



Development and Environmental  
Planning Division  
236-6460

## Environmental Impact Report

DEP No. 91-0898  
SCH No. 93041010

**SUBJECT:** MISSION BAY MASTER PLAN UPDATE. COUNCIL APPROVAL (DEP No. 91-0898) to update the current Mission Bay Master Plan to meet the changing recreational needs of the citizens of the City of San Diego. The fundamental goal of the Master Plan Update is to chart a course for the continuing development of Mission Bay Park that sustains the diversity and quality of recreation, and protects and enhances aquatic wildlife for future generations. Changes have been proposed to land and water use areas within the Park. The project is located in Mission Bay, in the City of San Diego. Applicant: City of San Diego, Parks and Recreation Department.

### CONCLUSIONS:

The proposed Mission Bay Park Master Plan Update consists of an updated and continuing development plan for Mission Bay Park. The proposed Master Plan would update the current Master Plan adopted in 1978. The Master Plan Update would establish four distinctive recreational areas (Regional, Neighborhood, Commercial, Habitat) within Mission Bay Park organized according to regions of compatible uses. The proposed Master Plan Update would increase the amount of regional parkland area in the Park by 112 acres (50 percent increase), and increase neighborhood park land by an additional 25 acres. Depending on the final configuration of the De Anza and Dana Inn Special Study Areas (SSA), commercial lease land could decrease by 6 acres or increase up to 18 acres. 343 to 378 acres of additional wildlife habitat acreage would be restored.

Implementation of the proposed Master Plan Update would result in significant impacts to Biological Resources, Water Quality, and Circulation/Traffic. Although speculative at this time, implementation of the Master Plan Update could also result in impacts to Public Services on a project level basis.

Dredging and beach construction associated with the proposed shoreline treatments would have significant direct and indirect impacts on Biological Resources and Water Quality. Significant direct impacts to eelgrass beds, benthic invertebrates, and burrowing fish would result from the dredging activities recommended by the proposed Master Plan Update. In addition, significant temporary indirect impacts could result from the short-term sedimentation and turbidity generated by dredging operations, shading of eelgrass beds by dredging equipment and sand migration associated with beach replenishment/ construction efforts. Impact to marine water quality from dredging activities are also considered potentially significant. Measures have been incorporated into the project to reduce these impacts to below a level of significance.

Wetland construction adjacent to the existing Northern Wildlife Preserve could create potentially significant short-term impacts (e.g., noise, construction equipment intrusion, and siltation) to the existing marsh. The closure of the existing Stony Point and Cloverleaf least tern breeding areas would result in a significant impact. Measures have been incorporated into the project to reduce these impacts to below a level of significance.

The East Mission Bay Drive/ Pacific Highway/ Sea World Drive intersection currently operates at an unacceptable weekend mid-day peak level of service (LOS F). While the implementation of the Master Plan Update would improve the operation of this intersection from LOS F to LOS E during peak traffic

periods, the impact would remain significant. The provision of the missing southbound I-5 to westbound I-8 and westbound I-8 to northbound I-5 freeway connectors would be required to mitigate both on-site impacts and off-site impacts to below a level of significance. This mitigation condition is not being proposed by the Master Plan Update due to its infeasibility.

Implementation of the proposed Master Plan Update would increase the number of guest residences by 350 to 950 rooms and increase the number of parking spaces by 7500. This could potentially have a impact on the police and fire services for Mission Bay Park. Since police and fire service are determined based on need through out the City at the time of project specific development, it is not possible to predict the impacts to these public services of the Master Plan Update at this time. While the significance of the impact is speculative at this time, mitigation conditions have been incorporated to reduce any potentially significant project level impact to below a level of significance.

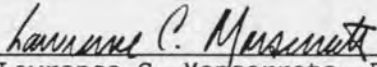
MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

Biological Resources: The following measures are included in the project to mitigate the potentially significant impacts associated with dredging and beach construction to below a level of significance. No in-water construction or dredging shall be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15. Any unavoidable impacts to eelgrass meadows shall be mitigated pursuant to the National Marine Fisheries Service's "Southern California Eelgrass Mitigation Policy", including, but not limited to, a required mitigation ratio of 1.2:1. In addition, any sand reclamation, beach grooming, or recontouring activities adjacent to eelgrass beds shall require silt curtains as a condition of construction.

The following measures are included to reduce potential impacts to existing biological resources associated with the construction of new salt marsh habitat. A biologist working with the construction crew shall be responsible for the education of all equipment operators working around sensitive areas. In addition, the limits of the construction corridor shall be fenced and siltation fences or similar devices shall be placed in required areas. No wetland construction shall be permitted from April 1 through September 15.

Both the Stony Point and Cloverleaf least tern breeding areas are proposed for closure as part of the proposed Master Plan Update. Mitigation for the loss of these sites would include the establishment of new breeding areas in Mission Bay Park. Prior to the closure of Stony Point and the Cloverleaf locations, it shall be documented that least terns are breeding at the replacement sites. In addition, any proposed project in the Park shall incorporate the California Least Tern Development Guidelines into the project's impact analysis and mitigation planning section.

Public Services: Prior to the implementation of any project that increases the number of guest residences or parking spaces in the Park, a focused study of that project's impact on police and fire services in the Park shall be conducted. The purpose of the study shall be to determine if additional police offices, fire personnel or equipment (e.g., squad cars) would be necessary to maintain adequate levels of public service.

  
Lawrence C. Monserrate, Principal Planner  
City Planning Department  
Department of Development and Environmental Planning  
Environmental Analysis Section

February 14, 1994  
Date of Draft Report

May 10, 1994  
Date of Final Report

Analyst: KGreer

**PUBLIC REVIEW:**

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

FEDERAL

Environmental Protection Agency  
Federal Highway Administration  
U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Services  
National Marine Fisheries

STATE

Cal EPA  
California Department of Fish and Game  
California Coastal Commission  
California Department of Conservation  
California Air Resources Board  
Caltrans, District 11  
Department of Boating & Waterways  
Department of Water Resources  
Parks & Recreation Department  
Regional Water Quality Control Board, Region 9  
Resources Agency  
State Lands Commission  
State Clearinghouse  
California State Coastal Conservancy  
UCSD, Isabella Kay  
Intergrated Waste Management Board

COUNTY/ CITY AGENCIES

County of San Diego, Department of Planning and Land Use  
Department of Environmental Health Services, Tom Pittman  
APCD

City of San Diego

- (MS 10a) Council Member Stallings, District 6
- (MS 10a) Council Member Roberts, District 2
- (MS 11b) Karen Scarborough, Mayor's Office
- (MS 612) Engineering & Development, George Parkinson
- (MS 9a) Manager's Office, John Leppert
- (MS 35) Parks and Recreation Department, Deborah Sharpe
- (MS 660) Planning Department, Kerry Varga
- (MS 9b) Property Department, Jim Spotts
- (MS 960) Water Utilities Department, Karen Henry
- (MS 9b) General Services, George Loveland
- (MS 750) Police Department, Mike O'Neill
- (MS 32) Park and Recreation Department, Terri Williams
- (MS 51a) Property Department, Bob Collins
- (MS 870) Fire Department, Bob Medan
- (MS 9a) City Manager's Office, Bruce Herring
- (MS 37c) Park and Recreation Department, Vince Marchetti
- (MS 9a) Park and Recreation Department, Marcia McLatchy
- (MS 32) Park and Recreation Department, Chris Brewster
- (MS 37c) Park and Recreation Department, Robin Stribley

Pacific Beach Library  
Clairemont Mesa Library  
Downtown Library  
Ocean Beach Library  
Park and Recreation Board

Environmental/ Civic Groups

Mission Bay Planners

Steve Alexander  
Helen Duffy  
Don Hall  
Cathy Kenton  
Michael Pallamary  
John Ready  
Rosemarie Starns  
Thomas Chadwick  
Daniel Fox  
Dave Hopkins  
Walter Kerrigan  
James Moore  
Samuel Parisa  
Marie Robinson-Ching  
Dave Crow  
Ted Jardine  
Val Kraft  
Don Peterson  
Micael Ryan  
Graham Downes

SD Council of Divers, Lee Olsen  
Audubon, Jan Neil  
California Native Plant Society  
Citizens Coordinate for Century III, Judy Swink  
Pacific Estuarine Research Lab (PERL), Joy Zedler  
SANDAG  
Sierra Club, San Diego Chapter  
Wetland Advisory Board

OTHER

SDG&E, Carlin Timm  
Mission Bay Lessees, Rose Marie Starnes  
Metropolitan Transit Development Board  
Jim Peugh  
Cindy Eldred  
Jim Dawe  
June Brennan  
Ann Jarmusch  
Carmelita Swartz  
Marlene Shaw  
Tom Locktufeld  
Gary Johnson  
Tim Watenpaugh  
De Anza Associated Mobile Estates  
Jim Milch  
Glen Brandenburg  
Curtis Fossum  
Mindy Scarano  
Tim Watenpaugh

Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed, at the following locations:

Pacific Beach Library, 4604 Ingraham St., San Diego CA 92139  
Clairemont Mesa Library, 2920 Burgener Blvd, San Diego CA 92110  
Central Library, 820 E Street, San Diego CA 92101  
Ocean Beach Library, 4801 Santa Monica Ave, San Diego CA 92107  
Office of the Development and Environmental Planning Division, 1222  
First Avenue, Fifth Floor, San Diego CA 92101.

The draft Environmental Impact Report and supporting documents may also be purchased at the following location:

Park Development Division, Balboa Park, Palisades Bldg. (South of  
Auto Museum) San Diego CA 92101

RESULTS OF PUBLIC REVIEW:

- ( ) No comments were received during the public input period.
- ( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

State of California

The Resources Agency

MEMORANDUM

To : Director  
State Clearinghouse  
Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA; 95814



Date : 4/15/94

From : Office of the Secretary

Subject: Agency Comments

Attached are individual comments of departments, boards, or commissions within The Resources Agency requested by your State Clearinghouse Notice of Completion and Environmental Document Form on the subject item(s). Agencies responding to your request are listed below.

