLAN AREA

The De Anza Revitalization Plan Area consists of approximately 166.5 acres of bayfront property in the northeast corner of Mission Bay Park that includes a variety of existing facilities and uses, as shown in Figure 4, Existing Conditions below.

Table 5. Existing Facilities/Uses within the Plan Area

| FACILITIES/USES | AREA |
|---|--------------------|
| De Anza Mobile Home Park | 58.1 acres |
| Mission Bay RV Resort | 12.2 acres |
| De Anza Cove Park | 18.8 acres |
| De Anza Cove Beach Area | 10.0 acres |
| Mission Bay Golf Course | 48.4 acres |
| Mission Bay Athletic Area/Bob McEvoy Youth Fields | 10.0 acres |
| Mission Bay Boat and Ski Club | 4.8 acres |
| Road/Landscaping | 4.2 acres |
| Total | 166.5 acres |

De Anza Mobile Home Park

Though De Anza Mobile Home Park is anticipated to be vacated in the near future, approximately 158 sites are still in use, and the City Real Estate Assets Department is working to determine a date of the closure of the park. The Mobile Home Park and RV Resort (described below) comprise approximately 70.3 acres. The area has a haphazard mix of water and sewer/wastewater infrastructure in adequate to poor condition.

Mission Bay RV Resort

Mission Bay RV Resort is a public recreational vehicular camping area that includes approximately 240 spaces. It is 95 percent occupied in the peak summer period and approximately 60 percent occupied in the off-peak winter months.

De Anza Cove Park

De Anza Cove Park, located immediately south of North Mission Bay Drive, is approximately 18.8 acres of improved park with picnic areas, children's play areas with play structures, public restrooms, shade structures, barbecues, multi-use turf areas, volleyball areas, the Mission Bay pedestrian and bicycle shoreline pathway, public parking, beach access, and swimming. The park is heavily used year-round for special use, permitted community events.

De Anza Cove Beach Area











The De Anza Cove beach area includes beach and waterfront area within the water cove south of De Anza Cove Park. It includes a large number of public parking spaces, a boat launch, sand volleyball courts, passive lawn area, a gazebo, and tot play lots. It also provides beach shore swimming and sand areas as shown in Figure 4. The park draws 14 to 15 million users annually.

Mission Bay Golf Course

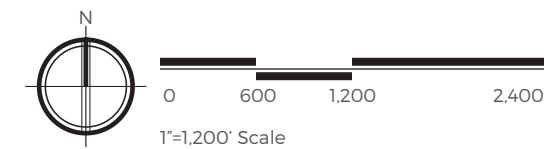
Mission Bay Golf Course is an 18-hole, par 58, 46-acre executive lighted golf course. There are approximately 60,000 rounds played annually, with the capacity to hold more. The Mission Bay Golf Course has 40 stalls at the full-size driving range, which is in the southeastern portion of the property. It is the

Figure 4. Existing Conditions



- LEGEND**
-  Plan Area
 -  Bike Path
 -  Swim Area
 -  No Beach Take Offs (11 am to 5 pm May-Oct)
 -  No Beaching, Launching, or Anchoring
 -  Open Speed Zone*
 -  Parking
 -  Gazebo
 -  Bay Traffic Buoy
 -  Lifeguard Station

*Areas outside of the Open Speed Zone are within the No Wake Zone.



only course in San Diego that has a lighted driving range and golf course. The course holds special events during the year and caters to a new foot golf program.

Attendance/number of rounds of golf has been steadily increasing since 2014, with a 4 percent increase in 2014, 5 percent increase in 2015, and an anticipated increase of 7 percent in 2016. Twelve men's and women's high school teams use the course as well as a women's club that has been in existence for 50 years. Foot golf started in August of 2015 and brings in a new type of customer; it has become fairly popular, with an anticipated three to four thousand rounds in its first year.

Mission Bay Golf Course is intended to be branded as a "Family Learning Center." Because it is an ideal place to teach golf to new golfers, especially juniors, it is a critical component of the Park and Recreation Department's P.L.A.Y. Golf Initiative, which reaches out to juniors at the City's recreation centers. In the first year of P.L.A.Y. Golf, the game was introduced to over 700 kids.

Mission Bay Athletic Area/Bob McEvoy Youth Fields

Bob McEvoy Youth Fields are approximately 10 total acres of multi-use sports fields and contain 3 baseball fields, 1 softball field, 8 tennis courts, 5 soccer fields, and 1 basketball court. In recent years, the multi-use of these fields has caused disruptions due to lack of availability of field space and time slots for games and practices.

The Pacific Beach Tennis Club operates the 8 tennis courts in the southeast portion of the Youth Fields. This facility provides a reception structure and warm-up area for public use. The Tennis Club hosts six tournaments per year, including four tournaments for juniors, as well as other competitions for various adult leagues, including Women's League, United States Tennis Association, and World Team Tennis. Tennis pros offer clinics and lessons to youth and adults every day.

Mission Bay Boat and Ski Club

Mission Bay Boat & Ski Club is a private membership club on 4.8 acres and is located above North Mission Bay Drive and is directly adjacent to Rose Creek. The Club's purpose is to provide education, knowledge, and skill in boating and water sports. The area is currently used as a boat storage facility, and years of silt buildup along its Rose Creek boundary prevents boats from launching or docking. The lease for the site has expired, but it is anticipated that the Boat & Ski Club will renew a lease and relocate elsewhere in Mission Bay.

4.3 VIEWS AND SCENIC RESOURCES

De Anza Cove's general location and proximity to I-5 make it highly visible and an ideal location to create an iconic gateway and park space for the region.

Views of De Anza from the surrounding area are noteworthy as are the views looking out to Mission Bay from De Anza itself. The SSA "boot" peninsula landform is the first view of Mission Bay from southbound Interstate 5. It can be said that De Anza is the entrance to Mission Bay, to San Diego's coastline, and to the heart of the City. There are limited long views for travelers heading northbound on I-5, but De Anza is highly visible and serves as an important scenic resource from East Mission Bay Drive and from the bike/pedestrian boardwalk that travels along the water's edge from Fiesta Island to the south and the project area.

Views should be an important consideration when planning for the redevelopment and reimagining of De Anza. The quality of the view to the cove could be greatly enhanced and better define a unique sense of place.



4.4 CONSTRAINTS AND OPPORTUNITIES

Constraints

Mission Bay Park is a regional draw and is used heavily by the local population and tourists. De Anza, and the De Anza “boot” in particular, is a waterfront asset that many San Diegans have been waiting many years to return to public access. As such, there are a wide range of interests and desires to be considered and prioritized in this planning process.

Further, there are a number of existing and nearby uses that need to be considered in the development of the Plan area. The ballfields, tennis facilities, and golf course are heavily used and serve specific needs and interests in the community. The Master Plan recommends that Campland, immediately to the west, be restored to marshland which would remove RV camping from Mission Bay.

The amount of land within the Plan area is limited. With the additional constraints of the physical conditions as noted in the remaining sections of this Workbook, the challenge will be to develop a Plan that reflects shared expression of community values and expected outcomes.



View north into De Anza from eastern Mission Bay Park.

Table 6. Opportunities & Constraints Matrix

| EXISTING USE | OPPORTUNITIES | CONSTRAINTS |
|--|---|--|
| De Anza Cove Beach Area | <ul style="list-style-type: none"> + Improved water quality + Continuous beach around the cove | <ul style="list-style-type: none"> + Poor water quality + Nearby stormwater outlet |
| De Anza Cove Park | <ul style="list-style-type: none"> + Expanded playground and other recreation activities + Upgraded/updated restrooms + Additional picnic tables/group areas + Additional trees, and other landscaping | <ul style="list-style-type: none"> + Limited shade + Limited picnic/group areas |
| Mission Bay Golf Course | <ul style="list-style-type: none"> + Incorporate naturalized setting with native vegetation and link design + Reconfigure course to new 18-hole executive, reduced 9-hole course, or driving range only + Reconfigure course further to the east to reduce stormwater runoff into Rose Creek + Incorporate drought-tolerant/native landscaping + Ball field/tennis court conflicts | <ul style="list-style-type: none"> + Needs significant facility upgrades to the clubhouse and restaurant building + Limits access/connectivity to De Anza |
| Mission Bay Athletic Area Bob McEvoy Youth Fields | <ul style="list-style-type: none"> + Expanded and reconfigured ballfields + Upgraded lighting and signage + New/enlarged concessions and restrooms + Additional parking + Safer access off new roadway traveling in/out of Plan area + Improved connection to the rest of De Anza and Mission Bay | <ul style="list-style-type: none"> + Limited ballfields to accommodate demand + Conflicts with golf course + One vehicle access point directly off Grand Avenue + Severe parking deficiency + No permanent restrooms |
| Mission Bay Tennis Club | <ul style="list-style-type: none"> + Expanded and reconfigured courts + Stadium-style courts + Enhanced lighting + New signage + New clubhouse + Safer access off new roadway traveling in/out of Plan area + Improved connection to the rest of De Anza and Mission Bay | <ul style="list-style-type: none"> + Limited number of courts to accommodate demand + Conflicts with adjacent golf course and ballfields + One vehicle access point directly off Grand Avenue + Parking deficiency + No permanent restrooms |
| RV Camping | <ul style="list-style-type: none"> + Paved infrastructure + Existing utilities + Revenue + Limited supply + Naturalized design with reduced paved infrastructure | <ul style="list-style-type: none"> + Poor water quality + Low visual appeal + Pedestrian/auto conflicts + Security-crime + Privatization |

Opportunities

Mission Bay Park, and the De Anza Plan area in particular, have the potential to offer so much more and to better serve the needs of San Diego, its residents, and visitors. The reimagining of the Plan area is an incredible opportunity to create something altogether new, visionary, and unique for San Diego and its visitors. Inspired by the desire for more naturalized settings for play, an increase in the focus on fitness, the need for recreation fun for all ages, or a commitment to reestablishing critical environmental resource areas, there are a wealth of innovative features that should be brought to the De Anza area. Case studies and examples of innovative features from around the world such will be explored through the Revitalization Plan design development and community outreach process.



Pedestrian bridge connects N. Mission Bay Dr. and Pacific Beach Dr.



View going northeast of De Anza from Fiesta Island

COMMUNITY IDENTIFIED OPPORTUNITIES TO DATE*

Design

- » Design with future 100 years in mind
- » Prioritize public access to facilities via biking and walking paths
- » Emphasize sustainability
- » Give the public opportunities to engage and collaborate with each other more
- » Create aesthetic cohesion with surrounding area but make the Plan iconic
- » Balance history of site with modern improvements

Recreation/Uses

- » Consider eco-tourism as foundation for recreation
- » Organic community garden – long-term or as interim use
- » Improve park space and provide dog park
- » Establish more family swimming areas
- » Create running paths around Plan area site connecting to surroundings
- » Create fishing areas within the Cove and near Rose Creek
- » Provide new camping opportunities/activities for all age groups
- » Offer various modes of low-impact and family camping (i.e., bike, tent, cabin)
- » Provide camping as interim use during project development
- » Alter size and/or shape of golf course and driving range
- » Keep or get rid of the golf course
- » Expand and update sports fields and tennis facilities
- » Improve recreational beach amenities such as water sports, grass-courts, beach area
- » Incorporate an education/nature center and clubhouse
- » Build a performance venue or amphitheater
- » Improve or eliminate boat storage areas and increase boat slips
- » Incorporate a restaurant
- » Make activities at De Anza affordable and accessible

**List order does not reflect priorities.*



5.0 ECONOMICS

5.0 ECONOMICS

This section summarizes the Draft Market Analysis and Needs Assessment conducted by BAE Urban Economics of for-profit and nonprofit park uses that would support expanded regional recreation opportunities in Mission Bay Park (2016).

The Market Analysis and Needs Assessment serves as one key to understanding the potential for new park development at the Plan area. As noted in Section 1.11 at the beginning of this Workbook, the Master Plan states that the diversity and quality of Mission Bay Park and therefore De Anza, depends on a balanced approach between recreation, the environment and economics. Economics—i.e., the operation of economically successful commercial leisure enterprises in De Anza—is one of three components that contribute to a balanced approach. It is important for the City to determine if, through a combination of leasing and permits, sufficient revenues would be generated to cover annual operations and maintenance costs, thereby making new park space cost-sustainable for the City's General Fund.

Existing conditions around De Anza Cove and Mission Bay are the baseline for understanding demand for existing and future park concessions and revenue-generating uses around Mission Bay.

5.1 MISSION BAY VISITORS

As stated earlier in Section 1.2, 14 million people visited Mission Bay Park amenities in 2014. Visitors to Mission Bay (tourists and day visitors) spent an average of \$399 per day on accommodations, food and dining, transportation, entertainment and recreation, and retail goods. Table 5 shows San Diego visitation by visitor type and destination for 2014 and 2015.

Total Mission Bay visitor spending in 2014 was \$5.6 billion (see Table 6), and visitation is projected to increase 10 percent by 2020 (1.5 million more visitors).

Table 7. San Diego County Visitor Profiles, 2014-2015

| VISITS | 2014 | 2015 |
|---|-------------------|-------------------|
| Y/Y Growth | | |
| Day | 1.2% | 4.5% |
| Overnight | 2.9% | 2.1% |
| Total Visitors | | |
| Day | 16,900,000 | 17,600,000 |
| Overnight | 16,900,000 | 17,200,000 |
| Total | 33,800,000 | 34,800,000 |
| Overnight Visitor Type (a) | | |
| Leisure | 13,858,000 | 14,104,000 |
| Business | 2,873,000 | 2,924,000 |
| Personal | 169,000 | 172,000 |
| Total | 16,900,000 | 17,200,000 |
| Destinations of Overnight Visitors (b) | | |
| Area Beaches (c) | 4,377,100 | 4,454,800 |
| SeaWorld | 2,366,000 | 2,408,000 |
| Destinations of Day Visitors (d) | | |
| Area Beaches (c) | 3,346,200 | 3,484,800 |
| Theme Parks | 8,314,800 | 8,659,200 |
| Total Potential Visitors | | |
| Area Beaches (c) | 7,723,300 | 7,939,600 |
| Theme Parks | 10,680,800 | 11,067,200 |
| Total | 18,404,100 | 19,006,800 |

Notes:
 (a) Based on 2013 Summary of Visitor Statistics Distribution
 Leisure: 82% Business: 17% Personal: 1%
 (b) Based on 2013 Summary of Visitor Attractions Visited
 Area Beaches: 26% SeaWorld: 14%
 (c) Area Beaches includes Mission Bay.
 (d) Based on 2013 Summary of Visitor Attractions Visited
 Area Beaches: 20% Theme Parks: 49%

Source: Tourism Economics "San Diego Travel Forecast, July 2015"; San Diego Tourism Authority "Summary of 2013 Visitors, 2015"; BAE, 2015.

Table 8. Mission Bay Visitor Expenditures, 2014

| CATEGORY | EXPENDITURES (a) | PERCENTAGE |
|-------------------------------------|------------------------|---------------|
| Accommodations | \$1,062,011,834 | 19.0% |
| Food Service | \$1,481,183,432 | 26.5% |
| Food Stores | \$166,923,077 | 3.0% |
| Local Transportation/Gas | \$692,130,178 | 2.4% |
| Arts, Entertainment, and Recreation | \$987,869,822 | 17.7% |
| Retail Sales | \$890,946,746 | 16.0% |
| Air Transportation | \$304,023,669 | 5.4% |
| Total | \$5,585,088,757 | 100.0% |

Notes:
 (a) Based on total 2014 Visitation: 14,000,000 visitors

Source: California Travel Impacts, 1992-2014, Dean Runyan and Associates, 2014; City of San Diego, 2015; BAE, 2015.



View of De Anza Mobile Home Park

5.2 LEASES AND PERMITS

There are currently 35 leases and 2,064 permits issued for Mission Bay Park that bring in more than \$30.5 million in annual City revenues.

Leases

The City is allowed to lease 25 percent of the land and 6.5 percent of water in Mission Bay Park. Total land available to lease is 472 acres, and total water available to lease is 145 acres. Ground leases are divided into commercial and noncommercial users—commercial users are for-profit entities, and noncommercial users are not-for-profit entities. Ground lease rents are based on a participation rent structure, where the City receives a percentage of each entity’s annual gross revenues.

Ground leases represent the bulk of the revenues generated by concessionaires to the City. Current Mission Bay Park leases contributed more than \$30 million in annual revenues to the City in Fiscal Year (FY) 2014, or an average of \$2.15 per park user. Hotels, marinas, and attractions (i.e., Sea World) contribute more than 95 percent of total ground lease revenues. Other water recreation and restaurants make up the bulk of the remaining 5 percent, and noncommercial leases contribute less than 1 percent.

Current Vacancies

There are 418.4 acres of land and 97.7 acres of water currently leased, with an additional 53.4 acres of land and 47.2 acres of water vacant and available for lease. Thus, of the total leasable area, 11 percent of land and 33 percent of water space are vacant. Table 7 shows the leasable and vacant space in Mission Bay.

Table 9. Total Mission Bay Leasable Space, 2014

| LEASABLE SPACE | LAND (AC) | WATER (AC) | TOTAL (AC) |
|----------------------------------|--------------|--------------|----------------|
| Non-Commercial Leases (a) | 14.7 | 5.9 | 20.6 |
| Commercial Leases | 403.6 | 91.8 | 495.4 |
| Total Leased Space | 418.4 | 97.7 | 516.0 |
| Total Amount Available for Lease | 1,887.0 | 2,228.2 | 1,011.4 |
| Percent Leasable | 25.0% | 6.5% | |
| Total Leasable Area | 471.8 | 144.8 | 1,011.4 |
| Total Leased Area | 418.4 | 97.7 | 516.0 |
| Occupancy Rate | 88.7% | 67.4% | 51.0% |
| Vacancy Rate | 11.3% | 32.6% | 49.0% |
| Vacant Leasable Space | 53.4 | 47.2 | 495.4 |

Notes:
(a) Non-commercial leases represent nonprofit users

Source: City of San Diego; BAE, 2015.

Table 10. Existing Mission Bay Ground Lease Concessions

| USE | EXISTING UNITS | NEW DEMAND POTENTIAL | AVERAGE ANNUAL GROUND LEASE REVENUES PER LEASE |
|------------------------|--|--|---|
| Lodging | 2,396 hotel rooms | Limited | + \$2.3 million per hotel + \$6,900 per room |
| Camping (RV and tent) | 568 | Demand exists. Tent camping is a better use to protect the environment | + \$3,000 per site (includes marina revenues) |
| Marinas | 1,945 slips | Demand exists, but De Anza Cove may not be best location | + \$553,000 per marina |
| Restaurants | 1 | High | + \$80,000 for stand-alone restaurant |
| Other Water Recreation | Several smaller water recreation lessees | Moderate, but location may be an issue | + Ranges from \$50,000 to \$175,000 |
| Noncommercial | 12 lessees | Moderate | + Low, but could fulfill other policy goals |

Types of Concessions

Current concessions in Mission Bay Park range from international destinations, like Sea World and the hotel resorts, to campgrounds, restaurants, and boat clubs. There are also several nonprofit lessees, including the Mission Bay Aquatics Center, San Diego Rowing Club, and the Boy Scouts. Table 8 shows existing concession uses and their potential for expansion through new ground leases.