Attachment(s)

Resources Date:	SCH#	Department	Comment
3 12 94	93041010	B&W CA COASTAL COM CONSERVATION CSTL CONSV FISH&GAME NOP/SD & FILES P&R/OHP STATE LANDS	x no comment NO RESPONSE x no comment NO RESPONSE COMMENT NO RESPONSE NO RESPONSE

4/18  
(E)

STATE OF CALIFORNIA

PETE WILSON, Governor

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814



April 19, 1994

KEITH GREER  
CITY OF SAN DIEGO  
1222 FIRST AVE.  
SAN DIEGO, CA 92101

Subject: MISSION BAY MASTER PLAN UPDATE SCH #: 93041010

Dear KEITH GREER:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Mark Goss at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,  
  
Michael Chiriatti, Jr.  
Chief, State Clearinghouse

Enclosures  
cc: Resources Agency



REPLY TO  
ATTENTION OF

Office of the Chief  
Regulatory Branch

City of San Diego Planning Department  
Development and Environmental Planning Division  
Attn: Lawrence C. Monserrate  
202 C Street, Mail Station 4C  
San Diego, California 92101

Dear Mr. Monserrate:

It has come to our attention that you propose the Mission Bay Master Plan Update, which charts the course of further development in Mission Bay Park, located in the City and County of San Diego, California. Activities associated with this proposal may require an Army Corps of Engineers Permit. The following comments are provided for your guidance in this matter.

1 A Corps of Engineers permit, pursuant to Section 404 of the Clean Water Act, is required for the discharge of dredged or fill material into "waters of the United States" including adjacent wetlands. Examples of activities involving the discharge of dredged or fill material include the placing of bank protection, temporary or permanent stock-piling of excavated material, grading roads, any grading (including vegetative clearing operations) involving filling low areas or leveling the land, and construction of weirs, diversions, approach fills or other structures involving the placement of fill material. Pursuant to Section 10 of the Rivers and Harbors Act of 1899, a Corps permit is also required for work or structures in navigable waters of the United States. Examples of such activities include dredging, transport of dredged material, construction of marinas and piers, as well as other activities permitted under Section 404 which take place on navigable waters.

For the purposes of the Corps' permit evaluation process, the information submitted to the Corps should include:

- 1) An alternatives analysis satisfying the 404 (b) (1) Guidelines and the requirements of the National Environmental Policy Act. Such an analysis will enable the Corps to identify the least environmentally damaging practicable alternative in light of the overall project purpose.
- 2) A review of all public interest factors relevant to the proposal including the cumulative effects thereof.

RESPONSE TO COMMENT LETTER RECEIVED FROM U.S. ARMY CORPS OF ENGINEERS, SIGNED BY BRUCE A HENDERSON, ACTING CHIEF, SOUTH COAST SECTION, DATED MARCH 3, 1994.

Response to Comment 1:

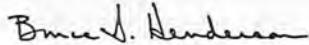
Comment noted. The City of San Diego will obtain all necessary permits for future development activities.



The proposed Mission Bay Master Plan Update may result in impacts to waters of the United States. The alternatives analysis in the information submitted to the Corps should first examine alternatives which avoid impacts to waters of the U.S. If avoidance is shown to be impracticable in terms of cost, logistics, or existing technology in light of overall project purpose, then alternatives which minimize impacts should be considered. Compensatory mitigation may not be used to reduce environmental impacts in the evaluation of the least practicable alternative, but may be required for unavoidable adverse impacts which remain after all appropriate and practicable minimization has been incorporated.

Enclosed you will find a permit application form and a pamphlet that describes our regulatory program. If you have any questions, please contact David Zoutendyk of my staff at (619) 455-9414. Please refer to this letter in your reply.

Sincerely,



Bruce A. Henderson  
Acting Chief, South Coast Section

Enclosures



4875 North Harbor Drive  
5th Floor  
San Diego, California 92106  
(619) 224-1556

March 21, 1994

The City of San Diego  
Planning Department  
Development & Environmental Planning Division  
202 C Street, MS 4C  
San Diego, CA 92101

Re: Draft Environmental Impact Report  
Mission Bay Park Master Plan Update  
DEP No. 91-0898 SCH No. 93041010

Gentlemen:

Bartell Hotels, the owner of the Dana Inn located at Sunset Point in Mission Bay, hereby respectfully submits the following comments with respect to the above-noted Draft Environmental Impact Report:

2 Our principal comment is that the Dana Inn should not be a special study area (SSA). The sole reason for designating the Dana Inn as an SSA is the possibility of enlarging the existing leasehold estate by approximately 2.5 acres of land at Sunset Point which is now enjoyed by the public. Others put this idea forward; we did not ask for it.

We have an expansion plan for the Dana Inn which involves the net addition of approximately 123 guest rooms together with new additional support facilities which can be accommodated within the existing leasehold boundaries. An earlier version of this plan was approved nearly five years ago by the Planning Director (Mission Bay Lease Permit No. 89-0489), the Mission Bay Committee, the Facilities Committee, the Park & Recreation Board, the Planning Commission, the City Architect, and every other person or body whose approval was required other than the City Council. The City Council did not disapprove of our expansion plan but, rather, ordered it held in abeyance until the update of the Mission Bay Park Master Plan, which had just been proposed, could be completed.

RESPONSE TO COMMENT LETTER RECEIVED FROM BARTELL HOTELS,  
SIGNED BY RICHARD BARTELL, DATED MARCH 21, 1994.

Response to Comment 2:

The proposed 2.5-acre potential lease expansion area gives the City of San Diego and the lessee the option over the next twenty years of considering an intensification of the Park's guest housing facilities at a site that is very well suited for this purpose. The option of developing guest housing facilities on the additional 2.5 acres need not be exercised today. The lessee can proceed with the proposed redevelopment plans within the current leasehold with or without an SSA designation, subject to City Council approval.

The City of San Diego

March 21, 1994

Page Two

We are prepared to go forward with this plan (modified to meet new design guidelines, such as a 50-foot setback from the mean high tideline), without the addition of 2.5 acres. Accordingly, we respectfully request that the Mission Bay Park Master Plan Update and the EIR be modified to either eliminate the SSA designation for the Dana Inn altogether or to provide that the SSA designation applies only to the extent that the leasehold is expanded to include the proposed additional 2.5 acres. The Plan and the EIR should also indicate that the proposed intensification of development within the existing leasehold should be encouraged, subject to applicable design guidelines.

Sincerely,



Richard Bartell

RB:lh

cc: John Leppert  
Debra Sharpe

CITY OF SAN DIEGO  
MEMORANDUM

DATE: March 11, 1994  
TO: Associate Planner Greer, Development and Environmental  
Planning Division, Planning Department  
FROM: Associate Engineer Juybari via Senior Civil Engineer  
Wilson, Engineering Division, Water Utilities  
Department  
SUBJECT: Notice of Preparation of a Draft Environmental Impact  
Report for the Mission Bay Master Plan Update, Dep. No.  
91-0898

RESPONSE TO COMMENT MEMORANDUM RECEIVED FROM CITY OF SAN  
DIEGO WATER UTILITIES DEPARTMENT, SIGNED BY HOSSEIN  
JUYBARI, ASSOCIATE ENGINEER, DATED MARCH 11, 1994.

Response to Comment 3:

Comment noted.

We have completed our review of the subject notice dated  
February 22, 1994. The project is intended to update the current  
Mission Bay Master Plan. The primary purpose of the Master Plan  
Update is to provide a blueprint for the continuing development  
of Mission Bay Park which will sustain the diversity and quality  
of recreation for the residents of the City of San Diego. The  
Update is also intended to both protect and enhance the quality  
of the aquatic wildlife environment, both present and future.  
The project is located in Mission Bay in the City of San Diego.

3 The proposed update should have no effect on the existing water  
and sewer facilities in the area. Therefore, the Water Utilities  
Department has no comment at this time.

Thank you for the opportunity to review this notice of  
preparation. We look forward to the review of the Draft  
Environmental Impact Report. Please call me at 533-5150 if you  
have any questions concerning our comments.

  
FOR HOSSEIN JUYBARI

AV:njg

cc: R. Graff  
A. Oskoui

JUDE K. BRENNAN  
8324 Regents Rd., #2B  
San Diego, CA 92122

March 29, 1994

City of San Diego  
Lawrence C. Monserrate, Principal Planner  
Development & Environmental Planning Division  
202 "C" Street, Mail Station 4C  
San Diego, CA 92101

CITY PLANNING

RECEIVED

SUBJECT: MISSION BAY PARK DRAFT EIR

Dear Mr. Monserrate:

The following is a synopsis of my comments on this EIR:

WATER QUALITY

4 \*Renewed emphasis on water quality. Water quality is listed as one of two major components within the Master Plan Update yet it is listed fourth under "Environmental" heading on Table 3-1. (3-3) Water quality has to be consistently prioritized in order to achieve and maintain Mission Bay's economic and environmental sustainability.

5 \*Water quality: Compliance requirements, not only the "provision of information" is needed to ensure water quality. (3-22)

6 \*Exemplary proposal on allowing washed up eelgrass turions to remain on shore in specified areas of the Park rather than have maintenance crews remove them. (4.C-32)

FIESTA ISLAND

7 \*Elimination of the East Island on Fiesta Bay appears simple enough by itself, however, it apparently entails other modifications to South Shores, Fiesta Island, Fiesta Island Channel, Rose Creek Outfall, DeAnza Channel and Cove, and DeAnza Special Study Area. Specifics on the extent and magnitude of these other modifications need to be fully addressed within the EIR so that all concerned may make fully informed decisions (even though this data may be found in the Mission Bay Park Shoreline Stabilization and Restoration Project Plan (SSRPP). (S-4)

8 \*What is the specific planned or proposed use of southern portion of Fiesta Island upon removal of sludge beds in 1997? The report refers to "making this area available for park-related use". This is nebulous. (2-7) This must be addressed before any EIR involving a twenty-year period such as this is approved by the City Council.