Permits

In addition to ground leases, the City’s Park and Recreation Department issues permits for a variety of uses, including tent camping. Permits are issued to individuals, private commercial businesses, and nonprofit groups. Permit revenues in 2015 totaled \$538,288 for all groups, which represents approximately 1.8 percent of total ground lease and permit revenues.

Table 11. Permits Issued and Revenues Generated by User in Mission Bay, 2015

| PERMITS | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | TOTAL |
|--------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|------------------|
| Number of Permits | | | | | | | | | | | | | |
| Commercial | 10 | 21 | 34 | 31 | 52 | 49 | 37 | 21 | 41 | 17 | 15 | 28 | 356 |
| Individual | 89 | 208 | 170 | 120 | 83 | 111 | 105 | 68 | 61 | 54 | 29 | 24 | 1,122 |
| Non-Profit | 58 | 47 | 56 | 69 | 62 | 49 | 57 | 55 | 39 | 41 | 32 | 21 | 586 |
| Total | 157 | 276 | 260 | 220 | 197 | 209 | 199 | 144 | 141 | 112 | 76 | 73 | 2,064 |
| Revenues | | | | | | | | | | | | | |
| Commercial | \$9,321 | \$8,414 | \$10,694 | \$11,748 | \$28,897 | \$16,644 | \$33,305 | \$8,619 | \$5,285 | \$4,537 | \$11,876 | \$2,858 | \$152,198 |
| Individual | \$13,762 | \$56,443 | \$46,629 | \$21,653 | \$12,756 | \$13,336 | \$15,598 | \$7,784 | \$8,542 | \$6,535 | \$2,736 | \$3,990 | \$209,763 |
| Non-Profit | \$19,138 | \$11,968 | \$12,043 | \$21,172 | \$19,902 | \$12,982 | \$11,454 | \$9,570 | \$7,654 | \$43,209 | \$4,151 | \$3,088 | \$176,328 |
| Total | \$42,221 | \$76,825 | \$69,366 | \$54,573 | \$61,555 | \$42,962 | \$60,356 | \$25,973 | \$21,478 | \$54,281 | \$18,763 | \$9,936 | \$538,288 |

Source: City of San Diego, 2015; BAE, 2015.

Although new park space at De Anza could increase the number of permits issued each year, total permit revenues are not likely to significantly contribute to offsetting annual operating costs, but could achieve other City goals. Table 9 shows the number of permits issued and revenues generated per month in 2015.

Private Uses

As Table 9 shows, in 2015 individuals obtained most of the private use permits in Mission Bay Park. There were 1,122 individual permits issued for weddings, birthday parties, picnics, and family reunions, compared to 356 commercial event permits. The high season for individual permits occurred between February and July, and commercial permits reached their annual peaks between May and July, with another spike in September. The lowest season for permit issuances for both users was between October and December.

Nonprofit Uses

In 2015, nonprofit users obtained 586 permits, or 28 percent of all permits issued. Revenues from nonprofit user permits totaled \$176,328, or an average of \$300.90 per permit. Nonprofit users obtained permits for camping; cycling, running, and water racing events as well as other nonprofit group gatherings, tournaments, and events. The high season for nonprofit users was between March and May and between June and August. The lowest season for nonprofit user permits was between October and December.

5.3 DEMAND PROJECTIONS

Existing demand represents uses currently missing from Mission Bay that could be located at the De Anza Plan area. Future demand represents new, anticipated demand from visitor and residential growth through 2020. The analysis focused on uses that could most feasibly be located at the Plan

area. Table 10 shows the uses that have strong existing demand according to local stakeholder interviews and additional analysis.

Existing Demand

There is currently potential to add restaurants—from sit-down fine dining restaurants that overlook the bay to food trucks and small concessions that target local park users. There is also demand for a convenience store or general store concessionaire that sells convenience goods (e.g., snacks, drinks). There is a small convenience store located within the Campland facility west of the Plan area but there is demand for such a use that is located outside of Campland, in a place readily accessible to the public.

In addition, other uses have strong existing demand based on local stakeholder interviews, community input, and additional market analysis.

Table 12. Existing Demand for Park Facilities and Concessions

| USE | USES CURRENTLY MISSING FROM MISSION BAY |
|--|--|
| Restaurant | Strong demand for stand-alone restaurants that are water-oriented; Strong demand for casual family dining to serve park visitors |
| Amphitheater | Moderate; location can make this a unique experience |
| Aquatic Center | Strong demand from Mission Bay High School and surrounding areas |
| Boutique Hotel, Conference/Retreat Center, Camping | Strong; location could be ideal for environmental learning opportunities |
| Retail | Strong demand for convenience retail oriented to park visitors |
| Water Recreation | Moderate, but location may be an issue; non-motorized uses could be expanded |
| Noncommercial | Moderate |

Restaurant Concessions

With existing visitation, there is likely demand for up to three types of restaurants—water-oriented fine dining with views of the bay, casual dining space, and fast casual restaurant space or food trucks. As a means of attracting more visitors to Mission Bay Park and De Anza Cove, the City could consider a restaurant cluster concept, with three or four bay-oriented restaurants and potentially an artisanal food hall that showcases local fare. These would supplement existing dining options that are most likely frequented by resort guests rather than the park-using public, and draw new people to the park.

Amphitheater

A small amphitheater that has bay views could also be a welcome new attraction, if issues surrounding noise and parking can be addressed. With seating for between 3,000 and 5,000 patrons, it would not compete with the Sleep Train Amphitheater in Chula Vista, but could be a new venue for concerts, plays, and other events.

Aquatics Center

An aquatics center could be a concession use at the De Anza Plan area that complements the waterfront location and provides needed community benefits. Mission Bay High School has expressed interest in an aquatics center that it can use for swim practice, since students currently have to go off site to the Clairemont Pool operated by the San Diego Park and Recreation Department or the Mission Valley YMCA. An aquatics center could also provide water safety and educational programs to the community.

Interviews with other aquatics center operators indicate that without a water park or other feature, pools are generally not profitable and could not be expected to generate significant revenues to help pay for other public amenities.

Representatives from the Rose Bowl Aquatics Center, Splash! La Mirada Regional Aquatics Center, and The Plunge at Belmont Park were unanimous in stating that pools alone are generally not profitable. While they can make money from lessons and memberships, they rely heavily on donations or other subsidies to cover their costs. They are often operated by public entities and nonprofit organizations, indicating that they would be eligible for reduced ground lease rates at De Anza Cove.

Camping

Although permits currently govern tent camping in Mission Bay Park, there is potential for a permanent camping operator to operate under a ground lease. Existing nonprofit users could continue to camp on Fiesta Island and other locations around Mission Bay Park, and a for-profit camping operator could provide tent camping opportunities to the general public.

A tent camping operation along the water on a more natural landscape will likely be highly desirable. In addition, the site could complement a restored natural environment, providing educational opportunities about the local ecology. Likewise, the site could also be combined with a new RV campground and/or small cabins, provided that the tent camping area blends in with the natural environment.

Retail

Existing retail uses are located inside of hotels, attractions, and campgrounds. There are no stand-alone retail concessions that provide convenience goods that are easily accessible to the public. A small stand that sells convenience goods would likely be a welcome addition to park concessions. In addition, the area could also replace its previous visitor center with a new center that sells visitor souvenirs along with water and/or other convenience goods.



View looking west towards De Anza and beyond

Water Recreation

Demand for additional water recreation activities/equipment rental is moderate. Local resorts and hotels provide rentals, but may not be cost competitive or easily accessible for day visitors and local users. City staff indicate that these uses may be saturated in the area. In addition, De Anza Cove may not be the best location for additional motorized watercraft because of environmental concerns and existing water traffic congestion. Stand-alone nonmotorized water equipment rentals (e.g., paddle boards, kayaks, canoes) might do well at De Anza Cove—where the water is calmer than closer to the ocean—but would not be a significant source of new park revenues.

Noncommercial Uses

There is an existing demand for local youth sports activities. Additional soccer and playing fields are likely to be highly utilized, but cannot be expected to help generate significant revenues to offset operating costs. The Mission Bay Park Master Plan also states that no additional areas for league play are proposed, except for the potential use of the Boat & Ski Club lease area.

Future Demand

As the local population around Mission Bay grows and new visitors come to San Diego, demand for regional park uses around Mission Bay Park and the De Anza Plan area will increase.

Residential Growth

Nielsen projects an additional 158,675 residents in 57,079 households in San Diego County, as shown in Table 11. Of the new households, 36 percent will include children under the age of 18, indicating increasing demand for child-oriented amenities.

Table 13. San Diego County Growth Projections, 2015-2020

| SAN DIEGO COUNTY | 2015 | 2020 | CHANGE 2015- 2020 |
|----------------------|-----------|-----------|-------------------|
| Population | 3,250,417 | 3,409,092 | 158,675 (5.0%) |
| Households (HH) | 1,141,245 | 1,198,324 | 57,079 (5.0%) |
| HH with Children (#) | 400,529 | 421,070 | 20,541 (5.1%) |
| HH with Children (%) | 35.1% | 35.1% | |

Source: Nielson; BAE, 2015.

Visitor Growth

According to the San Diego Tourism Authority, visitation to San Diego will increase more than 10 percent between 2015 and 2020, adding another 3.5 million visitors for a total projection of 15.4 million visitors. Assuming that Mission Bay Park continues to attract the same share of total visitors, an additional 1.4 million people per year will visit Mission Bay Park and attractions by 2020.

New Demand

To the extent that visitor spending patterns for San Diego County visitors remain constant and represent the spending patterns of Mission Bay Park visitors, the existing visitor spending patterns from 2014 San Diego visitors and new visitor projections for Mission Bay Park (1.4 million) show the potential new spending or demand projected for Mission Bay Park visitors. As Table 12 shows, new Mission Bay Park visitors are expected to spend more than \$561.7 million in San Diego annually.

Concessions in Mission Bay Park and the De Anza Plan area are not expected to capture all of this spending. Park visitors will spend money elsewhere in San Diego on all of these goods. Concessions at the De Anza Plan area could potentially capture between 5 and 15 percent of new food service, food store, entertainment (includes camping), lodging, and retail

expenditures, providing between \$23.1 million and \$69.2 million per year in local revenues to park concessionaires subject to City ground leases.

Table 13 shows the potential for Mission Bay Park and the De Anza Plan area to capture new visitor spending in 2020.

Potential demand for concessions on Mission Bay Park shown in Table 14 indicates that it could support between 20,100 and 60,400 square feet of restaurant space, 4,100 square feet of food store retail, and 12,100 square feet of other retail. The Plan area could also potentially support significant increases in entertainment and recreation space, such as an aquatic center, amphitheater, and/or camping, which could further increase visitation. In addition, the De Anza area could support between 126 and 377 new hotel rooms to assist in providing revenues to restore De Anza and provide recreational amenities.

Table 14. Projected Mission Bay Visitor Annual Spending, 2020

| CATEGORY | EXPENDITURES (a) | PERCENTAGE |
|-------------------------------------|----------------------|---------------|
| Accommodations | \$106,811,535 | 19.0% |
| Food Service | \$148,969,598 | 26.5% |
| Food Stores | \$16,788,240 | 3.0% |
| Local Transportation/Gas | \$69,610,794 | 12.4% |
| Arts, Entertainment, and Recreation | \$99,354,724 | 1.7% |
| Retail Sales | \$89,606,713 | 16.0% |
| Air Transportation | \$30,577,093 | 5.4% |
| Total | \$561,718,697 | 100.0% |

Notes:

(a) Based on projected 2020 Visitation: 1,408,046 visitors

Source: California Travel Impacts, 1992-2014, Dean Runyan and Associates, 2014; City of San Diego, 2015; BAE, 2015.

Table 15. Potential Capture of Mission Bay Visitor Annual Spending, 2020

| CATEGORY | TOTAL EXPENDITURES | 5% CAPTURE RATE | 10% CAPTURE RATE | 15% CAPTURE RATE |
|-------------------------------------|----------------------|---------------------|---------------------|---------------------|
| Accommodations | \$106,811,535 | \$5,340,577 | \$10,681,154 | \$16,021,730 |
| Food Service | \$148,969,598 | \$7,448,480 | \$14,896,960 | \$22,345,440 |
| Food Stores | \$16,788,240 | \$839,412 | \$1,678,824 | \$2,518,236 |
| Local Transportation/Gas | \$69,610,794 | - | - | - |
| Arts, Entertainment, and Recreation | \$99,354,724 | \$4,967,736 | \$9,935,472 | \$14,903,209 |
| Retail Sales | \$89,606,713 | \$4,480,336 | \$8,960,671 | \$13,441,007 |
| Air Transportation | \$30,577,093 | - | - | - |
| Total | \$561,718,697 | \$23,076,541 | \$46,153,081 | \$69,229,622 |

Source: California Travel Impacts, 1992-2014, Dean Runyan and Associates, 2014; City of San Diego, 2015; BAE, 2015.

Table 16. Potential Demand for Mission Bay Concessions, 2020

| CATEGORY | SALES/SF | 5% POTENTIAL DEMAND (SF) | 10% POTENTIAL DEMAND (SF) | 15% POTENTIAL DEMAND (SF) |
|-------------------------------------|----------|--------------------------|---------------------------|---------------------------|
| Accommodations | \$42,549 | 126 | 251 | 377 |
| Food Service | \$370 | 2,0131 | 40,262 | 60,393 |
| Food Stores | \$205 | 4,095 | 8,189 | 12,284 |
| Local Transportation/Gas | - | - | - | - |
| Arts, Entertainment, and Recreation | \$230 | 21,599 | 43,198 | 64,797 |
| Retail Sales | \$370 | 12,109 | 24,218 | 36,327 |
| Air Transportation | - | - | - | - |

Notes:
(a) Based on total 2014 Visitation: 14,000,000 visitors

Source: California Travel Impacts, 1992-2014, Dean Runyan and Associates, 2014; City of San Diego, 2015; BAE, 2015.

In order to make the cost of new De Anza Revitalization Plan operations sustainable for the City, it is anticipated that there will need to be one or two large uses that generate high revenues. Small concessions and operators would contribute some funds and provide services that meet other policy goals, but would not likely generate enough new revenue to offset all of the incremental operating costs. Two concepts for uses

that could become destinations that attract sufficient revenues were studied as part of the Draft Market Analysis and Needs Assessment: 1) a cluster of water-oriented restaurants that are developed to maximize bay views; and 2) a small amphitheater. Table 15 shows the potential new ground lease revenues from each type of concession.

Table 17. Annual Ground Lease Revenue Potential by Concession Type

| USE | ANNUAL GROUND LEASE REVENUE PER LESSEE |
|------------------|---|
| Restaurant | \$150,000 to \$200,000 per water-oriented restaurant that brings in \$3m to \$4m in gross annual receipts, assuming 5 percent blended participation rate (alcohol and food sales). |
| Amphitheater | \$1.1m to \$3m per year for a 50,000-square-foot facility, depending on level of programming, ticket prices, and negotiated percent rent participation. |
| Aquatic Center | Between \$36,000 and \$90,000 per year, depending on the operating entity and number of patrons. However, its own operations will need to be subsidized before it can pay ground lease rents. |
| Tent/RV Camping | \$3,000 per RV space on average, for a total of \$1.7 million per year for the replaced 568 RV spaces. Cabins would likely bring in revenues similar to hotel uses (\$6,000 per cabin), while tent camping would likely bring in less revenue per site (\$1,000), assuming nightly rental rates are comparable to KOA Metro San Diego.(a) |
| Retail | \$130,000 per 5,000 square feet, based on \$370 sales square foot and 7% participation rent. |
| Hotel | Averages \$6,900 per room based on current Mission Bay hotel ground lease payments. A 100-room hotel would provide ground lease revenues of approximately \$695,000 per year. |
| Water Recreation | \$50,000 - \$150,000 per tenant or concessioner, depending on scale of operation and type of equipment rented. |
| Non-Commercial | Minimal |

Note:
(a) The operator would likely be able to charge a premium for a new space located along the waterfront, making these estimates conservative.

Source: California Travel Impacts, 1992-2014, Dean Runyan and Associates, 2014; City of San Diego, 2015; BAE, 2015.

5.4 CONSTRAINTS AND OPPORTUNITIES

Constraints

The key issues relative to the development of the Revitalization Plan will be striving to balance desired uses with economic realities. As mentioned above, there will be a wide range of interests and desires to be considered and prioritized. As part of that, the Plan will need to identify higher-revenue generating uses to compensate for non-/low-revenue generating uses.

Opportunities

The existing, future, new demand projections and analysis of new concession analyzed in section 5.3 above describe the opportunities to identify leaseholds that would generate revenue to support the development of the De Anza Plan area that would contribute to an active, dynamic and vibrant regionally-service park. There is great potential to create a Plan that features uses that are not only more compatible with one another in type and location but would also complement a more restored natural environment.

COMMUNITY IDENTIFIED OPPORTUNITIES TO DATE

Economics

- » Incorporate an outdoor performance venue
- » Emphasize affordable use of activities/facilities
- » Provide Eco-tourism (use of marshland) to increase economic value of site
- » Provide waterfront tent and RV camping
- » Include commercial/revenue generating sources such as restaurant/food trucks
- » Provide beach and/or tennis club with memberships
- » Consider potential for water taxis
- » Add more boat slips



View of De Anza Mobile Home Park at De Anza Point



6.0 MOBILITY

6.0 MOBILITY

This section summarizes existing transportation conditions and discusses constraints and opportunities for the Plan area based on the detailed Existing Mobility Analysis conducted by STC Traffic, available separate from this workbook. It also discusses potential options and opportunities. The accessibility of transportation options shape not only the way people navigate the physical environment, but the environment itself. Offering multiple modes of transportation at De Anza could improve utility and social connectivity.

To assess the mobility conditions for the Plan area, the Mobility Analysis study area extended beyond Mission Bay Park in order to fully capture mobility conditions for those traveling to and from the project site. The study area, as shown in Figure 5, Mobility Study Area, is generally bounded by Grand Avenue to the north, Mission Bay to the south, I-5 to the east, and Rose Creek to the west.

6.1 ROADWAYS

The roadways listed below serve as the key linkages from the surrounding regional roadway network into the De Anza Cove recreational area of Mission Bay Park. A field assessment of the existing conditions for these roadways was conducted, and a brief description of the roadways is provided:

- » **N. Mission Bay Drive** is a two-lane road that extends from the entrance of the Boat & Ski Club at the western edge of De Anza Cove to the intersection of Mission Bay Drive/N. Mission Bay Drive. This section of roadway provides access to the Boat & Ski Club, De Anza Cove recreational area parking lot, and the RV park/mobile home park. There are no sidewalks, and bicycles share the roadway, as denoted by sharrows painted on the pavement.
- » **Mission Bay Drive** runs north-south from the I-5 freeway ramps north of Garnet Avenue to Clairemont Drive. Through the study area, Mission Bay Drive is a two-lane roadway with a posted speed limit of 30 mph. There are no bicycle lanes or sidewalks. However, Mission Bay Drive provides access to several Mission Bay Park parking lots and boat launch areas.
- » **De Anza Road** connects directly with N. Mission Bay Drive and provides access into the De Anza Cove recreational area parking lot and De Anza Cove Mobile Homes and RV Resort. De Anza Road is two lanes with no sidewalks or bicycle lanes. There is no posted speed limit along the corridor. De Anza Road terminates at a turnaround/drop-off circle that connects to the multiuse trail located along the perimeter of Mission Bay Park.
- » **Grand Avenue** travels east-west along the northern boundary of the De Anza Cove area and provides access into the tennis club and athletic area. Grand Avenue is primarily four lanes with a raised, landscaped median. Concrete sidewalks are provided along both sides of the roadway. Grand Avenue also provides access to the existing Rose Creek Trail, which runs along the eastern edge of Rose Creek.
- » **Interstate 5 (I-5)** travels in a north-south direction along the eastern perimeter of Mission Bay Park. Access from I-5 to the De Anza Area is taken from the Grand-Garnet interchange from the north and the Mission Bay Drive and Clairemont Drive exits to the south of De Anza Cove.

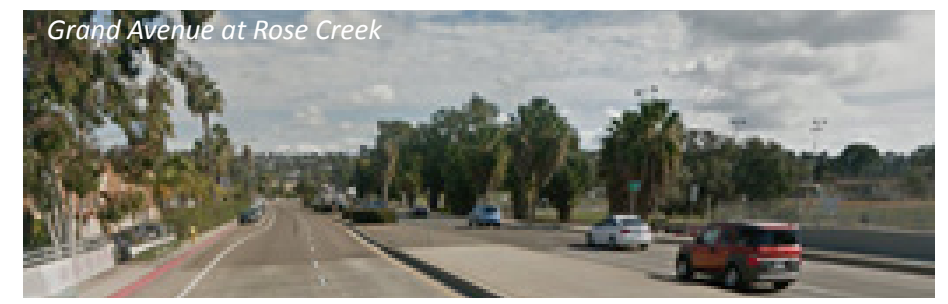
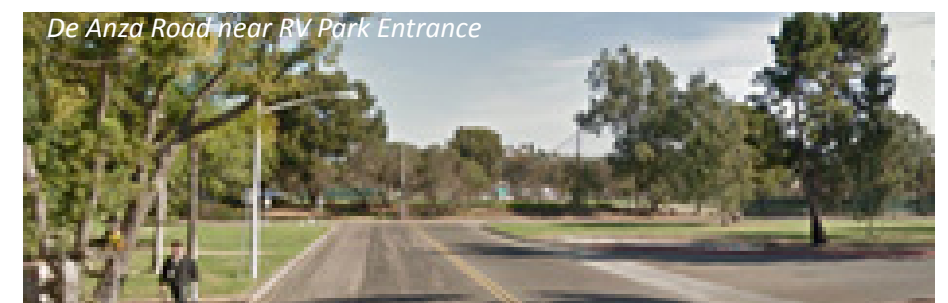


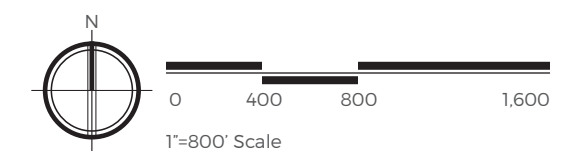
Figure 5. Mobility Study Area



LEGEND

 Plan Area

Source: STC Traffic



6.2 TRANSPORTATION ASSESSMENT

Data Collection

Daily traffic volumes, including vehicle classifications and speeds, were obtained along N Mission Bay Drive, Mission Bay Drive, and De Anza Road from December 3 to 5, 2015, by National Data Survey (NDS). Traffic volumes were collected at the intersections in the study area on Thursday, December 3, 2015, during the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods and on Saturday, December 5, 2015, during the midday (11:00AM to 1:00PM) peak period.

For the purposes of evaluating the existing vehicular circulation in the study area, the following is a list of key intersections:

- » Figueroa Boulevard & Grand Avenue
- » Mission Bay Drive & Grand Avenue
- » Mission Bay Drive & I-5 SB On-Ramp
- » N Mission Bay Drive & Mission Bay Drive
- » Mission Bay Drive & Clairemont Drive

These intersections were selected as locations providing access to and from De Anza Cove. The intersections along Grand Avenue and at the I-5 southbound on-ramp are signalized, and the other intersections are unsignalized and operate as an all-way stop controlled intersections.

The following is a list of the roadway segments analyzed in this report:

- » N. Mission Bay Drive West of De Anza Road
- » N. Mission Bay Drive from De Anza Road to Mission Bay Drive
- » Mission Bay Drive from N. Mission Bay Drive to Clairemont Drive
- » De Anza Road South of N. Mission Bay Drive

Transportation Analysis Methodologies

The operational analysis of intersections and roadway segments was conducted in accordance with the City of San Diego Traffic Impact Study Guidelines. This section summarizes the analysis approach and methodology used to evaluate the intersections and roadway segments in the study area.

Intersection Delay Analysis

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents “at-capacity” operations. Operations are designated LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

Vehicular LOS was determined at the study area intersections for the AM and PM peak hours on a typical weekday and during the peak hours on a typical Saturday.

Roadway Segment Capacity Analysis

The basis for analysis of roadway segment performance is provided by LOS standards and thresholds. The LOS analysis considerations include the functional classification of the roadway, maximum capacity, roadway geometrics, and average daily traffic (ADT) volumes. The analysis results provide a quick overview of whether a segment is under, approaching, or over capacity. Table 16 presents the roadway segment daily capacity and LOS standards utilized by the City of San Diego.

Vehicular Access and Operating Conditions

The following section summarizes the traffic volumes obtained at the study area intersections and roadway segments. Additionally, traffic volumes were obtained at the entrance to the De Anza Cove RV and Mobile Home Park and Campland on the Bay in order to develop localized trip generation rates that can be used to assess potential land use alternative scenarios.

Table 18. LOS Criteria for Intersections

| LOS | CONTROL DELAY (sec/veh) | | DESCRIPTION |
|-----|--------------------------|----------------------------|---|
| | SIGNALIZED INTERSECTIONS | UNSIGNALIZED INTERSECTIONS | |
| A | <10 | <10 | Operations with very low delay and most vehicles do not stop. |
| B | >10 and <20 | >10 and <15 | Operations with good progression but with some restricted movements. |
| C | >20 and <35 | >15 and <25 | Operations where a significant number of vehicles are stopping with some backup and light congestion. |
| D | >35 and <55 | >25 and <35 | Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines. |
| E | >55 and <80 | >35 and <50 | Operations where there is significant delay, extensive queuing, and poor progression. |
| F | >80 | >50 | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection. |

Source: 2000 Highway Capacity Manual, Transportation Research Board Special Report 2009.

Vehicular Access

Access to and from De Anza Cove by vehicle is limited to key access points along North Mission Bay Drive. The nearest intersection to De Anza Cove is the Mission Bay Drive / N Mission Bay Drive / I-5 southbound ramp intersection. N Mission Bay Drive heads west from this intersection and is the main roadway serving the existing uses in the study area, including the Mission Bay Golf Course, Mission Bay RV resort, and De Anza Mobile Home Park.

The majority of uses within the Plan area are accessible via N Mission Bay Drive, which is a two-lane roadway with no sidewalks and Class III bicycle facilities denoted by sharrows. Automobile access extends from the San Diego Boat & Ski Club parking lot to the intersection of Mission Bay Drive / N Mission Bay Drive. A pedestrian and bicycle bridge, extends west of the Boat & Ski Club, over Rose Creek, and connects with Pacific Beach Drive on the west side of the creek.

Daily traffic volumes along N Mission Bay Drive near De Anza Cove are approximately 2,500 vehicles per day.

Access from both the north and south is provided by Mission Bay Drive, which is a two-lane roadway with on-street parking that serves Mission Bay Park and provides connectivity to nearby communities to the north and east of the project site. Clairemont Drive provides access to I-5 immediately east of Mission Bay Park.

Existing Traffic Volumes

Figures 8 to 10 summarize the peak hour traffic volumes on a Thursday, Friday, and Saturday, respectively. Raw traffic count data is provided in Appendix A of the Draft Existing Mobility Analysis.

Around De Anza Cove, daily traffic volumes along N Mission Bay Drive and De Anza Road were the highest on a Saturday and lowest on a Thursday. Daily traffic volumes along N Mission Bay Drive east of De Anza Road ranged between 2,500 and 3,100

vehicles. Daily traffic volumes along Mission Bay Drive south of the entrance to De Anza Cove were approximately 4,500 vehicles on a weekday and 3,400 on a Saturday.

The prevailing speed (85th percentile speed) along N Mission Bay Drive near the entrance to De Anza Cove was 38 mph, but dropped to 27 to 28 mph west of De Anza Road. The prevailing speeds along Mission Bay Drive south of the entrance to De Anza Cove ranged between 42 and 44 mph. The posted speed limit along North Mission Bay Drive and Mission Bay Drive is 30 mph.

Nearly all of the vehicles traveling along N Mission Bay Drive and Mission Bay Drive were typical 2-axle vehicles and included motorcycles, passenger cars, pickups, vans, and small buses. There were fewer than 15 vehicles classified as trucks with 3 or 4 axles over a 24-hour period. These are typically trucks pulling trailers, large motor homes, or delivery vehicles.

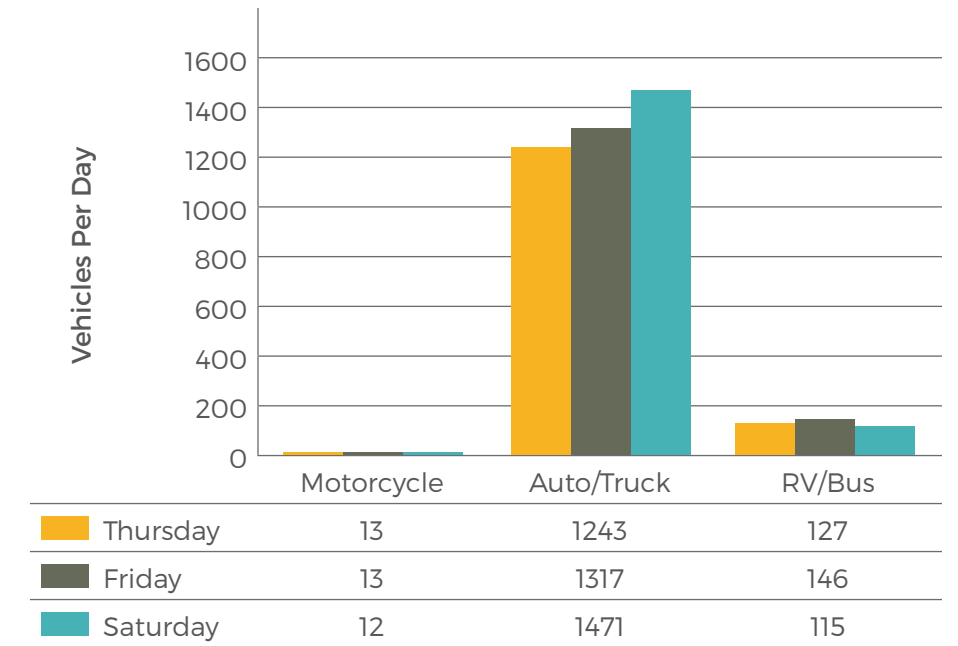
De Anza Cove RV and Mobile Home Park

Daily traffic volumes were obtained at the entrance to the RV and Mobile Home Park in De Anza Cove between December 17 and 19, 2015. Traffic volumes ranged between 1,400 to 1,600 ADT, with the highest volumes on a Saturday and the lowest volumes on a Thursday. For the purposes of calculating weekday trip generation rates, traffic volumes on a Thursday were used.

Figure 6 illustrates the traffic volumes at the De Anza Cove RV Park and Mobile Home Park entrance. As shown, the majority of vehicles traveling into and out of the De Anza Cove RV Resort and Mobile Home Park are passenger vehicles and trucks. Large vehicles, such as RVs and buses, account for less than 10 percent of the total daily volume at the resort and mobile home park entrance.

The independent variables selected for determining the trip generation rates in De Anza Cove were occupied RV and mobile home sites. The occupancy for both RVs and mobile

Figure 6. Summary of Daily Traffic at De Anza Entrance



homes were provided by the on-site property management companies and coincided with the date of the counts. The RV occupancy ranged between 130 and 150 sites, and the mobile home occupancy was 158 sites. Table 17 summarizes the trip generation rates on a weekday and Saturday.

Table 19. Existing Weekday De Anza Cove RV and Mobile Home Park Trip Generation

| LAND USE | DAILY (trips/site) | AM PEAK Rate (In:Out Ratio) | PM PEAK Rate (In:Out Ratio) |
|----------------------------|--------------------|-----------------------------|-----------------------------|
| Weekday | | | |
| De Anza Cove (RV) | 10.56 | 0.56 (0.30:0.70) | 0.79 (0.69:0.31) |
| De Anza Cove (Mobile Home) | 8.75 | 0.47 (0.30:0.70) | 0.65 (0.69:0.31) |
| Saturday (a) | | | |
| De Anza Cove (RV) | 10.58 | 0.94 (0.58:0.42) | |
| De Anza Cove (Mobile Home) | 10.11 | 0.90 (0.58:0.42) | |

(a) Saturday peak hour rates are Midday hours from 11:00 am to 1:00 pm.

Figure 7. Weekday (Thursday) Traffic Volumes



LEGEND

 Plan Area

xx / yy = AM / PM Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West

Source: STC Traffic

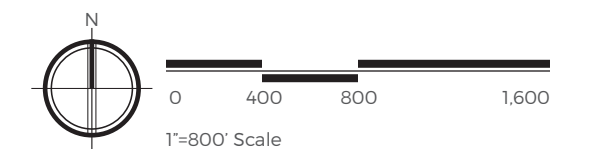
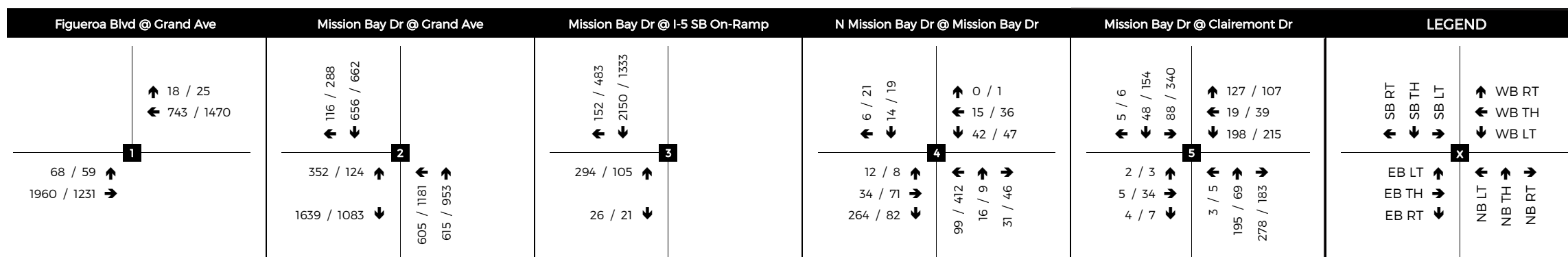


Figure 8. Weekday (Friday) Traffic Volumes



LEGEND

- Plan Area
- # Average Daily Traffic Volume

Source: STC Traffic

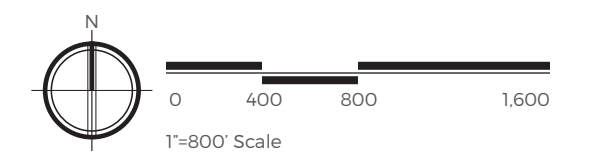


Figure 9. Saturday Traffic Volumes



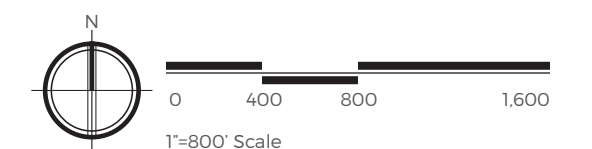
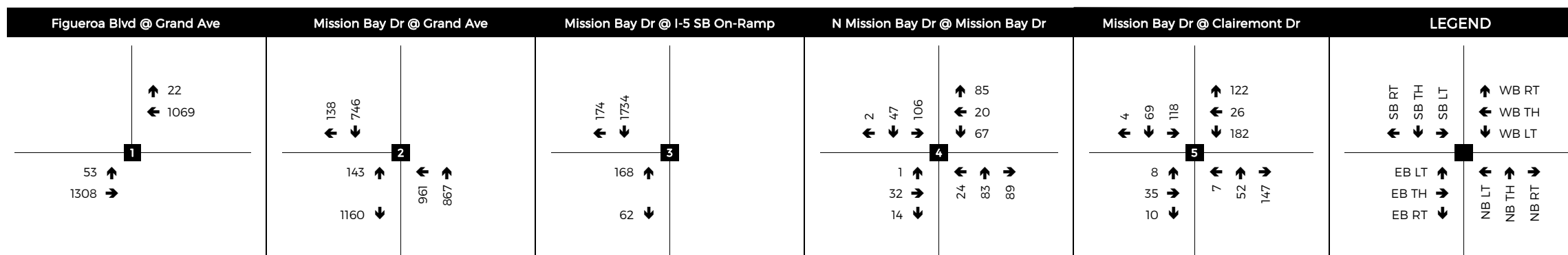
LEGEND

Plan Area

xx / yy = AM / PM Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West

Source: STC Traffic



As shown in the table, the weekday and Saturday daily trip generation for the RV site was nearly identical with a trip rate of 10.56 and 10.58 trips per site on a weekday and Saturday, respectively. Daily trip rates for mobile homes ranged between 8.75 and 10.11 trips per site on a weekday and Saturday, respectively.