9 \*South Shores "Best Use" Parcel. At present, this 16.5-acre site would be best used by not being used at all. (3-13; 4.B-8)

RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994.

Response to Comment 4:

The goals and objectives listed in Table 3-1 are not prioritized in any order of importance. All are considered equally important. Water quality was not discussed ahead of land use, recreational, or biological resources because this EIR addresses the impacts of implementing a Master Plan for Mission Bay Park, a recreational resource. At this time, water quality impacts could not be described in as much detail as impacts to land use, recreational, or biological resources because specific design information on the proposed mechanisms to improve water quality was not available. Further environmental analysis will be conducted to specifically address water quality in the future.

Response to Comment 5:

At this time, only conceptual methods to improve water quality have been identified. Future environmental analysis will be conducted to specifically address water quality in the future.

Response to Comment 6:

Comment noted.

Response to Comment 7:

The modifications to South Shores, Fiesta Island, Fiesta Island Channel, Rose Canyon Creek Outfall, De Anza Channel and Cove and De Anza Special Study Area (SSA) are all described in Chapter 3 of this EIR and the impacts of those modifications are addressed in Chapter 4 of this EIR. Please note that these modifications are conceptual at this time and future environmental review will be conducted once specific plans for these modifications are developed.

**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 8:

The Fiesta Island Sludge Beds will be replaced with turfed areas, public-use beaches, and coastal landscape for regional recreational use (please see EIR Figure 3-2). Please refer to Figure 34 of the Draft Master Plan Update for a description of the land use and facilities proposed for all of Fiesta Island.

Response to Comment 9:

Comment noted; however, it may be desirable to develop this parcel in the future and the purpose of the Mission Bay Park Master Plan Update is to provide guidance in how the Park develops, not just at present, but also in the future.

This parcel is wedged between two of the largest parking areas of the Park: the Sea World parking area and the proposed South Shore boat-trailer parking and launching ramp. The parcel is narrow, with a limited and "dead-end" water frontage. For these reasons the parcel is not considered among the most suitable areas of the Park for parkland. Also, as a commercial lease site, this parcel could generate revenue for the City.

10 SHORELINE TREATMENT-DREDGING  
\*How was it determined that mitigation measures would reduce impacts to marine water quality from "potentially significant" to "below a level of significance?"

11 Since one of two major underlying goals of the Master Plan Update is the improvement of the Bays' water quality, it is imperative that any and all proposed dredging be carefully monitored. Of particular importance is the protection of eelgrass habitat. For reasons stated on page 4.C-3 of the EIR, eelgrass must be preserved unless dredging is absolutely necessary. Thus, I recommend that any and all future dredging be curtailed unless public safety or animal preservation is endangered absent such dredging. (S-7)

12 WETLAND CONSTRUCTION  
\*I recommend that field checks by the project biologist be posted in a public place, such as the Visitor and Information Center. (S-12)

13 PARKING  
\*Development and use of the proposed tram obviates any need or utility for construction of 5,1015 new parking spaces. (3-28)

14 \*Further, tram service could be utilized during initial development phase of Fiesta Island parkland areas in lieu of new parking spaces (50 or so). (3-32, 3-33). This would achieve and maintain compatibility with the "San Diego Progress Guide and General Plan" regarding basic goal of promoting an environment in San Diego that is "most congenial to healthy human development." Moreover, an increase in visible signage appears to be a practical solution to the carrying capacity and public knowledge of remote parking spots. (4.E-13)

15 \*Continue to Mitigate, Monitor and Report on parking situation(s) semi-annually.

16 \*Do NOT allow SeaWorld to use current City land to build a new parking lot. This would be a dangerous precedent for other parks. Additionally, this use would be contrary to the General Plan and public policy of use of the park.

17 LAND PATHWAYS  
\*Address issue of the ten-foot wide paths now rather than later. As we have learned with Mission Beach Boardwalk and other areas, these "shared pathways" can become large headaches. Since the paths are too narrow to support the level and diversity of use now, it is apparent that dedicated bike lanes are necessary now in order to ensure the safety of park users. Key linkage improvements should be streamlined. (4.B2-10; 4.F-5)

18 \*Dedicated bike lanes are needed throughout park and not only "to the extent possible". (4.B-14)

RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).

Response to Comment 10:

Impacts from shoreline treatment and dredging were found to be below a level of significance based on implementation of the mitigation measures described on pages 4.C-42 to 4.C-46. As noted on page 4.C-42, the finding that impacts would be mitigated to below a level of significance "is based on the best information available at this time." Future site-specific environmental analysis will be required to confirm the implementation of all necessary mitigation measures and to reduce impacts to below a level of significance.

Response to Comment 11:

Comment noted.

Response to Comment 12:

The results of biological monitoring (field checks) will be available for public review at the following location:

City of San Diego  
Development and Environmental Planning Division  
1222 First Avenue, 5th Floor  
Downtown San Diego, 92101

The information may be made available for public review at other locations as well. The locations where the information will be made available will be identified in future mitigation, monitoring, and reporting programs for site specific projects.

**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 13:

The Draft Master Plan Update envisions a tram system that could potentially run from the future Tecolote light-tail station to Pacific Beach while circling the Park's regional parkland areas. However, the tram service would not reduce the Park's visitor demand; it would merely facilitate the distribution of visitors around the Park. Until such time when public transit, along with the tram, can adequately service the Park's regional visitor demands, parking will still be required in the amounts indicated. As increased transit service comes on line, a reduction in parking could be considered. Please see pages 98-100 of the Draft Master Plan Update for the assumptions and calculations of the parking demand.

Signage is proposed in the Plan as a means to direct motorists to the overflow parking lot.

Response to Comment 14:

Please see response to comment 13.

Response to Comment 15:

Comment noted. Future Master Plan Update implementing projects will be required to prepare traffic and parking impact reports. It is anticipated that implementing projects will be proposed periodically, rather than all at once. Therefore, it is likely that the requested period traffic studies will be prepared.

Response to Comment 16:

Comment noted. No additional parking for Sea World is proposed in the Draft Master Plan Update. However, Sea World could bid for the 16.5-acre parcel, provided that this parcel is not used exclusively for parking and that its proposed use meet a "best use" evaluation from a recreation standpoint.



**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 17:

The Draft Master Plan Update proposes a combined 16-foot wide path for cyclists and pedestrians (except where preempted by existing conditions such as in portions of Sail Bay).

Response to Comment 18:

Due to limited available land area, there are portions of the existing path that cannot be increased beyond 10 or 12 feet. To dedicate eight feet of this width for bicyclists, which is the minimum standard, would leave an inadequate area for pedestrians. In these instances, it is best not to mark which portion of the path is intended for which user.

DEANZA SPECIAL STUDY AREA

19 \*Do NOTHING! Let nature take its course and permit the area to be a true 'special study area'. If one of the expressed options has to be chosen, the low intensity development option therefore is the only prudent one.

SALT MARSH HABITAT

20 \*A provision in all construction contracts for punitive remedies and damages for any disturbance to salt marsh habitat would be a strong "additional measure" to help protect this habitat during construction activities. (4.C-45)

21 \*Is use of heavy machinery planned in salt marsh habitat? If so, why? (4.C-45)

22 \*Replacement of concrete channels in Rose Canyon Creek and Tecolote Creek with freshwater marsh/riparian systems as soon as possible would enhance water quality.

CIPS

23 \*Mission Bay Restrooms, Phase I??? How was this determined to not be significant?

24 \*DeAnza Boat Ramp (North)--Is this not being closed?

25 \*Bahia Hotel--698 car parking garage--How was this number of spots established?

26 \*Hilton-Rehabilitation of entire property--Why?

CONCLUSION

27 Overall, the Master Plan Update is sound and well-balanced. If an alternative has to be selected from among the three delineated in this EIR, please go with the Northern Habitat Restoration Project Alternative.

MITIGATION, MONITORING and REPORTING PROGRAM

28 \*How will "assessment of existing eelgrass beds" be conducted? ie. What methodology? What biologist? (page one of Mitigation, Monitoring and Reporting program draft).

29 \*Language "otherwise used appropriately" is vague and ambiguous. (page three of Mitigation, Monitoring and Reporting program draft). This language must be more explicitly stated.

30 \*How was it determined that eelgrass mitigation projects shall be monitored for five years (page 3 of Mitigation, Monitoring and Reporting program draft).

Thank you for your consideration and exemplary work on this EIR.

Very truly yours,

*Jude K. Brennan*  
Jude K. Brennan

/jkb

**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 19:

Comment noted.

Response to Comment 20:

Comment noted.

Response to Comment 21:

Heavy equipment would not be used within the existing Northern Wildlife Preserve. Heavy equipment would be needed to construct the new, additional wetlands proposed by the Master Plan Update.

Response to Comment 22:

Comment noted.

Response to Comment 23:

Public restroom facilities are needed at Ventura Point, De Anza Cove, and Crown Point Shores. Provision of these facilities enhances public access to the Bay and helps improve water quality. These facilities would be connected to the metropolitan sewerage system and it is not expected that their construction and operation would result in any significant impacts to the environment.

Response to Comment 24:

The Draft Master Plan Update includes the closure of the De Anza Boat Ramp. If the Final Master Plan Update is revised by City Council to keep this ramp open, supplemental environmental review would be required.

**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 25:

This is not a recommendation of the Draft Master Plan Update; the lessee has proposed it to accommodate hotel patrons only.

Response to Comment 26:

The rehabilitation is proposed by the Hilton. The lessee is entitled to upgrade the facility. The proposed renovation is in compliance with the Draft Mission Bay Park Design Guidelines.

Response to Comment 27:

Comment noted.

Response to Comment 28:

An eelgrass survey will be conducted prior to construction of projects that would impact eelgrass. The survey would be conducted according to the prevailing methodology at the time the survey is conducted. The biologist and the methodology to conduct the survey would have to be approved by the City of San Diego Development and Environmental Planning Division, as well as permitting agencies.