Intersection Operating Conditions

Table 18 summarizes the operations of the intersections during the weekday peak-hours. As shown in the table, the study intersections operate at an acceptable LOS D or better during the peak hours except for the Mission Bay Drive / Clairemont Drive intersection, which operates at LOS E during the PM peak-hour. Based on field observations, actual operations of the Mission Bay Drive / I-5 SB on-ramp intersection are worse than what is reported in the table. The analysis does not take into account the I-5 southbound ramp meter, which is approximately 400 feet downstream of the intersection. Field observations indicate long queues resulting from the ramp meter, which prevents vehicles from traveling through the intersection during peak hour traffic times.

Table 18 also summarizes the operations of the intersections during the Saturday midday peak hours. As shown, the intersections within the study area operate at acceptable LOS D or better on Saturdays. On most weekends, ramp meters are not operational and do not affect the intersection operating conditions of the Mission Bay Drive / I-5 SB on-ramp.

Roadway Segments

Table 19 summarizes the operations of the roadway segments on a weekday and on a Saturday based on comparing the daily volumes to each segment's theoretical capacity. As shown in the table, all segments operate at an acceptable LOS D or better. All segments are classified as two-lane collectors and carry approximately 4,500 vehicles or less per day

Table 20. Mission Bay Visitor Expenditures, 2014

| INTERSECTION | TRAFFIC CONTROL | PEAK HOUR | EXISTING CONDITIONS | | | |
|-----------------------------------|-----------------|-----------|---------------------|---------|--------------|---------|
| | | | WEEKDAY | | SATURDAY (a) | |
| | | | DELAY (b) | LOS (c) | DELAY (b) | LOS (c) |
| Figueroa Blvd & Grand Ave | Signal | AM | 4.4 | A | 2.8 | A |
| | | PM | 4.1 | A | | |
| Mission Bay Dr & Grand Ave | Signal | AM | 53.3 | D | 15.7 | B |
| | | PM | 26.0 | C | | |
| Mission Bay Dr & I-5 SB On-Ramp | Signal | AM | 12.9 | B (c) | 5.8 | A |
| | | PM | 4.5 | A (c) | | |
| N Mission Bay Dr & Mission Bay Dr | AWSC | AM | 8.9 | A | 8.0 | A |
| | | PM | 15.8 | C | | |
| Mission Bay Dr & Clairemont Dr | AWSC | AM | 19.9 | C | 11.4 | B |
| | | PM | 36.8 | E | | |

Notes:

Bold pink values represent intersections operating at LOS E or F.

(a) Saturday peak hour rates are Midday hours from 11:00 am to 1:00 pm.

(b) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

(c) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual (HCM) and performed using Synchro 8. All-way stop controlled (AWSC) intersections with more than 2 approach lanes were evaluated based on the 2010 HCM methodology.

(d) Operations are worse than reported due to the downstream ramp meter and based on field observations.

Table 21. Roadway Segment LOS Summary

| ROADWAY SEGMENT | FUNCTIONAL CLASSIFICATION (a) | LOS E CAPACITY | WEEKDAY | | | SATURDAY | | |
|-----------------------------------|-------------------------------|----------------|---------|---------------|-----|----------|---------------|-----|
| | | | ADT (b) | V/C RATIO (c) | LOS | ADT (b) | V/C RATIO (c) | LOS |
| N Mission Bay Dr | | | | | | | | |
| West of De Anza Rd | 2 Lane Collector | 10,000 | 792 | 0.08 | A | 955 | 0.10 | A |
| De Anza Rd to Mission Bay Dr | 2 Lane Collector | 10,000 | 2,531 | 0.25 | A | 3,095 | 0.31 | A |
| Mission Bay Dr | | | | | | | | |
| N Mission Bay Dr to Clairemont Dr | 2 Lane Collector | 10,000 | 4,406 | 0.44 | B | 3,365 | 0.34 | A |
| De Anza Rd | | | | | | | | |
| South of N Mission Bay Dr | 2 Lane Collector | 10,000 | 1,781 | 0.18 | A | 2,161 | 0.22 | A |

Notes:

(a) Existing functional street classification is based on field observations.

(b) Average Daily Traffic (ADT) volumes were obtained by NDS in December 2015.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Active Transportation Access and Circulation

Pedestrian

Several multiuse pathways in Mission Bay Park and the surrounding Pacific Beach Community give pedestrians the ability to travel on a facility separated from automobiles. Figure 11 illustrates the existing pedestrian and bicycle facilities in the study area. The Rose Creek Trail is a recreational pedestrian and bicycle connection from the Pacific Beach Community that provides direct access into the De Anza Cove recreational area. The Rose Creek Trail extends from De Anza Cove and parallels Rose Creek to the north and terminates near the Damon Street/Mission Bay Drive intersection, with plans to extend the trail to the north in the future to connect with the improved Rose Creek Trail alongside I-5.

The Rose Creek Bikeway and Pedestrian Bridge, recently constructed and opened to the public in early 2012, connects the De Anza Cove recreational area with the Pacific Beach Community along Pacific Beach Drive, including key destinations such as Campland on the Bay, Crown Point Park, and the Pacific Ocean. Pedestrians access the Rose Creek Bikeway and Pedestrian Bridge from the west along smaller streets such as Olney Street. In many cases, these local streets have sidewalk on one side of the street only. There are no sidewalks along Pacific Beach Drive from the Rose Creek Bikeway and Pedestrian Bridge up to the intersection of Crown Point Drive.

Along the perimeter of Mission Bay Park, a multiuse pathway serves pedestrians and bicyclists. The pathway connects the De Anza Cove recreational area to activity centers within Mission Bay Park, including Fiesta Island, picnic areas, restrooms, and other facilities. This pathway is heavily used throughout the year. However, the path terminates at the parking lot within the De Anza Cove recreational area. Currently, the path does

not extend into the existing mobile home park and does not directly connect with the Rose Creek Trail or Rose Creek Bikeway and Pedestrian Bridge.

Within the mobile home park, there is an existing asphalt walkway that extends along Rose Creek and the southernmost portion of the park. However, on the east side of the mobile home park, the trail ends near the beach area and boat launch; on the west end, a fence blocks access from within the mobile home community. Although it is possible to travel the perimeter of De Anza Cove on foot, several obstacles and gaps in pedestrian facilities currently exist, making this route uninviting and challenging for most pedestrians.

Bicycles

The Pacific Beach Community, Mission Bay Park, and the De Anza Plan area recreational area provide a combination of bicycle facilities that assist people to efficiently and effectively reach their destination by bicycle. Within the study area is a combination of Class I, II, and III facilities that provide connections for bicyclists. A Class I multiuse path is provided along the shores of Mission Bay and provides a connection from the south near Tecolote Shores North Park to the De Anza Cove recreational area. Additionally, the multiuse path provides a connection to the west into Pacific Beach via the Rose Creek Bikeway and Pedestrian Bridge.

Class II bicycle lanes are provided on the northern edge of the project study area along Grand Avenue between Mission Bay Drive and Olney Street. Additionally, a bicycle lane is provided along Soledad Mountain Road north of Garnet Avenue.

Class III bicycle routes are provided along N Mission Bay Drive, Mission Bay Drive, and sections of Garnet Avenue. These facilities are denoted by signage and may include sharrows in the roadway.

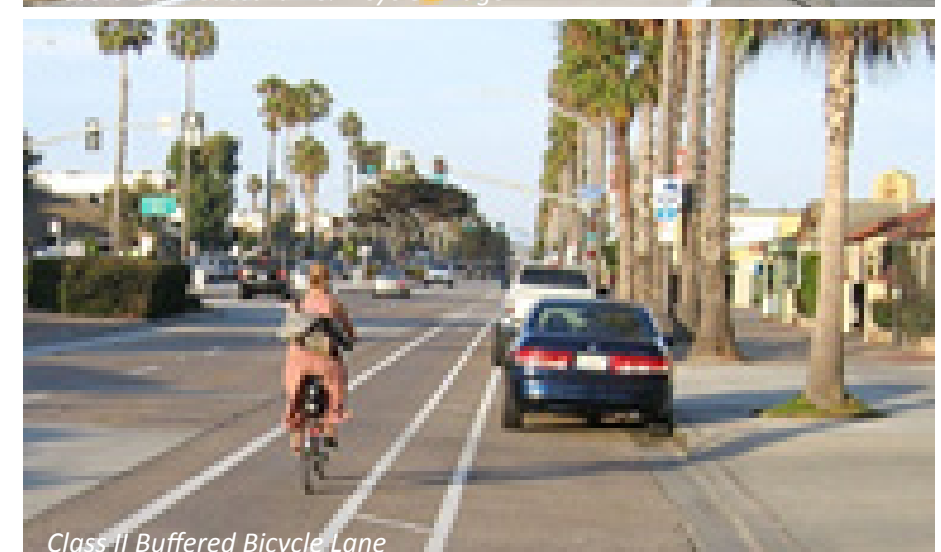
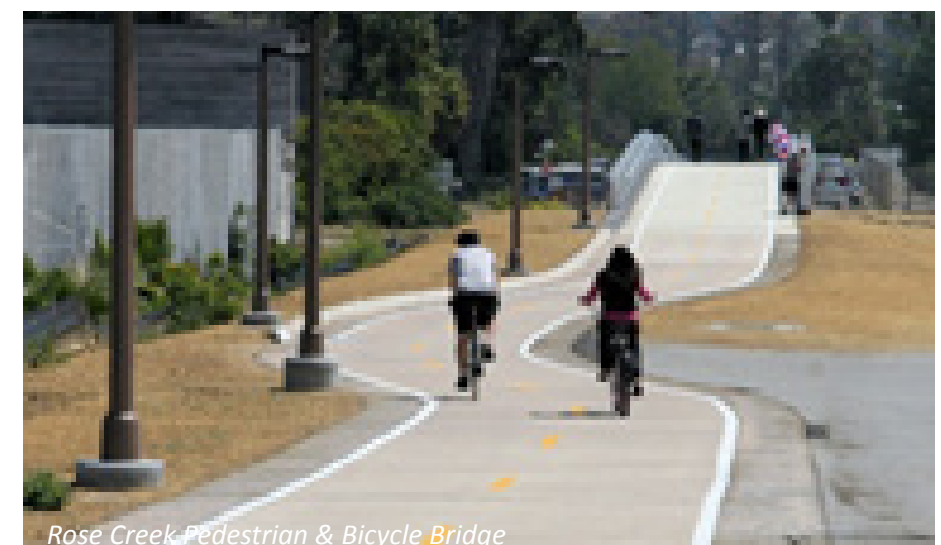
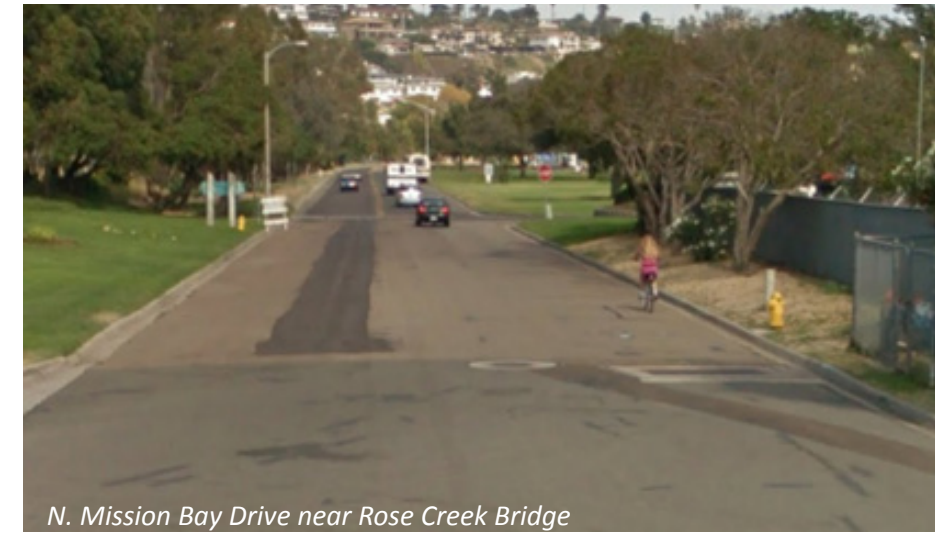


Figure 10. Existing Pedestrian/Bicycle/Transit



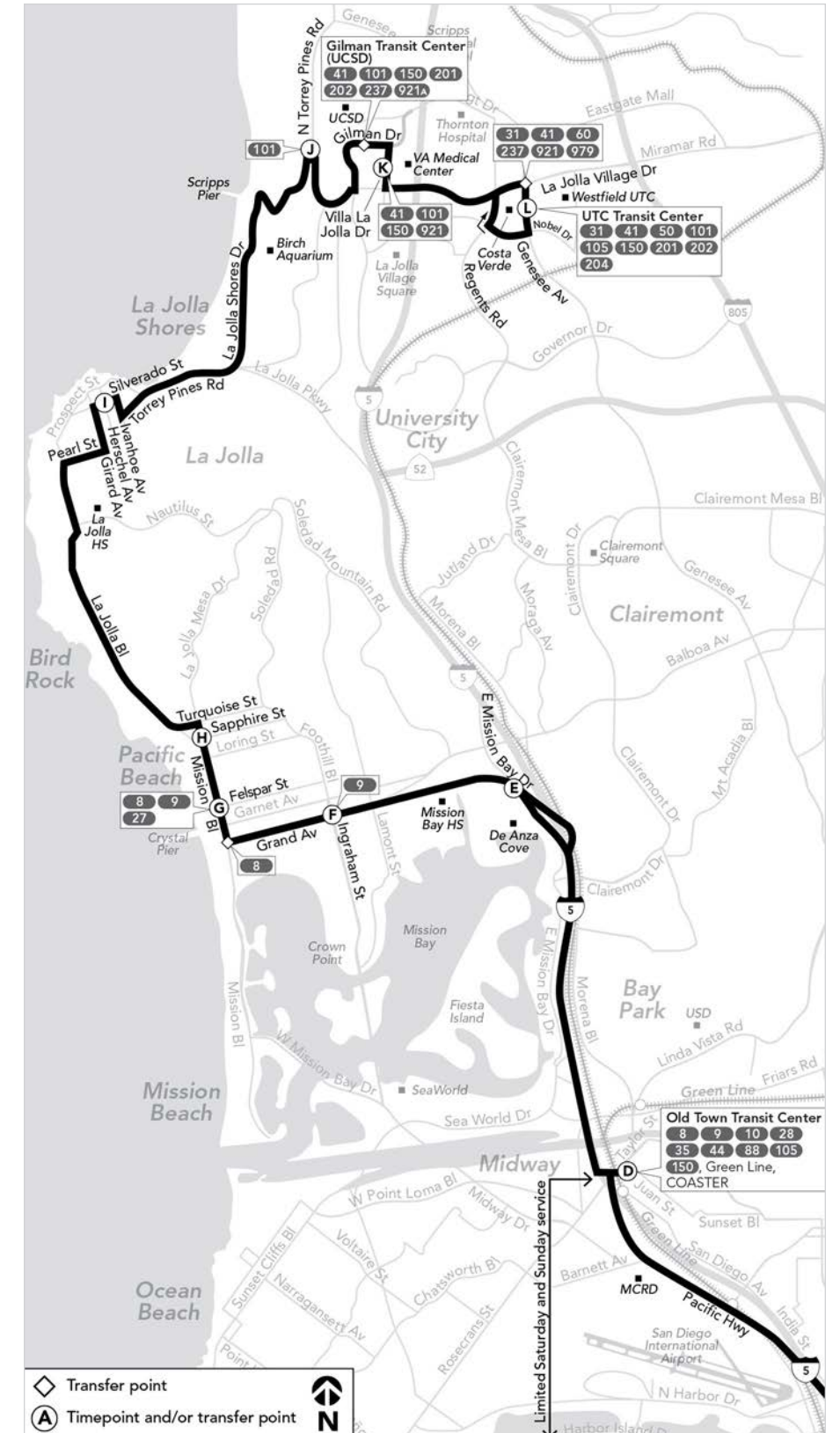
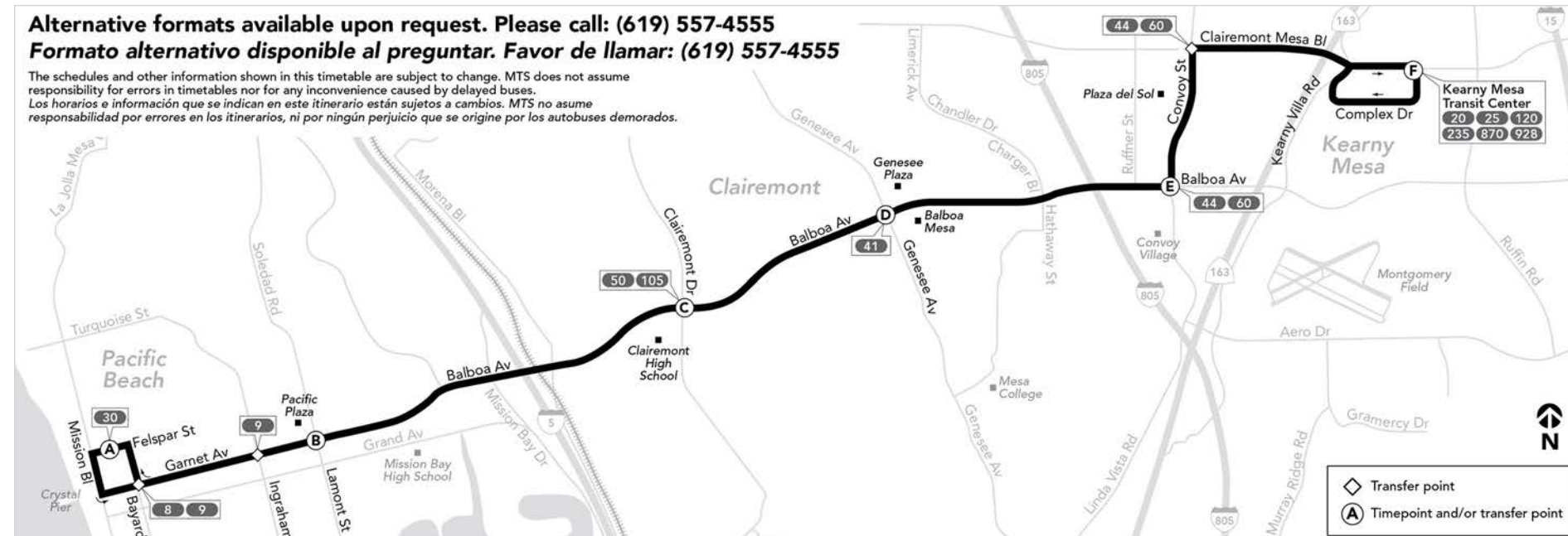
In 2015, the Beautiful PB organization initiated the implementation of the PB Pathway wayfinding signage program. The Beautiful PB is a nonprofit formed by a group of Pacific Beach residents, businesses, and property owners who are collaborating with the local community to create a sustainably beautiful Pacific Beach. They are working to implement a number of community projects and programs within the Pacific Beach EcoDistrict, which encompasses the entire Pacific Beach community. The wayfinding signage program identifies bicycle-, pedestrian-, and skater-friendly routes throughout the community and encourage bicyclists to use these route through the placement of special signs. The PB Pathway Program is a multiphase program, with Phase I signs installed in late 2015. These signs supplement the Class III bike route signs and expand driver awareness of pedestrian and bicycle activity along these key routes.



Transit

Metropolitan Transit System (MTS) provides Route 27 that connects Pacific Beach along Garnet Avenue and Balboa Avenue to reach the Kearny Mesa Transit Center, where several MTS routes converge and provide further access to other areas of San Diego County. Weekday daily service is provided approximately every 30 minutes, and hourly on Saturdays. MTS also provides Route 30, which operates between the University of California, San Diego (UCSD) area, University Town Center neighborhood, Pacific Beach, terminating in Downtown San Diego. Running along Grand Avenue and Interstate 5, this route operates approximately every 15 minutes on weekdays, and bi-hourly on Saturdays and Sundays.

The nearest bus stop serving De Anza Cove recreational area is at the entrance to the sports fields and tennis club near the Grand Avenue / Bond Street intersection. This bus stop has a bench and a shelter, with sidewalks on both sides of Grand Avenue leading pedestrians to the bus stop.



6.3 CONSTRAINTS AND OPPORTUNITIES

Pedestrian Constraints

Sidewalks are only present on the edges of the study area along the south side of Grand Avenue from Rose Creek to the entrance to De Anza Cove when it ties into N Mission Bay Drive. At that point, any pedestrians using the facility are forced to walk on the shoulders of the roadway and/or walk on the landscaping areas behind the sidewalk.

Bicycle Constraints

Within the De Anza Plan area, a Class III bicycle route exists along N Mission Bay Drive, and the multiuse facility provides access on the perimeter of the study area. However, there are gaps in the bicycle network west of the study area along Pacific Beach Drive between Crown Point Drive and the entrance to Campland on the Bay and on Olney Street between Grand Avenue and Pacific Beach Drive.

Overall, there are several bicycle facilities within the study area. However, gaps in the bicycle network limit direct connections throughout much of the community. For example, the Class I Pacific Beach Pedestrian and Bicycle multiuse path ends at the entrance to Campland on the Bay, where there are no facilities to accommodate either pedestrians or bicycles. Also, there is a significant gap in bicycle facilities between the Mission Bay Drive / Grand Avenue intersection, where the Class II bicycle facility ends, and the entrance to De Anza Plan area along Mission Bay Drive. Bicyclists accessing Mission Bay must share the road with the high-volume, high-speed traffic along Mission Bay Drive to access Mission Bay Park from the north.

Transit Constraints

Existing transit service is provided on the northern edges of the study area along Grand Avenue. The nearest bus stop is at the entrance to the Mission Bay Golf Course at the intersection with Bond Street. Transit patrons destined to the central areas of De

COMMUNITY IDENTIFIED OPPORTUNITIES TO DATE

Transportation

- » Improve bicycle and pedestrian accessibility through De Anza, along waterfront, and to the surrounding communities
- » Improve bicycle and pedestrian safety
- » Recognize mobility hub or transit center across freeway connecting to De Anza Plan area
- » Incorporate aquatic taxis to travel around Mission Bay
- » Improve connection from I-5
- » Improve traffic along Mission Bay Drive
- » Assign different parking regulations for different times of day and during special events

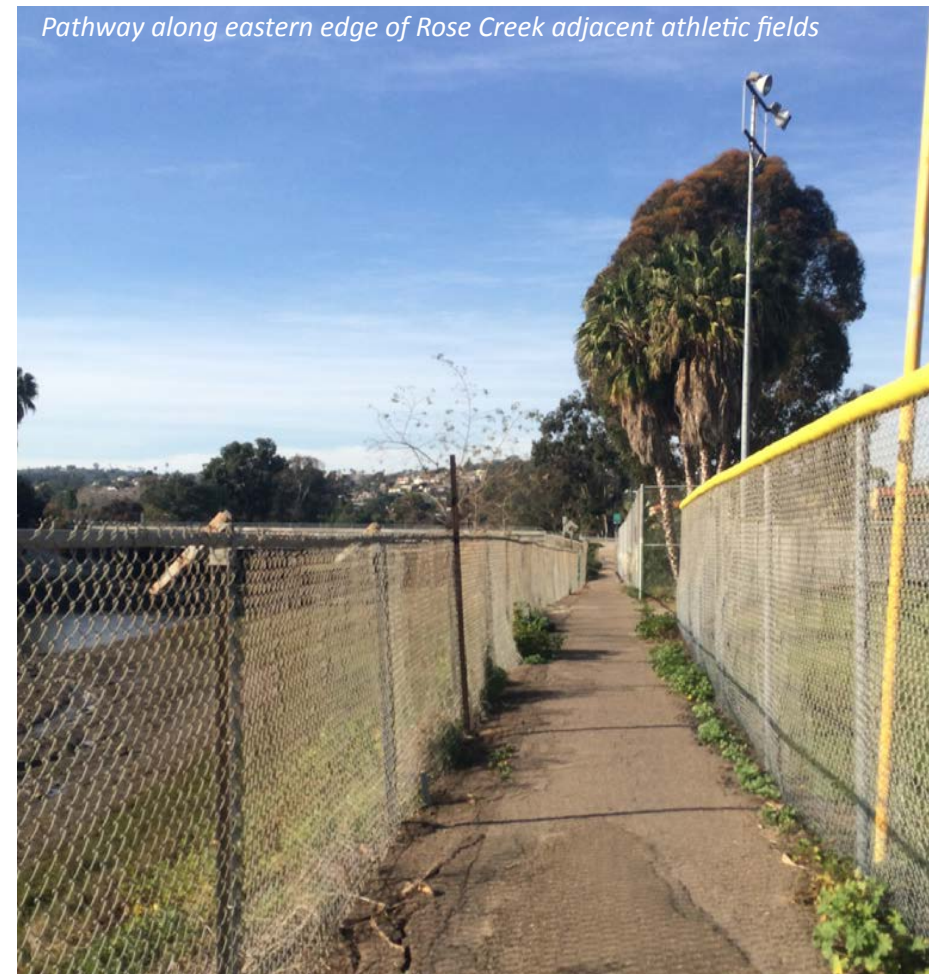
Anza Plan area have to walk approximately 0.4 mile, which is 0.15 mile in excess of the standard 0.25-mile walking distance for pedestrians from a bus stop.

Vehicle Constraints

Existing vehicular access is limited. New access and circulation options should consider potential cut-through traffic or diversion with new access roads. Additionally, potential safety conflicts between bicyclists/pedestrians and large recreational vehicles, should be considered.

Opportunities

- » Land use options should consider potential operational impacts at critical locations.
- » Land use planning should consider routes that improve north-south connectivity by foot and by bicycle.
- » Land use plans should account for improved recreational access along the cove.





7.0 NATURAL RESOURCES & ENVIRONMENT

7.0 NATURAL RESOURCES & ENVIRONMENT

This summary of the Plan area’s biological and wetland resources is based on a review of background information and field reconnaissance of the site conducted in January 2016, and an in-depth review of existing resource documents.

A more in-depth assessment of biological resources will be conducted at the commencement of the environmental review phase, including a thorough wetland delineation to provide additional information on potential wetlands, which would have to be confirmed by the U.S. Army Corps of Engineers (Corps) to officially determine the extent of jurisdictional waters related to Rose Creek on the site. No protocol surveys for special-status species were performed as part of the field reconnaissance, although habitat conditions were evaluated to determine the likelihood of occurrence on the site.

7.1 VEGETATION

As part of past dredging and fill activities in the SSA and development activities in the northern portions of the Plan area, the majority of the site is currently mapped as urban/development land with limited sensitive vegetation or species occurring immediately adjacent to the Plan area (Figure 11, Plan Area Vegetation). Site areas are now covered with impervious and gravel surfaces or support irrigated turf and areas of ruderal (weedy) grassland.

Table 22. Plan Area Vegetation

| TYPE | AREA |
|--------------|-----------------|
| Developed | 162.0 ac |
| Mud Flat | 2.5 ac |
| Beach | 2.0 ac |
| Total | 166.5 ac |










Figure 11. Plan Area Vegetation

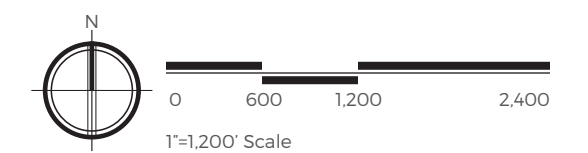


Figure 12. Plan Area Vicinity Vegetation



LEGEND

-  Plan Area
-  Beach
-  Mud Flat
-  Rip-Rap
-  Coastal Salt Marsh
-  Open Water
-  Disturbed Habitat
-  Diegan Coastal Sage Scrub
-  Non-Native Riparian



The location of the Plan area along the shoreline of the Pacific Ocean and its context within Mission Bay Park and at the mouth of Rose Creek are major influences on the existing vegetation and wildlife resources in the De Anza Plan area (see Figure 12, Project Vicinity Vegetation). Southern coastal salt marsh and nonnative riparian habitat are present along Rose Creek immediately north and west of the project area, north of Grand Avenue. Habitats present less than a quarter mile to the west as part of the Kendall-Frost Mission Bay Marsh Reserve include restored coastal sage scrub, south coastal salt marsh, tidal channels, salt flats, mudflats, sand spit, and eelgrass beds. Past dredging, fill, and other development in and around Mission Bay have significantly reduced the original extent of marshland habitat.

7.2 TOPOGRAPHY

The De Anza Revitalization Plan area is relatively flat. Though exact elevations were not available at the time of this report, the perimeter of the property is generally assumed to have an elevation of +10 feet (National Geodetic Vertical Datum (NGVD)). The elevations in the interior of the site and in areas toward the northern boundary as a whole increase by several feet. Precise elevations will be prepared for the Plan area subsequent to this workbook.

7.3 JURISDICTIONAL WATERS

Wetlands are generally considered areas that are periodically or permanently inundated by surface or groundwater and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife; use as storage areas for storm and flood waters; and water recharge, filtration, and purification functions. Technical standards for delineating wetlands have been developed by the US Corps of Engineers and the United States Fish and Wildlife Services (USFWS) through consideration of three criteria: hydrology,

soils, and vegetation. There are no wetlands in the Plan area, but Rose Creek is adjacent to the western edge. The important role that uses and designs in the Plan area play on the Rose Creek and greater Mission Bay Park ecosystems require careful analysis and consideration.

Rose Creek Watershed

The Rose Creek Watershed (RCW) is a 36-square-mile area that begins at the Miramar Marine Corps Air Station and extends 16 miles along the San Clemente and Rose Creeks, eventually draining into Mission Bay. Rose Creek serves as a gateway to the City of San Diego, the community of Pacific Beach, and to Mission Bay Park. Over 100,000 people live within the boundaries of the watershed, and actions on the land impact the water downstream.

A Rose Creek Watershed Opportunities Assessment (Assessment), prepared under the guidance of the Rose Creek Watershed Alliance, was developed to comprehensively assess the existing condition of the watershed, opportunities and constraints for habitat protection, restoration and enhancement, and protection of cultural resources and public access. The RCW research and findings are critical to consider in relation to biological conditions on and in proximity to the De Anza Plan area.

According to the Assessment, one of the biggest detriments to the watershed and wildlife habitat is the collision of the built and natural environments. The water quality in the southern RCW near Mission Bay and the Pacific Ocean is unclear, unhealthy, and a detriment to the adjoining environment. The RCW has little management and oversight, and therefore no vision or management approach respects the watershed as a natural functioning system. Oversight of the area belongs to two governmental jurisdictions: the western portion is under the City of San Diego, and the eastern portion is under the Marine Corps Air Station.

Current Threats and Approaches for Protection

Although the overall health of the Rose Creek Watershed is better than many others in Southern California, portions of lower Rose Creek are unhealthy and unsafe. Poor water quality in the creek can lead to closed beaches along Mission Bay Park and the ocean, which harms San Diego's economy. Management and oversight of these areas is shared among many different private and public landowners, city councils, law enforcement districts, and community groups. Without cohesive management, these areas have become overgrown with invasive, nonnative plant species and homeless activity. The Assessment serves as a broad vision and presents a method to manage the watershed as a whole system in order to combat these and other issues.

The RCW contains biological diversity in both species and wildlife habitat that are of significant ecological value to the region. The assessment notes opportunities to forge public connectivity to the watershed through bike and pedestrian amenities while creating a continuous healthy ribbon of natural habitat and open space throughout the watershed. This serves as an additional opportunity to enhance the biological and recreational connection to Mission Bay Park. However, the most significant opportunities within the RCW are also viewed by the Alliance as a considerable constraint.

7.3 CONSTRAINTS AND OPPORTUNITIES

Natural resources in and around the De Anza Plan area are heavily impacted by urban development, as noted above. The following provides a summary of the constraints and opportunities:

Constraints

- » Poor water quality as a result of urban runoff and stormwater pollution coming from Rose Creek.

7.0 NATURAL RESOURCES & ENVIRONMENT

- » Threats to sensitive species that depend on sensitive salt marsh habitat.
- » Unhealthy and unsafe physical conditions along the shore of Rose Creek.
- » Urban development that includes nonnative vegetation and large amounts of hardscape, which contribute to stormwater pollution and erosion and preclude water conservation and stormwater retention.
- » Disjointed and inconsistent management and stewardship across multiple ownerships.

Opportunities

- » Create public connectivity to the natural habitat areas to increase education, awareness, and stewardship of biological resources.
- » Restore sensitive salt water marshland along the western edge of De Anza to create natural open space, increase habitat area, improve water quality, and contribute to improvement of the overall health of the Mission Bay ecosystem.
- » Implement a native vegetation landscape palette that removes invasive, nonnative plant species to better provide habitat for wildlife.
- » Create hydrologic improvements on the “boot” that allows water flushing between De Anza Cove and Mission Bay at the mouth of Rose Creek to improve water quality.
- » Provide buffers to uses that potentially impact natural habitat toward the east of the De Anza Plan area.
- » Create a sustainable site design that maximizes naturalized features and uses and prioritizes the preservation and health of the natural environment.

COMMUNITY IDENTIFIED OPPORTUNITIES TO DATE

Environment

- » Expand and restore wetlands
- » Identify uses that restore ecological health of Rose Creek and surrounding area and improve water quality of Mission Bay Park
- » Redirect water flow through project area
- » Incorporate ecological enhancement and environmental education
- » Implement the Climate Action Plan for City of San Diego to plan for climate change impacts such as sea-level rise
- » Promote renewable energy (i.e. solar panel parking, charging stations, recycled water)



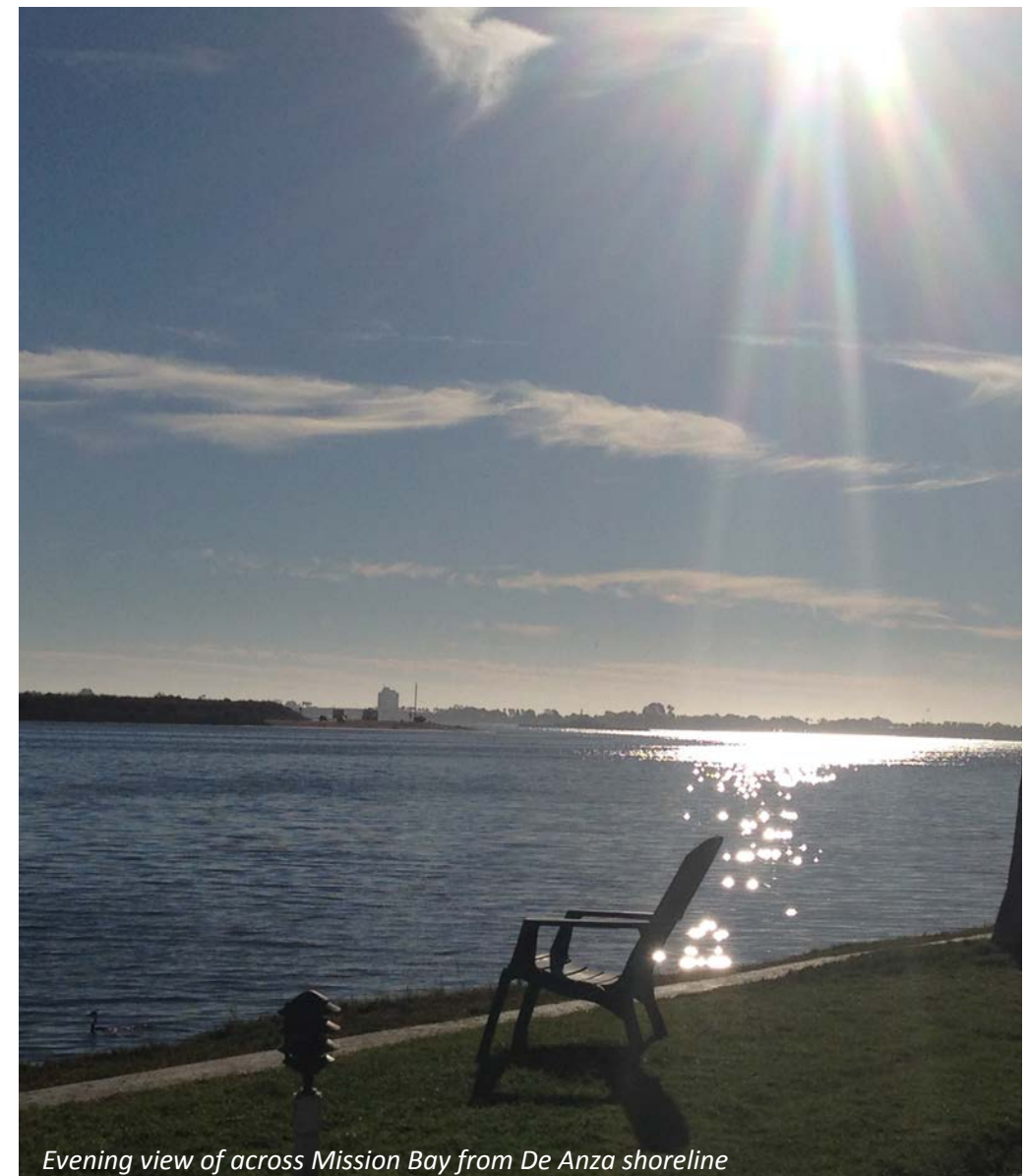
View of Mission Bay looking south from De Anza



View looking east towards De Anza



De Anza Cove Boat Launching Ramp



Evening view of across Mission Bay from De Anza shoreline



De Anza Cove Park



View of Mission Bay Golf Course



8.0 GEOLOGIC & GEOTECHNICAL CONDITIONS

8.0 GEOLOGIC & GEOTECHNICAL CONDITIONS

This section summarizes the detailed Geologic and Geotechnical Conditions Report prepared in March 2016 by Terra Costa Consulting.