Response to Comment 29:

It is not possible to predict and describe every contingency that may be encountered as the Master Plan Update is implemented in the future. Future site-specific environmental review will be required for all construction projects in the Park. The specific use and/or disposal of any sand or sediment that is dredged will be determined and analyzed at that time.

**RESPONSE TO COMMENT LETTER RECEIVED FROM JUDE K. BRENNAN,  
DATED MARCH 29, 1994 (CONTINUED).**

Response to Comment 30:

That is the present requirement of the Southern California Eelgrass Mitigation Policy (EIR Appendix E-2). Monitoring activities will occur 3, 6, 12, 24, 36, 48, and 60 months after completion of any future eelgrass transplant, subject to any revisions in the policy prior to implementation of an eelgrass mitigation project.

Terry W. Mahoney  
6998 California St.  
La Mesa, CA 91942

CITY CLERK  
3/31/94 RECEIVED

Dear Keith Greeny,

I am writing in response to the Environmental Impact Report related to the Mission Bay Master Plan Update,

<sup>31</sup> Specifically about the closing of automobile access to Bahia Point. My friends and I use this area to wind surf and sail small boats. It is a good spot for wind, an easy launch sight for us and its not crowded.

It seems to me Mission Bay Park is a water park for water related activities. To deny access to it goes against what it was made for.

Please vote against closing our access to Bahia Point its fine for every body to use the way it is.

Thank you  
Terry Mahoney  
463-2875

RESPONSE TO COMMENT LETTER RECEIVED FROM TERRY MAHONEY,  
DATED MARCH 31, 1994.

Response to Comment 31:

Comment noted.

ALFRED C. STROHLEIN  
3559 Jewell Street  
San Diego, CA 92109 619/274-2362

RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994.

Mr. Lawrence C. Monserrate, Principal Planner  
ENVIRONMENTAL ANALYSIS SECTION  
CITY OF SAN DIEGO PLANNING DEPARTMENT  
202 C Street, M.S. 4C  
San Diego, CA 92101

Dear Mr. Monserrate:

April 4, 1994

First, I wish to commend you and your staff for the time expended in producing the MISSION BAY MASTER PLAN EIR. Nothing less than a concerted and dedicated effort could have produced such a comprehensive document.

My few comments are not intended to be critical but rather observational. All right, they are a bit reactionary, too, and emphasize my pet peeve with Mission Bay and its relationship to the city: SEA WORLD.

- 32 Although Sea World's plans seem to have been written by an optimistic expansionist imbued with a combination of Laissez Faire, Manifest Destiny and the Divine Right of Kings and who will not rest content until all of Mission Bay is in its fiefdom and although Sea World has produced its own EIR, I remain concerned that the Mission Bay EIR does not address Sea World, either directly or tangentially.

Until its present lease lapses--if it ever will--Sea World is the obvious major tenant of Mission Bay commanding a lion's share of land and water and a major "contributor" to the city's General Fund. I am realistic enough to appreciate Sea World's influence on the city and the city's ready acquiescence to Sea World's endless requests to expand, modify and otherwise influence the land it squats upon.

- 33 I believe the Mission Bay Plan and its associated EIR should reflect both the corporate and private concerns of an area that is quintessentially a public preserve held in perpetual trust for the citizens of San Diego. In contrast, the leaseholders do not own Mission Bay; they are merely tenants who should be held to the same standards as any other user. They should recognize that their responsibility lies with the City of San Diego and its residents and visitors. No regard

Response to Comment 32:

Sea World is a major tenant in Mission Bay Park. As such, Sea World is addressed throughout this EIR. Sea World is addressed as an existing condition throughout Chapter 4 of this EIR. Sea World had one project that was identified in preparing the Master Plan Update, the Parking lot addition and realignment of entry drive (Page 6-6). The effects of this project were considered in preparing the Master Plan Update and are addressed as existing conditions because they have already been implemented.

Response to Comment 33:

The Mission Bay Park Master Plan Update does not treat Sea World any different than any other use within Mission Bay Park.

Strohlein/2

should be taken of a leaseholder's "rights" based upon his annual contribution to the city's coffers.

Like an insidious growth, however, Sea World has insinuated itself into and around and under the Bay, citing its lease as a license to do whatever it wants. The Council, citing Sea World's hefty contribution to the General Fund, acquiesces to Sea World's long-term plans to push its leasehold to the limit. What other leaseholder has received permission to modify the roads leading into their property and to restrict public access to it?

I quote from the 1991 EIR Addendum to Sea World's EIR 84-0160:

"A landscaped berm would be constructed across Perez Cove Way at the proposed new main gate to prevent through traffic from continuing beyond that point." (Italics mine.)

- 34 Consequently, west-bound traffic coming off Sea World drive must now merge into the heavily used north-bound Ingraham Street lanes which also converge with traffic heading for Mission Beach. Before Perez Cove was realigned, traffic could use Perez Cove to take advantage of the traffic light at the former site of the Atlantis Restaurant (briefly rededicated as A Place To Meet.)

The EIR continues:

"The proposed modifications to Perez Cove Way would be beneficial both from the standpoint of reduced costs and improved traffic safety and efficiency."

- 35 Not so. With the closing of Perez Cove Way to through traffic, the problems which Sea World cites with the merging of traffic from north-bound Sports Arena Boulevard have only relocated, not solved. Unsafe merging is now experienced by drivers who wish to exit Sea World Drive and enter north-bound Ingraham.
- 36 Sea World is the only Mission Bay leaseholder that charges for parking. When Councilman Bruce Henderson was on the Council, he proposed a remote parking lot at the southeast corner of Mission Bay that would be linked to the proposed Old Town trolley by shuttles or trams. He intended to limit the growth of Sea World's parking lot by encouraging visitors to use the trams into Sea World and Mission Beach. By allowing Sea World to expand its parking lot and condone its parking fees, the

#### RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).

##### Response to Comment 34:

Comment noted, this is an existing condition that was considered in preparing the Circulation and Parking Baseline Conditions Report for the Mission Bay Master Plan (EIR Appendix G-1) and the traffic impact analysis (Section 4.E).

##### Response to Comment 35:

Comment noted. The City of San Diego Engineering and Development Department approved this design prior to construction.

##### Response to Comment 36:

The Mission Bay Park Master Plan does not propose an expansion of Sea World's parking lot. Mission Bay Park lessees are allowed to charge for parking or any other facility if permitted under the terms of their lease.

Strohlein/3

City again acquiesces to Sea World's plans and ignores the interests of residents.

- 37 Speaking of the Atlantis, the original lease called for a family-oriented restaurant that could be accessed by the public without having to enter the park and pay admission. This is why Sea World built the aerial tram cars for those patrons who wished to leave the park for lunch or dinner and to provide access to those patrons who did not wish to enter the park. Without formal City approval, Sea World simply closed the Atlantis and used it for a while for meetings and catered affairs. Once the Atlantis closed, however, Sea World moved quickly to fill the void by building a second restaurant within the grounds which now requires the public to pay the entrance fee to access the restaurant. (No normal person, however, would pay \$27 to enter the park just to dine at the restaurant.)
- 38 Associated with the restaurant is the adjacent parking lot which is now closed to the public--again without public discussion or Council approval. It's more than ironic that Sea World can close its formerly free exterior lots while charging to use its newly expanded interior lots.
- 39 The Mission Bay Plan Update EIR should also address Sea World's total avoidance of runoff. Even before the present 75-acre lot was surfaced with asphalt and expanded to the east, I brought this concern to the attention of Sea World and the Coastal Commission. A public relations officer of Sea World candidly admitted that Sea World would not mitigate its runoff into the Bay because it was not asked to do so! For its part, the Coastal Commission also admitted its oversight in not requiring Sea World to mitigate runoff.

Consequently, Sea World now boasts having the city's second largest parking lot without a scintilla of effort being expended to address the issue of runoff. According to a park official, all of Sea World's runoff enters the Bay to the north or the channel to the south. Not one drop of water is processed through an oil-water or sand separator or bioremediation tank.

- 40 I also wish to quote from the Draft "Mitigation, Monitoring, and Reporting Program" for the proposed Update DEP No. 91-0898, February, 1994:

"Mitigation...would not be required because land use impacts would not be significant."

#### RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).

##### Response to Comment 37:

The use of the former Atlantis Restaurant as a marine research facility is consistent with the Draft Master Plan Update. This change of use was approved by the California Coastal Commission. The Hubbs-Sea World Research Institute will have free-of-charge nature interpretive displays, which will help the public appreciate and understand the Bay's ecology. This facility is intended to supplement a potential future interpretive facility in the vicinity of the Northern Wildlife Preserve.

Whether or not Sea World builds a restaurant within their lease area is subject to approval by the City Property Department, but it is consistent with the overall family entertainment use of the site. There are other restaurants in the Bay which do not require an admittance fee: The Hilton Hotel, the Bahia Hotel, the Princess Hotel, the Hyatt Hotel, the Dana Inn, and two other restaurants in Marina Village.

The aerial tram will continue to be available only to Sea World visitors.

##### Response to Comment 38:

Please see response to comment 36.

##### Response to Comment 39:

There are an estimated 15,000 existing parking lots in the City of San Diego. There are no retrofit, retroactive requirements for controlling storm water or totally avoiding runoff at any of these lots. The City is implementing a City-wide Management Strategy for storm water runoff. See 4.D-10 for a further discussion of this program.



**RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).**

Response to Comment 40:

The "No Swimming" signs are primarily the result of storm water runoff from the drainage area served by Rose Canyon Creek ( 37 square miles) and Tecolote Creek (9.3 square miles), and the storm drain system (11.7 square miles). These creeks carry bacteria (coliform and fecal coliform) from outside the Park to the Bay. The presence of populations of coliform and fecal coliform in the Bay are used as indicators of water quality; specifically, as it relates to the potential for infection to occur if a swimmer comes in contact with the water. Sea World's parking lot is a very small portion of the approximately 57 square miles of land that drain to Mission Bay. Therefore, Sea World's Parking Lot is not likely a major source of bacteriological contamination. Please note that the City will conduct a Bacteriological Contamination Study of the Park to identify non-point sources of coliform and non-sewer fecal coliforms, including the specific sources of the contaminants, the point the contaminants enter the Bay, and the episodic events that result in contamination.