8.1 GEOLOGIC SETTING

Geologic and Recent History

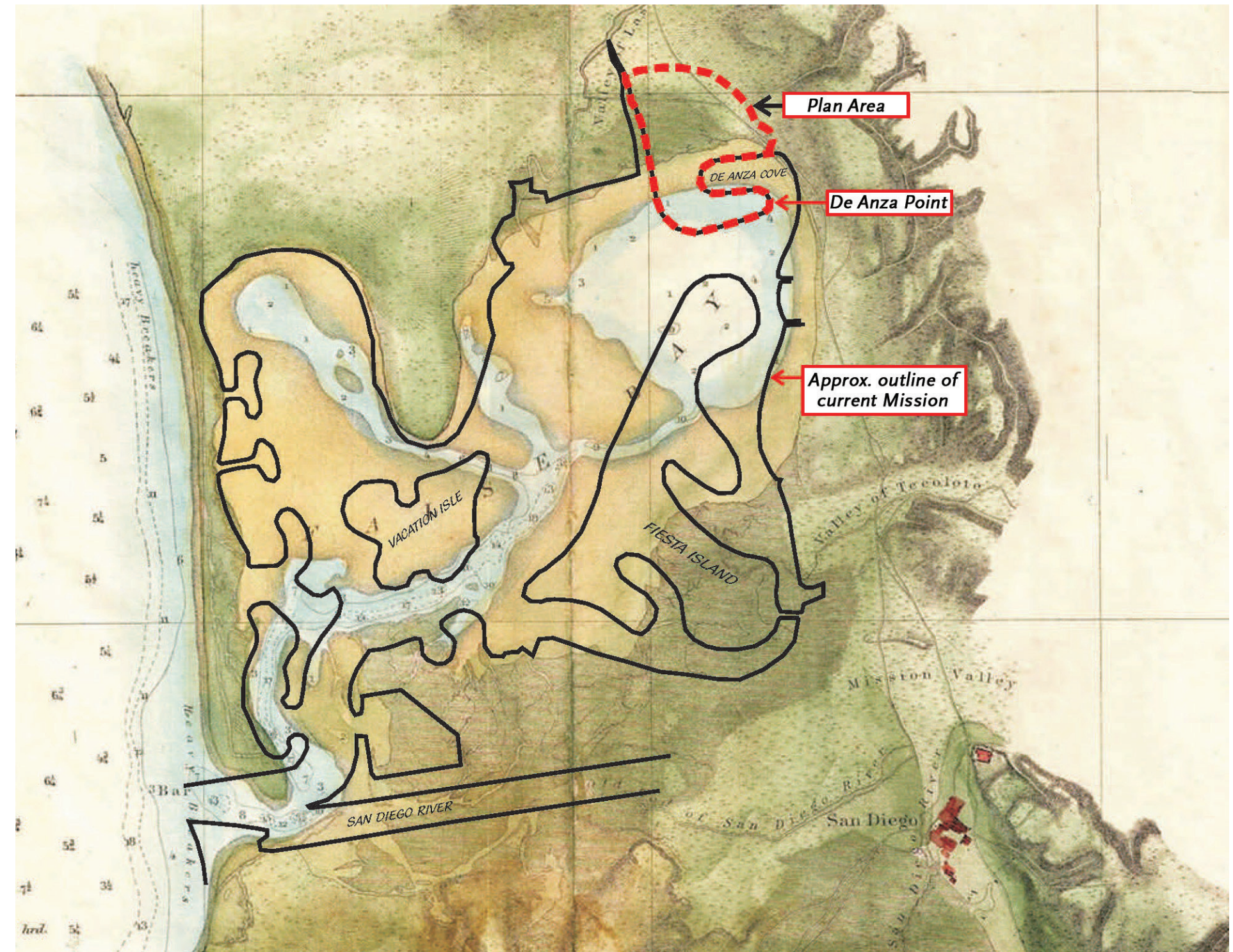
Mission Bay Park covers most of the former delta of the San Diego River. Historical records indicate that major storms have periodically diverted the flow of the San Diego River to the north and south of the Loma Portal rise between the San Diego Embayment and Mission Bay (historically known as “False Bay”).

Figure 13 presents a map of False Bay prepared in 1857 as part of the survey of the US coast by Commander James Alden of the Navy. Among other things, the map indicates the Valley Las Yeguas (now Rose Canyon) to the north as well as the Valley of Tecolote and Mission Valley to the east. The channels within False Bay are very narrow, and a warning note on the map reads “Bound into San Diego from the northward, care must be taken not to mistake False Point for Point Loma, as they resemble each other, particularly when the weather is hazy. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.”

By the early 1950s, the river levees and the Mission Bay jetties were completed, confining San Diego River flows to a new man-made river channel that discharges into the ocean only during peak flooding periods.

Surface exposures in the Mission Bay area include late Quaternary-age (geologically recent) fluvial, beach, and embayment sediments, most of which have been transported and placed at least once during several phases of hydraulic dredging. These unconsolidated silts, sands, and clays

Figure 13. San Diego Bay (1857)



technically are classified and mapped as artificial fill material. However, fluvial tidal storm wave and wind erosion (natural processes) are constantly redepositing the dredged soils as “natural” sediments.

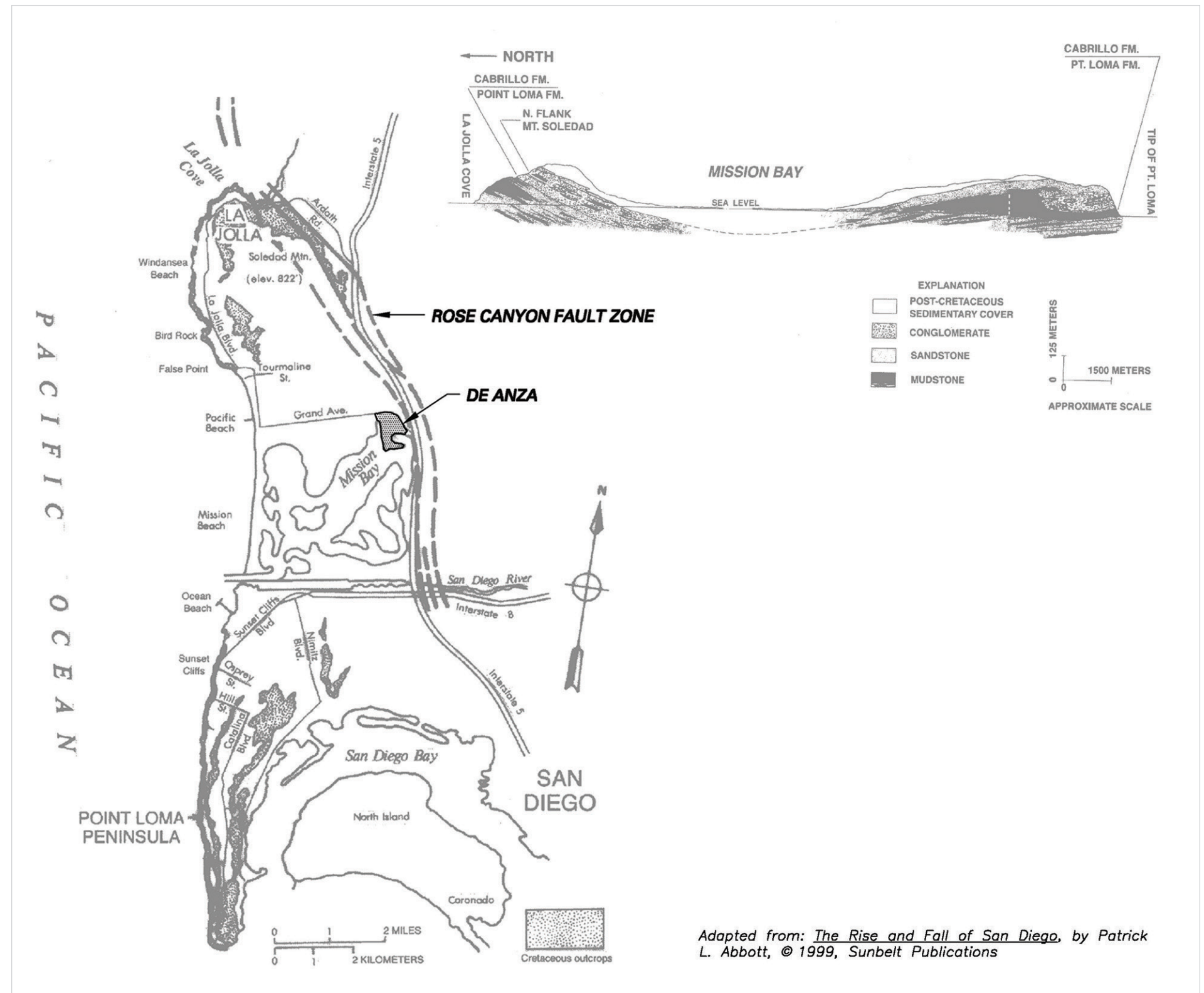
The major dredging and operations for the development of Mission Bay spanned approximately 16 years, with the City’s first dredging operation in early 1946. Between 1946 and 1956, the City completed dredging in the west bay, west of Ingram Street, and at the same time created some new land areas with dredged material. In addition, a narrow channel was dredged in the east bay to De Anza Cove, and De Anza Point was created with the dredged material. Between 1959 and 1961, Mission Bay was dredged to its current configuration, and later (1963–64), minor dredging operations along the western shores of Fiesta Island provided some additional granular fill for De Anza Point.

Geologic Structure and Stratigraphy

Like all of the major coastal drainage areas in the region, Mission Bay was incised rapidly during mid to late Quaternary periods of glacial advance, when sea level was 300 to 400 feet below present-day levels. During the past 18,000± years, a geologically rapid eustatic rise in sea level caused large volumes of alluvial sediment to fill the coastal drainages to depths on the order of 70 to 120 feet. Figure 14, Generalized Geologic Map and Cross-Section of Mission Bay illustrates the structural and stratigraphic setting of the Mission Bay area west of the Rose Canyon fault zone, which currently classified as “active” by the California Geologic Survey. Section 8.2 of this workbook, “Faulting, Seismicity/Liquefaction Potential,” presents a brief summary of potential project-area geologic hazards related to faulting and seismicity.

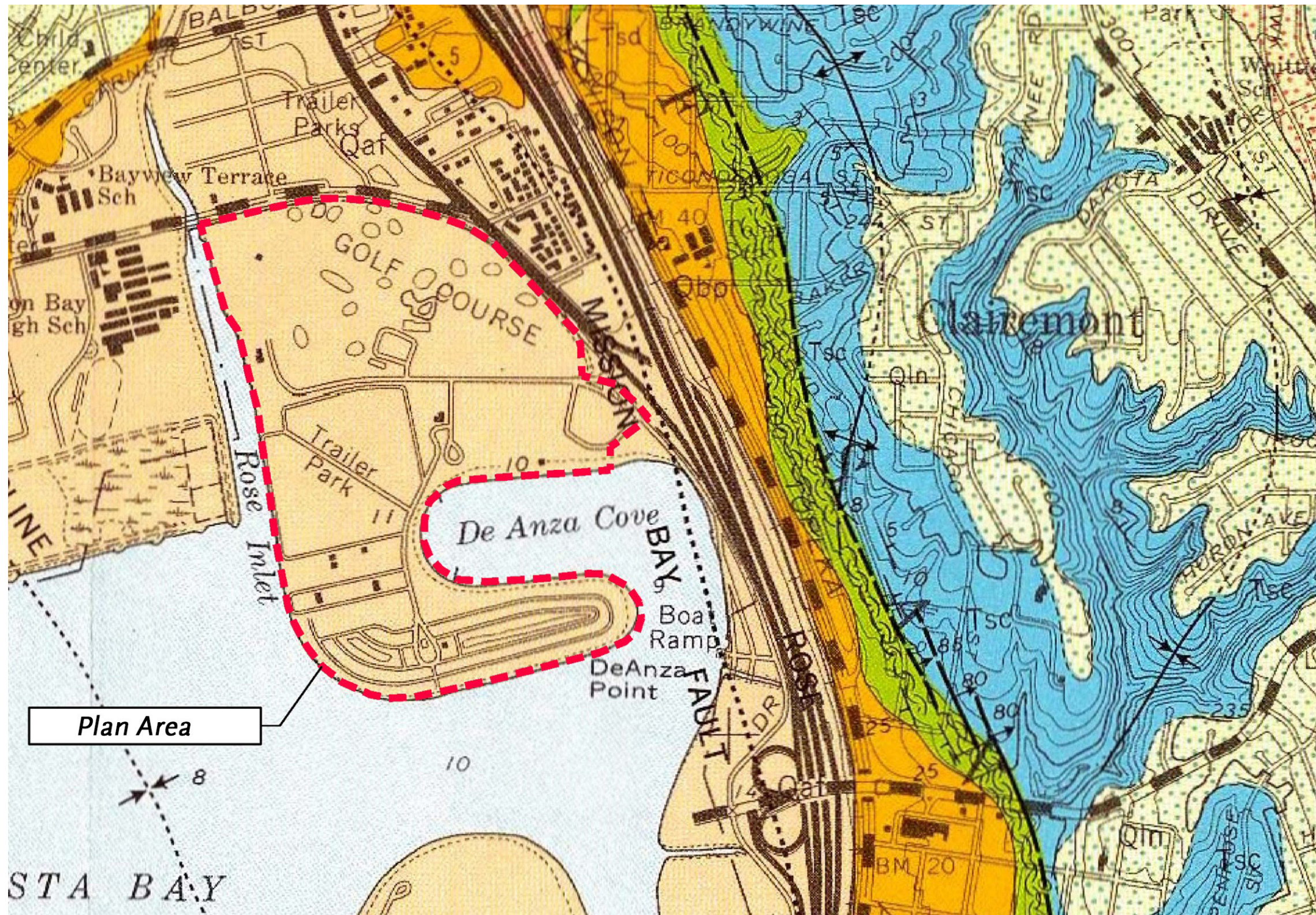
Figure 15, Geologic Conditions, illustrates that, like most of the Mission Bay area, the De Anza Revitalization Plan area is completely mantled by artificial fill soils (designated Qaf on the

Figure 14. Generalized Geologic Map and Cross-Section of Mission Bay

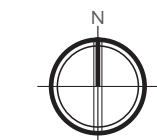
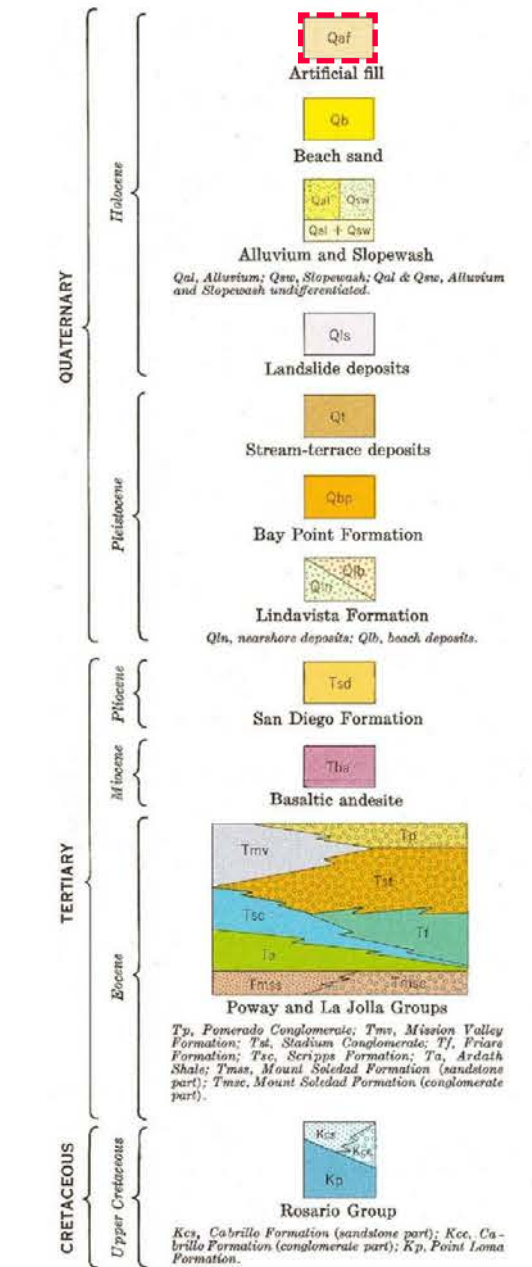


Adapted from: *The Rise and Fall of San Diego*, by Patrick L. Abbott, © 1999, Sunbelt Publications

Figure 15. Geologic Conditions



LEGEND



Not to Scale

map). Following is a list of generalized soil unit descriptions by order of increasing age to depths considered geotechnically significant.

- » **Fill Soils.** Document review indicates that, to the north of North Mission Bay Drive, the Plan area is underlain by from 0 up to approximately 5 feet of land-derived fill, mixed with hydraulic fill, and that the entire Plan area is underlain by hydraulically placed fill consisting primarily of loose to medium dense silty sands with occasional soft clay layers. The hydraulic fill thickens to the south, generally ranging from 5 feet in depth in the vicinity of North Mission Bay Drive to approximately 15 feet in depth along the southern shoreline of De Anza Point.
- » **Bay/Fluvial Deposits.** The hydraulic fill soils are underlain across the site by geologically recent bay/fluvial and estuarine deposits, which have accumulated along the bay margins across the relatively broad deltaic area created by Rose Creek across the lower reaches of Rose Canyon. The upper 30± feet of bay deposits in the Plan area consist of loose fine sands, silts, and soft clays. Below approximately 30 feet, the bay deposits consist primarily of fine sands and silty medium to fine sands, extending to 50 to 60+ feet deep.
- » **Quaternary Terrace Deposits.** The bay/fluvial deposits are in turn underlain by Quaternary-age deposits, which generally consist of dense clayey sands, stiff to hard clays, gravels and cobbles. These Quaternary-age deposits, encountered between 50 and 70 feet deep to the south of North Mission Bay Drive, have generally been encountered at depths of 10 to 30 feet in the golf course area to the north of North Mission Bay Drive.

Topography and Bathymetry

Figures 17, Topography, and 18, Bathymetry Map respectively, present approximate and decades-old representations of ground surface topography within the De Anza Revitalization Plan area and bathymetry of the bay floor surface surrounding De Anza Point and within the Rose Creek Channel.

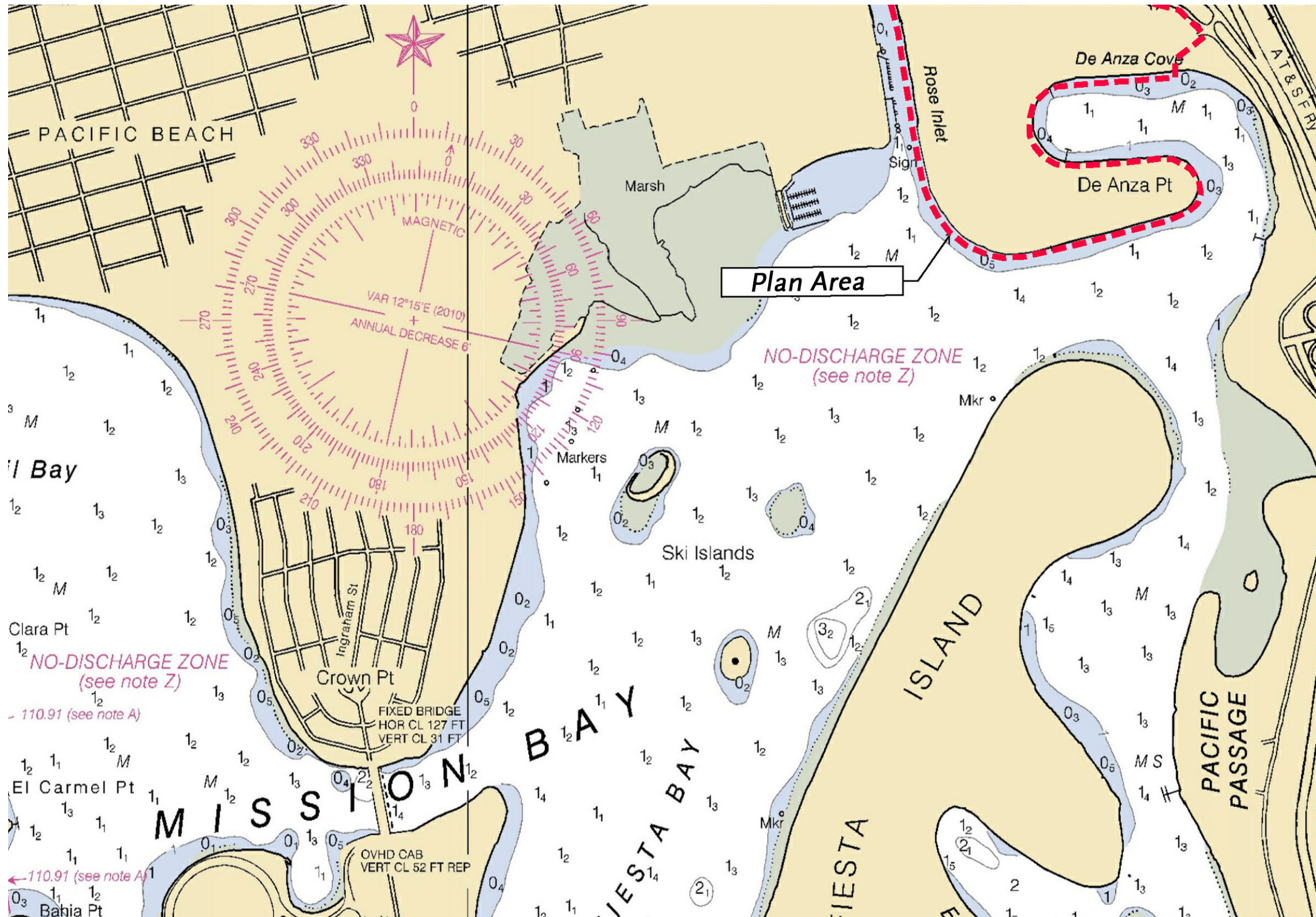
Groundwater

Groundwater is typically encountered in excavations across the Plan area at approximately mean sea level or within a few feet above, and it should be anticipated that the groundwater level will fluctuate with the tide, with increased attenuation as a function of distance from the bay shoreline.

Figure 16. Topography



Figure 17. Bathymetry



LEGEND

1₃ Surroundings are shown in fathoms and feet. This reading indicates 1 fathom (6 feet) plus 3 more feet, giving a depth of 9 feet.

Source: TerraCosta



Not to Scale

8.0 GEOLOGIC & GEOTECHNICAL CONDITIONS

8.2 GEOLOGIC HAZARDS/CONSTRAINTS

Due to the Plan area's immediate proximity to the active Rose Canyon fault zone, as well as its low surface-elevation profile, the greatest geologic hazard constraints by far are seismicity/liquefaction and tsunami inundation.

Faulting, Seismicity/Liquefaction Potential

The loose to medium dense cohesionless soils (sands and silts) that make up a significant part of the 50 to 80 feet of Holocene sediments below the water table are susceptible to a temporary, but essentially total, loss of shear strength due to reversing cyclic shear stresses caused by moderately strong ground shaking. Analyses based on the results of penetration resistance tests in these deposits indicate that they could lose their strength if peak ground surface accelerations were to exceed about 0.15g to 0.2g. In a geotechnical report dated September 27, 1983, Woodward-Clyde Consultants estimated an average recurrence interval of about 100 years peak ground acceleration of 0.15g at the then-proposed Ramada Renaissance Hotel site on the southeast side of Sea World Drive (at Friars Road), and like the Plan area, within ½ mile west of the active Rose Canyon fault zone (please refer to Figure 18, Geologic Hazards and Fault Map). The Woodward-Clyde report also describes the likely manifestations of seismically induced liquefaction at the site, such as the expulsion of sand and water from sand boils, ground cracking, vertical settlement, and lateral displacement, generally toward the shoreline.

Tsunamis and Seiches

Tsunamis and seiches are considered likely hazards in the De Anza Plan area and Mission Bay Park. A review of the State of California Tsunami Inundation Map for Emergency Planning (2009) indicates that the site would likely be affected by tsunamis caused by both local and distant sources (see Figure 19, Tsunami Inundation Map). Relatively severe erosion has necessitated shoreline stabilization measures at the base of

the shoreline slope and extending from the mouth of Rose Creek, along the heel of the De Anza "boot," and east over a total distance of approximately 3,600 feet. These shoreline stabilization measures are currently failing, and present significant risk in the event of a tsunami. Erosion issues are detailed further under section 9.1 below.

8.3 CONSTRAINTS AND OPPORTUNITIES

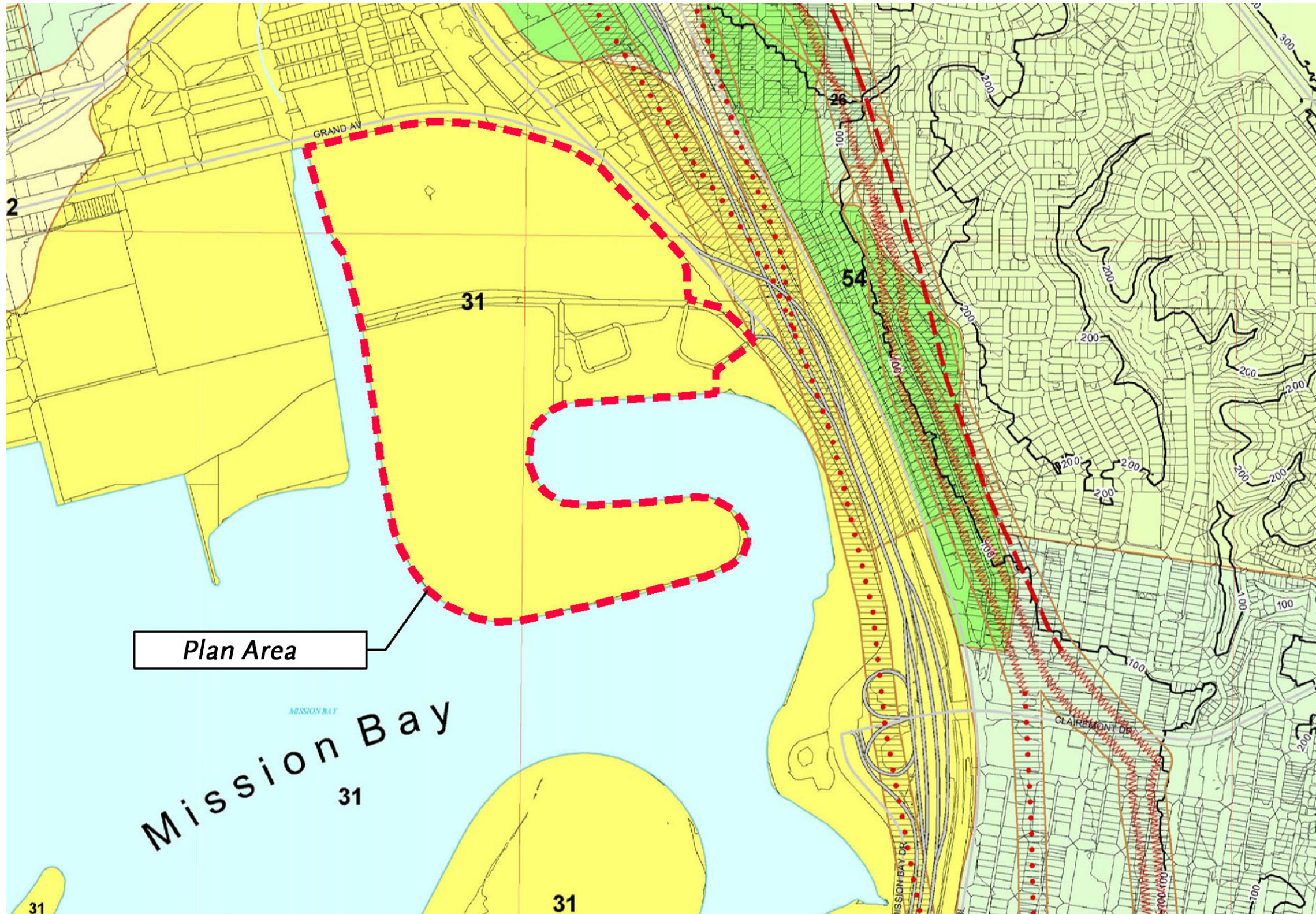
Terra Costa has offered the following general recommendations to guide development given physical constraints on De Anza.

- » **Foundation Support for Buildings, Walls, and Minor Ancillary Structures.** The hydraulic fill soils in the upper 5 to 30 feet at De Anza are known to be prone to wide variations in settlement potential, both vertically and laterally. This variability is, at least in part, due to the fact that coarser materials (sand and shells) tend to settle out of suspension relatively near the end of the hydraulic dredge discharge pipe, whereas finer materials (silts and clays) tend to settle out of suspension farther away. In order to mitigate the potential for differential settlement of planned small (lightly loaded) buildings and ancillary structures, future site-specific geotechnical investigation reports may recommend the construction of a uniformly compacted soil mat, by removal and recompaction of the foundation soils to a depth suitable for the proposed building loads (to be determined by the design geotechnical engineer). A structural mat foundation may also be used to structurally accommodate differential soil settlements, thereby eliminating, or at least reducing, the amount of required overexcavation and recompaction. The potential for differential settlement of any walls can be mitigated to some extent by expansion joints, the location and spacing of which should be determined by consultation between the design geotechnical and structural engineers. Any

large or settlement-sensitive building loads can also be supported on deep foundations consisting of either piles or drilled piers.

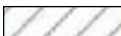
- » **Roadway Considerations.** Although the subsurface soils at De Anza are variable in nature, the near-surface soils generally consist of silty, medium to fine sands, which should provide good subgrade support. Although any R-value tests or any geotechnical tests of the on-site soils have not been performed, it is anticipated that the near-surface sandy soils may exhibit R-values approaching 50. Assuming a design traffic index (TI) of 4.5 for typical passenger car traffic, a typical pavement section would consist of 3 inches of asphalt concrete on 4 inches of Class II aggregate base.


Figure 18. Geologic Hazards and Fault Map



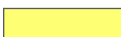
LEGEND

Fault Zones

 11 Active, Alquist-Priolo Earthquake Fault Zone

 12 Potentially Active, Inactive, Presumed Inactive, or Activity Unknown

Liquefaction

 31 High Potential - shallow groundwater major drainages, hydraulic fills

Faults

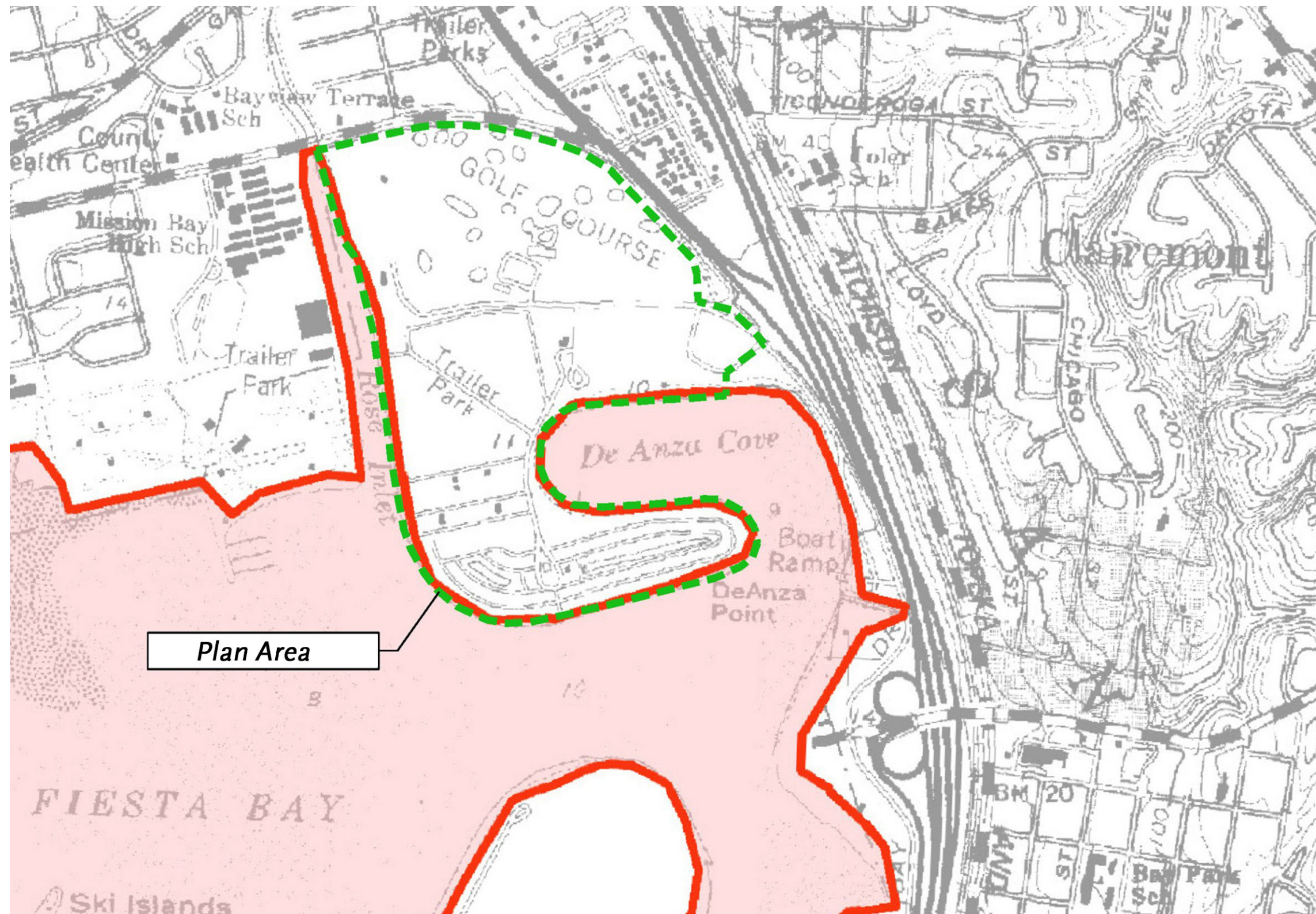
 Concealed Fault

Source: TerraCosta





Not to Scale

Figure 19. Tsunami Inundation Map



LEGEND

-  Tsunami Inundation Line
-  Tsunami Inundation Area

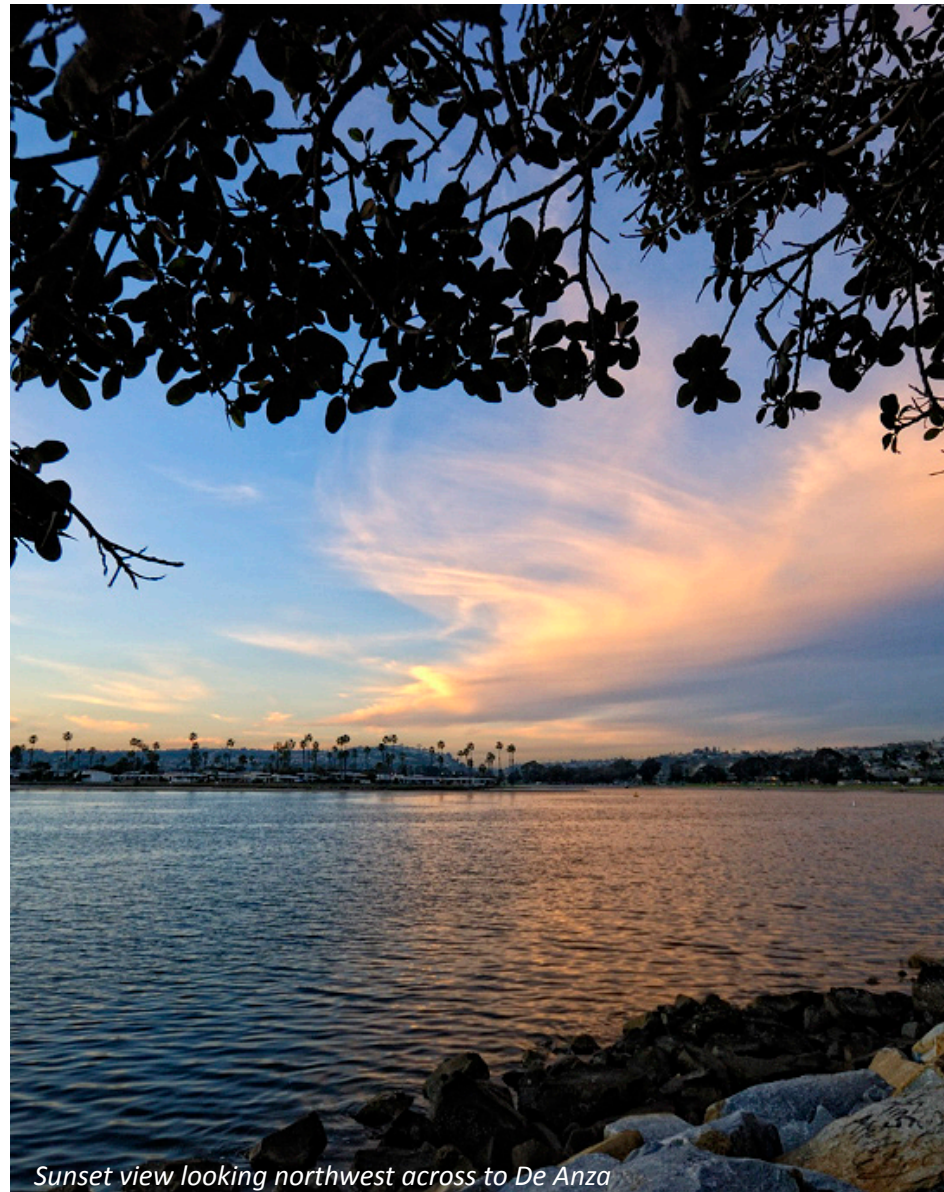
Source: TerraCosta



Not to Scale



Kendall Frost Nature Reserve just west in Mission Bay Park



Sunset view looking northwest across to De Anza



Mission Bay Golf Course



Mission Bay Golf Course Driving Range



View of Mission Bay

A large, stylized, light blue graphic of a wave or swirl on a dark blue background. The graphic starts from the left edge, curves upwards and to the right, then loops back down and to the left, forming a large, open loop. It then continues to curve downwards and to the right, forming a smaller, tighter loop before ending at the bottom right edge. The graphic has a soft, glowing effect, with a lighter blue center and a darker blue outer edge.