Strohlein/4

Please define significant when the "No Swimming" signs sprout after every rain. How can the runoff from 75 acres of asphalt resting beneath tens of thousands of oil-dripping cars and busses not be significant?

- 41 Although an EIR may not have a formal interest in bike paths, the current plan would be remiss in ignoring the interest of San Diego's biking community. The original Sea World bike and pedestrian plan called for a limited access into the park adjoining the Sea World leasehold at its west and east extremities. These paths do not exist even after ten years. From personal experience, I can ride my bike through Sea World's parking lot going south from the Atlantis entrance to the one-way exit from Sea World at Sea World Drive. From there, I can access the flood-control channel at South Shores. (There used to be a paved bike path on the north side of Sea World Drive separated from the road. This has been removed to build South Shores Park. Bikers are now required to use the heavily trafficked and unsafe Sea World drive in either direction.)
- 42 I am pleased to note the proposed bike path "spanning Sea World's entrance" as described on page 3-30. I suggest that this improvement be made and paid for by Sea World since that leaseholder effectively precluded through traffic when it realigned and widened and asphalted Perez Cove Way. The City should not be held responsible for correcting this problem or for maintaining the bike path.
- 43 The Mission Bay Plan also ignores Briarfield Cove, that long-festering issue pitting private property owners against city-owned beaches. Perhaps the issue was left out of the Plan because the City recently funded the bridge over Briarfield Cove, completing the bike and pedestrian path along this portion of Sail Bay. (Figure 3-10 refers to this bike path as "proposed." The bridge will probably be opened by the time you read this.)
- 44 The EIR, however, should address the completion of the bayside walk around the entire perimeter of the Bay by citing definite timetables. Unless the City is held accountable for completing an improvement within a certain time, the City will always find other priorities to justify its time and divert its attention. The Mission Bay pedestrian and bike path was discussed--and partly funded--during former Councilman Mike Gotch's tenure. What should have cost \$460,000 to complete Briarfield Cove when it was first proposed almost ten years

**RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).**

Response to Comment 41:

Circulation impacts, including impacts to bicycles are addressed in this EIR (Section 4.F).

Sea World has implemented a dedicated bikeway along Sea World Drive and Perez Cove Way. The Draft Master Plan Update also calls for an overpass on Sea World Drive connecting these two sections of the bikeway. This will mitigate potential impacts to cyclists and pedestrians having to cross Sea World Drive (at the exit intersection) to continue to Perez Cove Way.

It should be noted that the width of the path as built by Sea World would not meet the Draft Mission Bay Park Design Guidelines. The path has a width of about 10 feet whereas the Guidelines call for a minimum of 16 feet. The guidelines, however, acknowledge that a relaxation of the standards may be warranted depending on existing conditions. The City in its review of proposed Park improvements will determine the merits of any exceptions to the Guidelines.

Response to Comment 42:

Item 29 of the Estimate of Public Improvement Costs in the Economics section of the Draft Master Plan Update assigns a \$1.2 million budget to the construction of the Sea World drive bikeway overpass. This is a public cost.

Response to Comment 43:

This improvement was completed in April 1994 and is open for public use.

**RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).**

Response to Comment 44:

The EIR identifies the proposal to complete the pedestrian walkway and bicycle path and addresses the environmental affects and benefits of this aspect of the proposed project.

The Master Plan Update contains a list of implementation priorities, which includes several key bikeway improvements. Please refer to Chapter XI Implementation of the draft Master Plan Update for a list of the implementation priorities.

Strohlein/5

ago, ended up costing \$1.2 million because nine litigious homeowners wanted to protect "their" private beaches.

- 45 Although the Plan calls for a twenty-year period in which to implement its recommendations (page 3-32), a much shorter time should be cited to impress the City with the urgency of protecting Mission Bay. Twenty years is a most generous amount of time to effect any plan and may give the impression that the Mission Bay Planners are casual in their regard for the city's prime real estate.
- 46 Why isn't Sea World's lease mentioned on page 3-32? Are we to assume that their lease is to be negotiated in perpetuity?
- 47 While I applaud the writers of this EIR and might even envy their efforts, I remain concerned that corporate greed and expansionism (as evidenced by Sea World's preeminent position) and a former Councilman who is lucky enough to live along its shores (as evidenced by Mr. Bob Martinet, his son and brother at Briarfield Cove) often dictate the environmental program we humans and our feathered and finned friends must endure.

Sincerely,

  
Alfred C. Strohlein

**RESPONSE TO COMMENT LETTER RECEIVED FROM ALFRED C. STOHLEIN, DATED APRIL 4, 1994 (CONTINUED).**

Response to Comment 45:

Twenty years is the projected timeframe for implementation of this Master Plan Update. At this time, it is not possible to accurately predict when financing will be available to implement each aspect of the Master Plan Update. Some aspects of the Master Plan may be completed in the next few years, while others may take more than the projected twenty years.

The twenty-year implementation timetable is a planning horizon. The actual implementation schedule will be less or more than twenty years depending on available funding.

Response to Comment 46:

Sea World's lease expires in the year 2033. Because this lease will be in effect for beyond the twenty-year planning horizon, no substantial changes to the lease area were considered in preparing the Master Plan Update.

Response to Comment 47:

Comment noted.

CITY OF SAN DIEGO  
MEMORANDUM

FILE NO.: aprmem.smc  
DATE : April 5, 1994  
TO : Keith Greer, Planning/Development & Environmental Planning  
FROM : Senior Civil Engineer, Waste Management/Refuse Disposal  
SUBJECT : MISSION BAY MASTER PLAN

RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO, WASTE MANAGEMENT DEPARTMENT, SIGNED BY SYLVIA M. CASTILLO, SENIOR CIVIL ENGINEER, WASTE MANAGEMENT/REFUSE DISPOSAL, DATED APRIL 5, 1994.

Response to Comment 48:

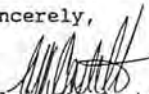
Comment noted. The Final EIR has been modified to incorporate this comment (Section 4.F, Public Health and Safety).

48 Refuse Disposal staff have reviewed the Mission Bay Master Plan and suggest the following issues be incorporated and/or noted:

1. The proposed development on and adjacent to the Mission Bay landfill is dependent on the approval of the regulatory agencies. These regulatory agencies include: the Regional Water Quality Control Board, County Department of Health Services, Air Pollution Control District and the California Integrated Waste Management Board. These agencies are responsible for enforcing regulations to ensure the landfill does not adversely impact public health and the environment and ensure that development does not compromise the integrity of the landfill.
2. Regulatory approval can take 9 months to 3 years following submittal of proposed plans.
3. There is a potential that a landfill gas collection and incineration system will be required. This would include a buried network of collection wells and piping throughout the area and an incineration system. A portion of the site would be needed to house the mechanical equipment necessary to operate the system.
4. There is a significant amount of work and associated costs required in maintaining the landfill. The landfill area must maintain drainage offsite and prevent water from infiltrating into the trash. Due to continuing decomposition of the trash, resulting in differential settlement, this will require, at a minimum, periodic grading and resurfacing of asphalt parking areas.

If you would like to discuss these issues in further detail, please call Ray Purtee at 573-1208 or me at 492-5032.

Sincerely,



Sylvia M. Castillo

cc:Deputy Waste Management Director/Refuse Disposal  
Senior Mechanical Engineer, Waste Management/Refuse Disposal

San Diego Windsurfing Association  
P.O. Box 9494  
San Diego, CA 92169-0494

April 5, 1994

Keith Greer  
Office of the Development and Environmental Planning Division  
1222 First Avenue, Fifth Floor  
San Diego, CA 92101

APR 6 1994  
RECEIVED

Re: Proposed removal of auto access  
and parking on Bahia Point as part of  
Bahia lease area relocation/ expansion,  
Page 40 and Figure 12, Mission Bay  
Park Master Plan Update, Feb., 1993

Dear Mr. Greer:

I am writing this letter in response to the recent Environmental Impact Report related to the Mission Bay Park Master Plan Update.

The San Diego Windsurfing Association has over 200 members in the San Diego area. I serve as the head of the association's safety and access committee. I have also served for the last two plus years on the water use subcommittee of the Mission Bay Planners. I have participated in the public forums and attended all but one meeting of the Mission Bay Planners since the Master Plan revision process began. During this time, at every opportunity, I have tried to make the point that we windsurfers don't want anything outlandish. We just want to continue to have access to and be able to use the areas we now enjoy. One of these areas is Bahia Point.

- 49 Last year, during the third meeting before the Planners adjourned for the EIR process, circulation and access was discussed. I was unable to attend this meeting. Either during this meeting or around the time of this meeting, the concept of removing auto access and parking on Bahia Point made its way into the Mission Bay Master Plan Update. This is supposedly necessary since the Master Plan Update includes both the proposed addition of a bicycle and pedestrian path around both sides of Bahia point and the proposed expansion of the Bahia Hotel to 600 units.

At subsequent meetings of the Planners, no public testimony was allowed on this issue, even though scores of individuals attended two meetings and requested to give public testimony.

- 50 Bahia Point is used by windsurfers, small boat sailors, and picnickers. The

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO WIND SURFING ASSOCIATION, SIGNED BY CHUCK MOFFETT, SAFETY AND ACCESS COMMITTEE HEAD, DATED APRIL 5, 1994.

Response to Comment 49:

CEQA requires that lead agencies provide a public review period after the completion of the Draft EIR. Responses to public comments are then provided in the Final EIR. The public comments and the responses are considered by the decisionmaker at a public hearing in determining whether to approve a proposal or an alternative to the proposal. This process provides an additional opportunity for public comment on the proposed project and impacts of the proposed project. This letter is included in this Final EIR and each comment is specifically answered below.

Response to Comment 50:

Comment noted.

San Diego Windsurfing Association, the Santa Clara Racing Association (with a membership of 300), and an informal group of Sunfish sailors regularly use the area for races and outings. Given the prevailing wind direction, the limited number of access points on Mission Bay with limited parking, increasing user population, and partial bay closings due to storm runoff in San Diego, it is very important for us to be able to continue to use Bahia Point.

- 51 It is also proposed in the Master Plan Update for the Bahia Hotel to operate push carts near the beginning of the present auto access for use by windsurfers. These could be used to transport gear from the outer parking lot to the Point. While this seems like a good idea, it is totally impractical. We windsurfers, except for rank beginners, carry a large assortment of gear for use in different conditions. When we leave the house to go sailing, we don't know which gear we will need, so we basically take it all along, especially in winter storms. As conditions change during the day, we may use three or four rigs.

The required use of carts, instead of auto access and parking, is not a matter of inconvenience, but one of effectively eliminating access. We would either have to stack all of our gear on the beach after we had transported it to the Point, or leave part of it on top of and in our cars hundreds of yards away and out of sight in a parking lot out near Mission Bay Drive. In either case, we would be facing the theft of thousands of dollars of equipment each time we sailed away. For these reasons, we need to have our cars close at hand when sailing.

Another critical point is the distance one would have to push a loaded cart in order to reach the tip of the point. I have measured these distances. The distance from the existing entry gate to the point out to the middle of the tip of the point is 1,675 feet or .32 miles or 5.6 football fields. It is an additional 100 feet to the first parking space in the east parking lot and an additional 260 feet to the middle of the east parking lot. This means that a one way trip from the middle of the point to the middle of the east parking lot is 2,035 feet or .39 miles or 6.8 football fields.

When I picture myself pushing a 100 to 200 pound cart laden with 100 to 150 pounds of gear over a distance in excess of 2,000 feet, I have trouble calling such activity "access". When I picture a 5 foot, six inch woman of average weight doing the same, then I really have trouble calling such activity "access". Granted, in the strictest sense of the word access, this could be considered access to the bay. But in terms of reasonableness, I believe the average individual would not consider it to be so.

- 52 The possibility of temporary storage facilities has been mentioned on the tip of the point. These storage facilities would have to accommodate masts 16 feet in length, boards 12 1/2 feet in length, a quiver of sails, booms, wetsuits, etc. The size of these facilities would have to be huge and unsightly to accommodate a number of sailors at peak times.

## RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO WIND SURFING ASSOCIATION, DATED APRIL 5, 1994 (CONTINUED).

### Response to Comment 51:

The Draft Master Plan Update calls for the Bahia Hotel lessee to provide an alternate means (e.g. carts) to transport sailboards and rigging equipment to the Point from a drop-off area at the entrance to the Point. This, however, would be an inconvenience to windsurfers compared with having parking adjacent to the launching area.

In part to compensate for this inconvenience, the Plan proposes a new, dedicated boardsailing area in Fiesta Island, with adequate parking and wide lawn areas to set the rigging. Facing the windiest portion of North Pacific Passage, this facility has a similar launching orientation to that in Bahia Point. The proposed channel across Fiesta Island would funnel ocean breezes into this area of North Pacific Passage, to the benefit of board sailors and other sail craft.

The Draft Master Plan Update recognizes that conflicts exist between competing recreational interests. In this instance, a judgment was made as to what has more recreational value: boardsailing; bicycling, skating, walking or jogging around the Point; or enhancing the site for the benefit of tourists and visitors to San Diego and the region. The Plan does not propose the elimination of any of these activities; rather, it proposes a loss of convenience for board-sailors (accommodated by a new launching site in Fiesta Island), the extension of the waterfront path around the Point, and the potential for expansion and enhancement of the Point's tourist accommodations.

It was determined that since the proposed Master Plan Update, with the provision for carts or other measures by the Bahia Hotel, would not eliminate access, no significant impacts would result from the proposed action. It may be less convenient to windsurf at this location in the future, but the area would be accessible. In addition, it proposes an easily accessible launching site on Fiesta Island.

### Response to Comment 52:

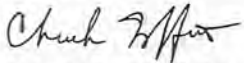
Comment noted. Please see response to comment 51.

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO WIND SURFING ASSOCIATION, DATED APRIL 5, 1994 (CONTINUED).

- 53 An additional point is that windsurfing and small boat sailing are "aquatically oriented" sports that should have some priority. Walking and bicycling are not "aquatically oriented". No one is proposing to extend pedestrian and bicycling paths all the way around El Carmel Point or Santa Clara Point. A path in front of the Bahia Hotel is also proposed, which would be similar to El Carmel and Santa Clara Points. We believe that there is not that much demand for the path all the way around the Bahia. If the existing or similar auto access and parking were to remain, pedestrians and bicyclists would still be able to travel to the tip of Bahia Point and back.
- 54 Granted, this plan may not be executed for 5 to 10 years or even longer. But we have seen how severely the three windsurfing areas have been impacted in the last five years in terms of parking and water space. This will only become worse as the years go by, making continued access to Bahia Point even more important.
- 55 Page 57 of the Master Plan Update states "...Mission Bay Park's water areas should be allocated and maintained to support the diverse aquatic interests of those visiting Mission Bay, ensuring adequate access to, and the safety and enjoyment of, the Park's aquatic resources." Removal of auto access and parking on Bahia Point in effect eliminates windsurfing and small boat access and is contradictory to the goal stated above.
- 56 Also, what about fire truck access to the end of Bahia Point? Won't that be necessary in the case of hotel expansion? How can fire safety be ensured without vehicle access to the end of the point?
- 57 It seems that capable consultants, architects, planners, and/or engineers could design a Bahia Hotel relocation/ expansion that would allow the auto access and parking to remain on Bahia Point. It seems that a solution could be reached where all parties concerned could win. To say that it just can't be done is giving up too easily.

We would appreciate any assistance you can give us.

Sincerely,



Chuck Moffett - Safety and Access Committee Head, SDWA  
4255 Tambor Court  
San Diego, CA 92124  
292-5713

Response to Comment 53:

Comment noted. El Carmel Point and Santa Clara Point are very narrow where they meet Bayside Walk. The public walkway's aquatic orientation is not lost by this narrow strip of land. In fact, the Bay is readily visible at the intersections of Bayfront Walk with both El Carmel and Santa Clara. At the Bahia Hotel, the public walkway has no aquatic orientation because it is completely isolated from the Bay by the bulk and form of the Bahia Hotel to the north and East Mission Bay Drive, trees, and turfed areas to the south.

Response to Comment 54:

Comment noted, please see response to comment 51.

Response to Comment 55:

Comment noted, please see response to comment 51.

Response to Comment 56:

Emergency vehicle access will be provided.

Response to Comment 57:

Comment noted.





CITIZENS COORDINATE  
FOR CENTURY 3  
1549 EL PRADO BALBOA PARK  
SAN DIEGO CA 92101

CITY PLANNING

APR 7 1994

RECEIVED

April 2, 1994

City of San Diego Planning Dept.  
Development and Environmental Planning Division  
202 C Street MS 4C  
San Diego CA 92101

SUBJECT: Comments on DEP No.91-0898/Mission Bay Master Plan Update

We are pleased at the opportunity to comment on a Draft EIR such as this which forecasts primarily positive and beneficial impacts for the environment and for public recreational users of the park.

ENVIRONMENTAL ANALYSIS:

- 58 We will leave detailed comment on the biological and hydrological aspects of the DEIR to those better qualified, and have only a few comments to make on the DEIR beyond stating our belief that the proposed changes/increases in wetlands will have positive benefits for all aspects of the park, in the ecological and general environmental elements as well as public recreational uses.
- 59 Relocation of Campland to the east of Rose Creek will provide substantial enhancement to both the recreational and environmental goals of the Master Plan Update. We have not heard, but hope that the Council will be considering an amendment to the Mission Bay Park Natural Resources and Management Plan regarding provision of wetlands at Stony Point, to relocate them to an expansion of the Northern Wildlife Preserve where, even to a layperson, newly created wetlands in this area have far greater potential for success as well as for enhancement of the goals of environmental recreation and improvement of water quality from impacts of nonpoint source pollution.

RECREATIONAL RESOURCES & LAND USES:

- 60 With creation of an additional 50% of public recreational parkland, we can say little beyond enthusiastic endorsement. However, we would like to express and restate our support for meeting the need for both
- 61 day-use and overnight facilities for RV users and agreement with the statement on p.4.B-14 regarding "League Play". The two areas already

RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS COORDINATE FOR CENTURY 3, SIGNED BY JUDITH A. SWINK, CHAIR, C-3 MISSION BAY COMMITTEE, DATED APRIL 2, 1994.

Response to Comment 58:

Comment noted.

Response to Comment 59:

Comment noted. The Mission Bay Park Master Plan Update is a comprehensive Master Plan for all of Mission Bay Park. Therefore, Mission Bay Park Natural Resources Management Plan will be incorporated where possible and superseded by the Mission Bay Park Master Plan Update.

Response to Comment 60:

Comment noted.

Response to Comment 61:

Comment noted.

RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS  
COORDINATE FOR CENTURY 3, DATED APRIL 2, 1994 (CONTINUED).

Response to Comment 62:

The northern portion of this parcels was shown as "Boat Slip Facilities" and the southern portion was designated as "Park & Shoreline" in the 1978 Mission Bay Master Plan for Land and Water Use. The South Shore Master Plan designated this area for aquatic-related commercial uses, not regional parkland. Therefore, there would not be a loss of regional parkland at South Shores.

The amount of regional parkland provided in the Park would be essentially the same for both the Proposed Master Plan Update and the Northern Habitat Restoration Project Alternative. Please see Table 7-1 for a comparison of land use acreage under each alternative.