9.0 HYDROLOGY

9.0 HYDROLOGY

A detailed site survey of the plan area’s hydrology was conducted in February 2016. This section summarizes the observations of that survey and sets forth associated recommendations for consideration in the development of the De Anza Plan area.

9.1 WAVE/SHORELINE CONDITIONS

Relatively severe erosion from wind waves operating over a nearly two-mile stretch from the southwest has necessitated shoreline stabilization measures consisting of concrete bag-walls and construction/demolition debris at the base of the shoreline slope and extending from the mouth of Rose Creek, along the heel of the De Anza “boot,” and east over a total distance of approximately 3,600 feet. These shoreline stabilization measures are currently failing, causing severe piping where wave forces pressurizing wall backfill with the exiting water pulling out soil. The piping problems noted

behind the bag walls along Rose Creek are typical of many coastal areas where aging structures have been breached by the continuous water hammer effect associated with waves impacting on the shoreline and weakening the shoreline stabilization measures.

Along the heel and back of the SSA “boot,” there has been relatively severe erosion, necessitating continuous shoreline armoring over a distance of almost 4,000 feet measured from Circle Drive (see Figure 11 above). Slope-top landscaping with fairly minor shoreline armoring is present north of Circle Drive. South of Circle Drive, shoreline stabilization measures are considerably more extensive, with long linear runs of concrete bag-walls and construction debris at the base of the slope. Stabilization measures decrease further south of Corvina Drive and stop east of De Anza Road. Shoreline stabilization measures are also failing, with severe piping often noted behind these aging structures.



9.2 FLOODING AND DRAINAGE

Coastal Commission Sea Level Rise Policy Guidance

Proposed concept development associated with the De Anza Revitalization Plan will need to address wind waves, boat wakes, and the effects of tsunamis. The California Coastal Commission (CCC) will require the Plan address the sea level rise projections, as identified in their Sea Level Rise Policy Guidance document adopted August 12, 2015. The Plan will be required to at least address the upper sea level rise projections for the De Anza area, which are projected to be 2.0 feet by 2050 and 5.46 feet by 2100. This requires specifying the useful life expectancy for any proposed structural improvements associated with the De Anza Revitalization Plan.

Recommended minimum finish floor elevations consistent with CCC Sea Level Rise Policy Guidance document are:

- » Minimum finish floor elevations of 11 to 12 feet National Geodetic Vertical Datum (NGVD) for structures with a life expectancy of up until the year 2050.
- » Minimum finish floor elevations of 13 to 15 feet NGVD for structures with a life expectancy of up to the year 2100.

National Flood Insurance Program (NFIP) Requirements




It is recommended that NFIP requirements be complied with to the extent practical. Those requirements are summarized as:

- » Building sites be reasonably safe from flooding.
- » Buildings be:
 - + Designed (or modified) and anchored to prevent flotation, collapse, and lateral movement of the building resulting from hydrodynamic and hydrostatic loads.
 - + Constructed with materials resistant to damage from immersion in flood waters.

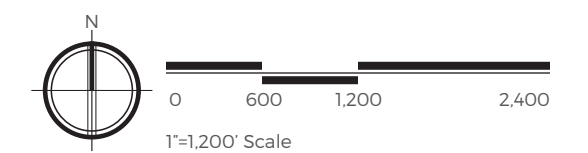
Figure 20. Projected Sea-Level Rise (2100)



LEGEND

-  Plan Area
-  Median Sea Level Rise 3 ft
-  Sea Level Rise 5 ft
-  Upper Sea Level Rise 5.5 ft

Source: TerraCosta



9.0 HYDROLOGY

- + Constructed with methods and practices that minimize flood damage.
- + Constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within their components during conditions of flooding.
- » All utilities and facilities, such as sewer, gas, electrical, and water systems for any proposed new development be located and constructed to minimize or eliminate flood damage.
- » Adequate drainage be provided for all new development in order to reduce exposure to flood hazards.
- » All new and replacement sanitary sewage systems be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters.

9.3 CONSTRAINTS AND OPPORTUNITIES

Constraints

Sea Level Rise

Policy guidance from the CCC , specifically the sea level rise projections – upper projections for 2100 and low projections for 2050 – needs to be considered in the De Anza Revitalization Plan and will affect the placement of uses and structures on the Plan area site. Similarly, the Plan will need to specify the useful life expectancy for any associated proposed structural improvements.

If grade elevations are not also raised to be consistent with these elevations, ground flooding would still occur, significantly negatively impacting virtually all infrastructure.

Shoreline Erosion

As noted under Section 8.2, Tsunamis and Seiches, and as part of the photo reconnaissance for the detailed geotechnical study, it was noted that for the segment of shoreline extending from the mouth of Rose Creek around the boot of De Anza Point toward the east for a total distance of approximately 3,600 feet, relatively severe wind-wave erosion has prompted shoreline stabilization measures that are currently failing, the result being significant erosion of the low shoreline bluffs and local areas where the concrete bluff-top walkway and landscaping are being lost. Any planned development should include a program for addressing and upgrading shoreline stabilization for the affected area.

Opportunities

The De Anza Plan area represents an incredible resource to the City of San Diego, the entire region, and all those who will visit and recreate along this area over the next century. It will be very important for certain shoreline stabilization measures to be constructed to protect this resource and enable the public to enjoy all that it offers.



Sunset view across De Anza Cove



10.0 HISTORICAL CONTEXT & ARCHAEOLOGY

10.0 HISTORICAL CONTEXT & ARCHAEOLOGY

This section summarizes findings of the Draft Existing Cultural Resources Assessment prepared by Loveless & Linton (2016).

10.1 HISTORIC SETTING

Historical records indicate the existence of a large and rich cultural site just north of the De Anza peninsula and Rose Creek, referred to as La Rinconada de Jamo. The cultural site was located along the original banks of a river system, which is now known as Rose Inlet. This site was originally documented in the 1940s by Malcolm Rogers and continues to be one of the most historically densely occupied sites in the San Diego coastal area. It is believed to have been occupied for over 3,000 years. De Portola recorded seeing the village in July of 1769; he named it La Rinconada, which translates to “corner” in English (Carrico 1977). Portola and his men met the inhabitants of the village and had a peaceful exchange. The village name of Rinconada continued to appear in historic documents kept by the mission from 1769 to 1832. The documents list the village as Rinconada and Rincon in Spanish and Jamio, Japmo, and Jamo in Kumeyaay (Carrico 1977). Spanish soldiers had a few documented conflicts at La Rinconada de Jamo. In 1772, Pedro Fages, a Spanish viceroy, and his soldiers traveled by La Rinconada de Jamo and were attacked with stones and darts. The men decided to attack the villagers.

The peninsular landform of the De Anza Revitalization Plan area—which stretches from the mainland into Mission Bay, forming the De Anza Cove—was constructed from hydraulic fill likely dredged from the adjoining bay. It was constructed after 1945 as part of a larger plan to create and improve recreational areas in San Diego, as noted in Figure 21.

Prior to 1945, maps show that the “boot” peninsular landform did not exist. Rather, it was part of the Rose River outlet that emptied into Mission Bay. At the time of this report, it is

unclear as to the exact depths of the hydraulic fill and where the dredged sands were sourced from. Further study of the dredge records in the City of San Diego Park and Recreation Department will be conducted at the commencement of the environmental review phase to determine the original landform, depth of fill, depth of utilities penetration, etc.

The De Anza plan area is an element of one of the first post-1945 City of San Diego planned recreational parks. The City designed and adopted the planned recreational regional park in the 1940s and set it into motion with the dramatic land transformation of a coastal estuary into a broad, shallow bay surrounded by commercial, residential, and recreational park facilities. The Plan area in particular includes an innovative combined public and private campground with transient mobile home parking spaces and permanent service buildings, swimming pool facilities, office buildings, and street and utility infrastructure. Portions of De Anza were sold to the public for long-term residential uses, and others were rented or leased for transient vacation rental spaces. Master Artist James Hubble designed a stained glass window as part of an addition to a trailer for one of the residences over 35 years ago to create a Mid-Century Modern Southern California recreational atmosphere. It is unknown whether the window still exists.

10.2 CONSTRAINTS AND OPPORTUNITIES

The opportunity for the De Anza Plan area is for the planned layout of the circulation network, future uses - and the educational opportunities associated with the programming of uses - structures and other built features, ornamental landscape features, and utilities to contribute to understanding the broader Mission Bay Park historical context. No constraints associated with avoiding impacts to known cultural sites were identified in the record survey.

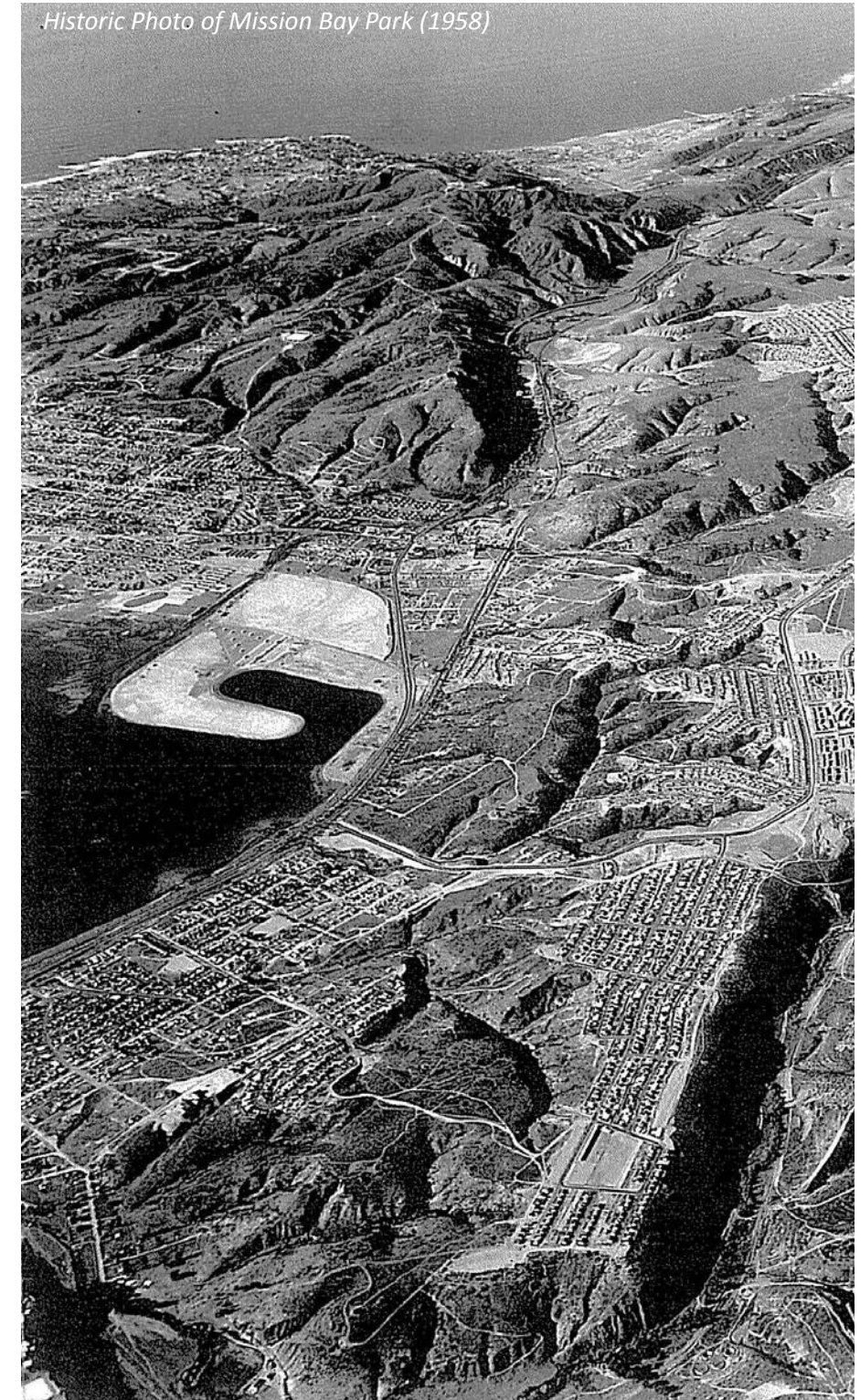
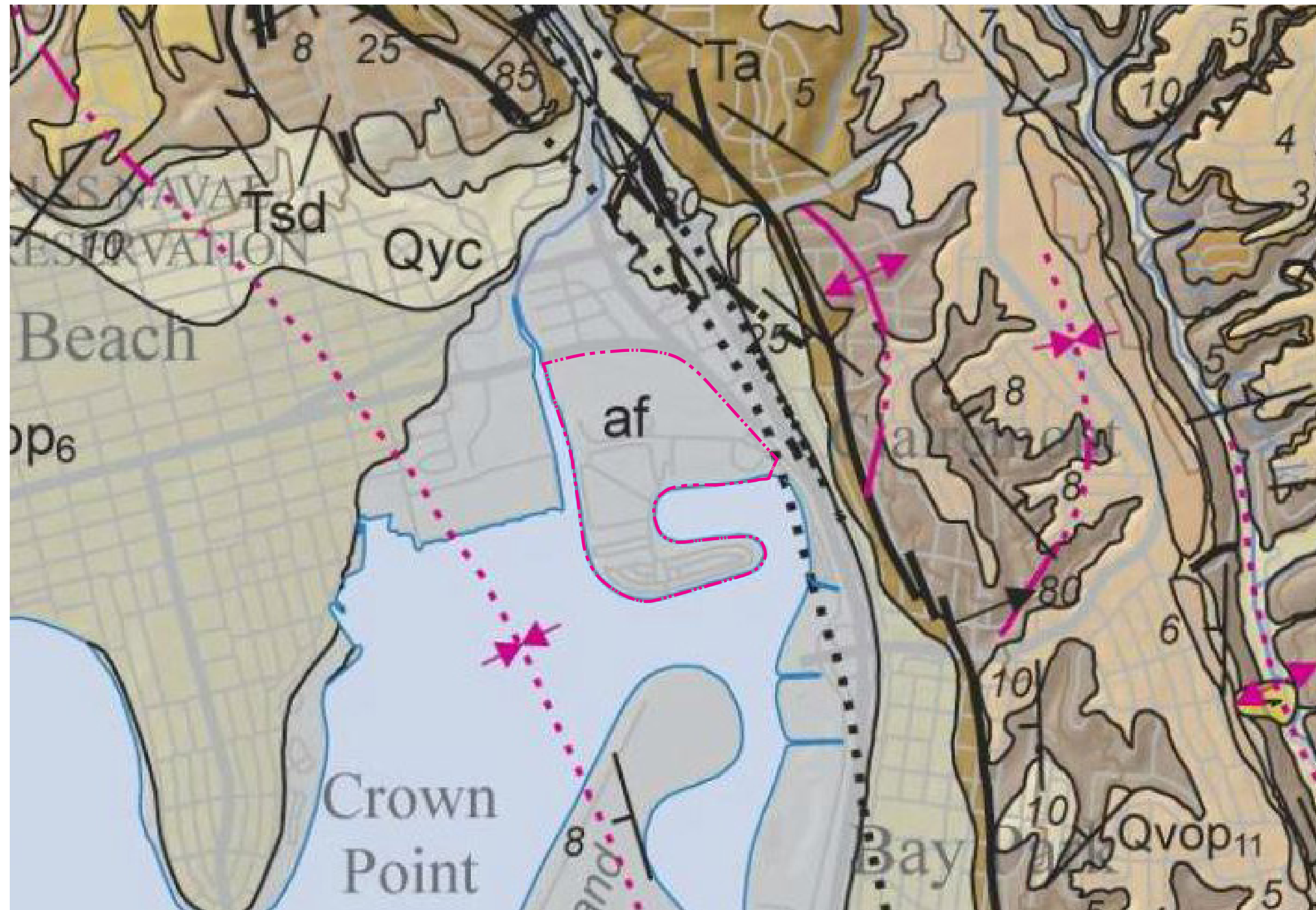

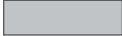




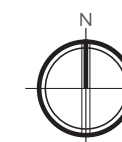
Figure 21. USGS Geologic Soils Map



LEGEND

-  Plan Area
-  Artificial Fill (late Holocene)
-  Anticline - solid where well defined; short dash where inferred
-  Syncline - solid where well defined; short dash where inferred

Source: <http://ngmdb.usgs.gov/maps/mapview>



Not to Scale

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