Response to Comment 63:

Traffic impacts would be fully mitigated by providing on- and off-ramps for Interstate 5 and Interstate 8. The cost of constructing the missing on- and off-ramps for Interstate 5 and Interstate 8 is estimated to be approximately \$100 million. Therefore, this mitigation measure is considered infeasible.

Response to Comment 64:

Using a tram for Sea World visitors from the proposed overflow parking to the theme park would reduce the availability of the overflow lot for other Park users, particularly during peak-use days. This would force regular Park users to find parking elsewhere in the Park, causing an increase in traffic congestion around the Park.

designated for dedicated sports purposes are those best suited for it and least suited for water-oriented recreational purposes in Mission Bay Park, and such uses should not be further expanded within Mission Bay Park.

- 62 Figure 4.B-1 (p.4.B-6) should show the proposed new 16.5 acre commercial parcel as "removal" from regional parkland and, on p.S-20 of the Executive Summary, we would like to see an acreage figure for the quantity of public recreational parkland would be "removed" from recreational parkland in favor of habitat restoration in the Northern Habitat Restoration Project Alternative (even though we agree that it would in truth be a transformation of type of public recreational parkland rather than a relinquishment).

TRAFFIC/CIRCULATION/PARKING

- 63 Only a single unacceptable and not fully mitigable impact is identified for traffic and circulation since levels of service for most intersections and roadways will not be affected by changes proposed in the draft Update. We understand that substantial, effective mitigation for traffic impacts at the East Mission Bay Drive/Pacific Highway/Sea World Drive intersection is, to a large extent, dependent on a solution to the I-8/I-5 northbound transition, a solution beyond the scope of the Mission Bay Master Plan.
- 64 We would suggest, however, that a degree of mitigation could be obtained by requiring Sea World to provide shuttles from the proposed overflow parking area adjacent to I-5 during the identified periods of excess traffic/parking demand. The proposed electronic notice boards could be used to direct Sea World visitors to the overflow lots as the Sea World lots begin to fill (not waiting until full since visitors approach from the south and north along Ingraham street as well), potentially reducing traffic impacts south and west of the East Mission Bay Drive/Sea World Drive/Pacific Highway intersection.
- 65 As for parking capacity, C-3 for the most part objects to creation of any new parking lots within the park, believing that provision of parking encourages and exacerbates traffic congestion problems. Future demand for parking should instead be directed to development of alternative means of transportation within the park, as well as for arrival at the park.
- 66 The exception to this objection to new parking lots is the proposed overflow lot east of Sea World Drive and adjacent to I-5. The land here is inappropriate for public recreational uses and has been rejected for commercial recreational development, but has the potential to serve as a means to address many of the level of service problems identified at the southern and western roadways & intersections in the park. A "Transportation Center" from which an intra-park shuttle service can be developed can serve Sea World (as

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS  
COORDINATE FOR CENTURY 3, DATED APRIL 2, 1994 (CONTINUED).**

Response to Comment 65:

Comment noted. It is necessary to provide parking throughout the Park so that visitors can fully use the aquatic and other amenities provided by the Park and to allow elderly visitors and families with young children access. However, parking need not be provided immediately adjacent to use areas but within a reasonable distance to use areas.

The Draft Master Plan Update proposes new parking on Fiesta Island and South Shores to meet two objectives: to provide convenient shore access to persons with disabilities, the elderly, Recreation Vehicles, and visitors carrying picnic and recreation equipment; and to maximize surveillance of the parkland areas during non-peak times by encouraging people to drive and park close to the shore.

Alternate means of arriving at the Park are discussed in Recommendation #92 of the Draft Master Plan Update.

Response to Comment 66:

Comment noted.

RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS  
COORDINATE FOR CENTURY 3, DATED APRIL 2, 1994 (CONTINUED).

Response to Comment 67:

The 240.0+ second delay associated with the Master Plan Update would only occur if the proposed improvements to the street system in the southeastern corner of the Park are not implemented. With implementation of the proposed improvements, the delay value would be approximately 60 seconds.

Response to Comment 68:

Comment noted. Cumulative impacts must be addressed under the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines for implementing CEQA. The requested statement has been added to the Mitigation, Monitoring, and Reporting Program.

Response to Comment 69:

Comment noted.

Response to Comment 70:

Comment noted. The Final EIR has been corrected.

Response to Comment 71:

The Sail Bay Master Plan calls for a 10-foot wide pathway, which would be used by both bicycles and pedestrians. The Draft Master Plan Update calls for a 16-foot wide pathway containing an eight-foot lane for bicycles, and an eight-foot lane for pedestrians. The wider path for both bicyclists and pedestrians would provide a greater level of service than the narrower path. Therefore, the Draft Master Plan Update is in conformance with the Sail Bay Master Plan.

noted above), Fiesta Island and other eastern and southern destinations within the park. OMBAC, for their annual OTL tournament on Fiesta Island, has demonstrated for a number of years how effective such a shuttle system can be, even with the summer weekend congestion on Sea World Drive engendered by traffic headed to Sea World or through to Mission or Ocean Beaches.

67 We have a question relating to Table 4.E-2 (p.4.E-16) in which Item #2 shows existing LOS F (180.0+ seconds average delay) and LOS E (240.0+ seconds average delay) as a result of Plan Update proposals. This appears to be a negative change rather than a positive change and we don't understand how this can result in an improvement to LOS E.

68 Finally, in the Draft Mitigation, Monitoring and Reporting Program document, we believe that the "Circulation/Traffic/Public Access" section (pp.7-8) should include a stated requirement for leaseholds proposing intensification of uses to develop analyses for cumulative (taking into account potential intensification of use of neighboring leaseholds) traffic and parking needs with consideration for offsets to impacts which may be created through participation in intrapark shuttles during peak traffic periods, costs to be shared among lessees and Mission Bay Park operations. This would seem to be a more proactive approach to mitigation of these impacts than would be application of the more traditional formulas for requirements of additional parking to accommodate increased demand.

PUBLIC SAFETY

69 We have little dispute with the assessment of land- and water-based safety issues and improvements but agree that pedestrian and bicycle pathways do not presently provide a safe, continuous route within the park or for entering/leaving the park from surrounding communities.

70 We had brought to our attention that there is an inaccurate statement regarding the Sail Bay pathway on p.4.A-17, where it states that City Council directed that this path not be designed for bicycle use. Although there had been such a directive by Council in 1977 (Res. #219610/11-2-77), it was rescinded by Council in 1980 (Res. #251913/5-27-80). There would also appear to be an inconsistency with the 10' minimum width for the Sail Bay pathway specified in this 1980 resolution and the 8' width recommended by the Master Plan Update (see p.4.b-14/DEIR).

72 We would endorse the proposed strategies for management of water traffic recommended on p.4.F-3. We agree that the proposed closure of the De Anza boat ramp would substantially improve water safety in the north end of Pacific Passage and express concern about recommendations from the Mission Bay & Park & Recreation Committees that this boat

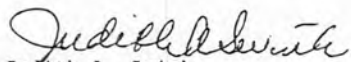
RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS  
COORDINATE FOR CENTURY 3, DATED APRIL 2, 1994 (CONTINUED).

Response to Comment 72:

Comment noted. Please see response to comment 24.

ramp not be closed. If this recommendation is approved, we hope that it will be with the proviso that the De Anza ramp be used exclusively for human-powered craft and that powered craft be directed to the boat ramp at Vacation Island or the new boat ramp to be opened at South Shores.

- 73 In summary, we are generally quite pleased with the overall recommendations of the Mission Bay Master Plan Update and believe that, excepting the above-mentioned points, that the DEIR has appropriately and effectively addressed the impacts that the Update recommendations will have on Mission Bay Park.



Judith A. Swink  
Chair, C-3 Mission Bay Committee

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITIZENS  
COORDINATE FOR CENTURY 3, DATED APRIL 2, 1994 (CONTINUED).**

Response to Comment 73:

Comment noted.

City of San Diego  
Planning Department  
Development and Environmental Planning Division  
202 "C" Street, Mail Station 4C  
San Diego, Ca 92101

APR 7 1994

RECEIVED

Attention: Lawrence C. Monserrate, Principal Planner

Subject: Draft EIR DEP No. 91-0898 - Mission Bay Park Master Plan Update

- 74 Our group have tried to provide input into the Master Plan Update by submitting oral and written testimony at several of the public meetings. The concern we wish to address is the proposed elimination of parking and reasonable access to Bahia Point. This portion of the Park has been utilized by the American Italian Community for over thirty continuous years. Gleason Road is proposed to be removed and some kind of Fire Department access road installed in its place.
- 75 We believe that the removal of the Gleason Road pavement which provides for the existing parking and access to Bahia Point is absolutely wrong. It seems that the proposed expansion of the Bahia Lease is only intended to officially make this area of Mission Bay Park into a private peninsula for the benefit of the Bahia Hotel. The removal of Gleason Road proposes to be mitigated by the overflow parking lot located in the southeast corner of the Park. This overflow parking area is several miles to the east of Bahia Point. There is not any formal tram or bus service today or assured in the EIR for the described mitigation to be viable. Further, more than half of those who frequent this area of the Park are elderly and rely on being able to either park or stop long enough to drop their passengers off at or very near the picnic area they intend use and enjoy that day. The proposed elimination of Gleason Road would require everyone to park in the adjacent lot, let their passengers out and their day use equipment and then they would be required to carry the equipment to their day use picnic area. Even without their equipment, some would find the walk overwhelming and would no longer be able to enjoy the Park they have grown so fond of. The loss of parking and access is year round, not just on peak weekends.
- 76 The above noted significant concerns seem to be ignored in the EIR by statements such as the one contained on page S-15 under the heading "Parking". During the second meeting we attended, the Chair of the Mission Bay Planners, Steve Alexander, told our group that they would not support the removal of Gleason Road or the existing parking. However, at one of the following meetings where most of representatives were not present, Steve Alexander entertained a motion to reverse what we were promised and returned to the private peninsula for the Bahia Hotel. Later attempts to speak to the Planners at the public meetings were not permitted by the Chair Alexander. Our request to ask questions or to obtain a reason why they had reversed their prior commitment to leave the

RESPONSE TO COMMENT LETTER RECEIVED FROM AMERICAN ITALIANS GROUP, SIGNED BY SALVATORE D'AURIA AND FRED RAUSA, DATED APRIL 7, 1994.

Response to Comment 74:

Please see response to comment 49.

Response to Comment 75:

A concern is raised that by relocating the public parking Bahia Point will be turned into a "private peninsula." The rationale for the shifting of the Bahia lease to the east, which would trigger the loss of parking, is to gain adequate land for a bike and pedestrian path to circle the Point on all sides. Everyone agrees that the Bahia's eastern shore feels more like a private club than a public beachfront. Providing a public path on the Point's western side would restore the perception of public access along Point's entire waterfront.

Currently there is space on the western shore of Bahia Point within the leasehold area to place a pedestrian/bike path. The City could require the lessee to build the path as part of new lease agreement. However, the path would cover a substantial portion of the narrow beach area (16 out of 35 feet on average). To mitigate the loss of beach, the new commercial development could be set back further, giving both the path and the beach a more generous area. But as narrow as the point is, shaving the width of the lease area would substantially impact the leasehold's redevelopment potential.

If a public path were built under the current leasehold configuration, tourists and hotel guests would be left with a marginal beach and inadequate buffer between the rooms and the public path. The Hilton Hotel, for example, has between 30 to 50 feet of buffer between the hotel rooms and the path, more than twice the width the Bahia Hotel would have (12 feet). By shifting the leasehold eastward, both public access and adequate buffer space to the rooms would be provided.

The loss of parking along Gleason Road is necessary to provide a public walkway and bicycle path around Bahia Point, and to intensify the development on existing commercial leases. This action would result in an increase of the lease revenue to the City, and would not make the point a private peninsula. Please see response to comments 51 and 53. Public

**RESPONSE TO COMMENT LETTER RECEIVED FROM AMERICAN ITALIANS GROUP, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 75 (Continued):

access to this area would be less convenient than it is today. Please note that the proposed Master Plan Update calls for regional recreational activities that generate traffic, such as business picnics and private group outings, to occur in the southeastern corner of the Bay. This will help to alleviate traffic impacts along East Mission Bay Drive. Fiesta Island will provide beaches, grassy areas, restrooms, and parking lots for regional recreation. Public restrooms will be much more convenient on Fiesta Island than they are at Bahia Point.

Response to Comment 76:

Please see response to comment 49.



EIR DEP No. 91-0898

area as it exists for "Public access and use" was rudely ignored or aggressively terminated for the remainder of the meetings where the Master Plan update was being discussed.

- 77 It should be noted that the Police Department, other Public Services and the Engineering Department all requested retaining existing access and parking throughout the Park. Their comments and requests seem to be ignored as well.
- 78 Therefore, we again attach the petition given to the Mission Bay Planners where many of our friends feel the same way as we do. The proposed alternatives and totally unreasonable mitigation and access is an attack on our Constitutional Civil Rights under the Americans with Disabilities Act of 1990.

Respectfully submitted,

Salvatore D'Auria  
Salvatore D'Auria  
Member of the American Italians Group  
P.O. Box 608127  
San Diego, CA 92160-8127  
465-3451

4-07-94  
Date:

Fred Rausa  
Fred Rausa  
Member of the American Italians Group  
3853 Boren Street  
San Diego, CA 92115  
583-3540

4-7-94  
Date:

Attachment: Petition

RESPONSE TO COMMENT LETTER RECEIVED FROM AMERICAN ITALIANS GROUP, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 77:

EIR comments received from these departments and responses are included in this Final EIR.

Response to Comment 78:

Comment noted. Improvements made to the regional recreational areas of the Park, and Bahia Point, as well as all other improvements, will be constructed in accordance with the requirements of the Americans With Disabilities Act of 1990.

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL,  
AND ELIMINATION OF THE PUBLICS RIGHT TO USE THE PARKING ON GLEASON  
ROAD

THE UNDERSIGNED DO HEREBY PETITION THE MISSION BAY PLANNERS, AND THE CITY OF SAN DIEGO, IN OUR ADAMANT OPPOSITION TO THE MISSION BAY MASTER PLAN, WHEREIN A PORTION OF THE PLAN SPECIFICALLY ALLOWS THE BAHIA RESORT HOTEL, TO EXPAND, OR PARTITION ANY LAND THAT ABOUNDS THE BAHIA RESORT HOTEL ON THE EAST AND NORTHEAST SIDE OF THE BAHIA RESORT HOTEL. WE OPPOSE SPECIFICALLY THE PROPOSED ELIMINATION OF PUBLIC PARKING ON GLEASON ROAD TO BAHIA POINT. WE OPPOSE ANY CONSIDERATION THAT IS BEING TENDERED THAT WOULD RESTRICT INGRESS, AND EGRESS OF SAID ROAD BY VEHICULAR TRAFFIC. WE HAVE HAD CONTINUOUS USE OF SAID AREA FOR AT LEAST THE PAST 30 YEARS, AND UNTIL RECENTLY WITHOUT ANY RESTRICTIONS. A BARRIER WAS RECENTLY ERECTED WHICH CONTROLS THE INGRESS, AND EGRESS OF SAME, DURING CERTAIN HOURS. WE OPPOSE THAT SAID BARRIERS ARE CONTROLLED BY THE BAHIA RESORT HOTEL, A PRIVATE COMMERCIAL ENTERPRISE.

THE BAHIA RESORT HOTEL HAS FOR MANY YEARS REAPED FINANCIAL GAIN FROM THE USE OF THE PUBLIC PARKING WHICH ABOUNDS SAID HOTEL. THE CITY HAS MAINTAINED THE SURROUNDING PUBLIC PARKING AREAS, INCLUDING VENTURA COVE AND GLEASON ROAD UP TO AND INCLUDING BAHIA POINT. ALTHOUGH THE BAHIA RESORT HOTEL, A PRIVATE COMMERCIAL ENTERPRISE, HAS UTILIZED FOR PRIVATE FINANCIAL GAIN THE USE OF SAID PARKING AREA, WITHOUT THE COMMENSURATE FINANCIAL RESPONSIBILITY FOR MAINTENANCE OF SAME, WE HAVE NEVER EXPRESSED OUR OPPOSITION TO THEIR USE OF SAID PARKING. WE FEEL THAT THE BAHIA RESORT HOTEL HAS BEEN SUBSTANTIALLY ENRICHED THROUGH THE EXPENDITURE OF PUBLIC FUNDS FOR THE MAINTENANCE OF SAID PARKING AREA, WITHOUT THE CORRESPONDING FINANCIAL RESPONSIBILITY WHICH MOST BUSINESS PEOPLE ENDURE.

AT THIS POINT HOWEVER, WE FEEL THAT ENOUGH IS ENOUGH, AND THAT THE CITY OF SAN DIEGO, AND THE MISSION BAY PLANNERS, SHOULD REJECT ANY NOTION TO CURB IN ANY WAY THE PUBLICS RIGHT TO THE CONTINUED AND UNINTERRUPTED USE OF GLEASON ROAD UP TO AND INCLUDING BAHIA POINT AND THE PARKING THEREIN.

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

- | NAME                    | ADDRESS                        | SD City  |
|-------------------------|--------------------------------|----------|
| SUCARTE A. D'ACQUISTO   | 2180 HAYVENTURE                | 92110    |
| CATHERINE CARINI        | 3617 COLLETTA ST. SAN DIEGO CA | 92103    |
| VINCENZO FILIPPINE      | 3244 HAWK ST. SAN DIEGO CA     | 92103    |
| Francesca Scinto        | 2475 Falcon St - San Diego, Ca | 92123    |
| Janna Santilipari       | 3480 Leonaudway St. CA         | 92123    |
| PHILIP SCINTO           | 3475 FALCON SAN DIEGO CA       | 92103    |
| Antonio Brando          | 3915 Power Pl. San Diego, CA   | 92115    |
| Anthony Brando          | 3415 Power Pl. San Diego, CA   | 92115    |
| Vincent Sabatini        | 7931 LONGVIEW LEMON CA         | 92404    |
| Ar. G. Sabatini         | 7747 Skyline Lemon Grove       | 92543    |
| Angela Sabatini         | 7931 Longview Lemon Grove      | 92404    |
| Richard Tomatara        | 3249 Hollyhwy. C.U.            | 91970    |
| Rosa Garcia             | 3513 Longview Dr. SD.          | 92115    |
| Mary Ann                | 5163 Quince Ave                | 92120    |
| Ronald Carini           | 5163 Quince Ave                | 92120    |
| Vivian Carini           | 3754 Jackson St                | 92103    |
| Carina Carini           | 3704 Jackson St                | 92103    |
| Millicent "Mimi" Carini | 7905 Hillside Dr.              | 92120    |
| Jessie Carini           | 7915 Hillside Dr.              | SD 92120 |
| JOHN CROCI              | 5164 JACKSON ST.               | 92103    |
| Ma. Rosa Carini         | 1015 Alhambra Pl               | 92103    |
| Anthony Carini          | 6444 Parkside Dr               | SD 92120 |
| John Carini             | " " "                          | " "      |
| John Carini             | 7120 Broadway Circle SD.       | 92116    |
| Margaret Carini         | 10774 Glenview Ln              | 92120    |
| Tracy Carini            | 7710 Imperial Blvd             | 92110    |

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Adelia S. Bruno	3368 Columbia St S.D. 92103
John Milano	1438 Withers E.I.C. 92070
Sarina Milano	11133 Withers E.I.C.AJ 92020
Anthony Milano	2138 ADAMS St S.D. 92116
Robert Milano	1438 Withers E.I.C.AJ 92020
Josephine Tarantino	6674 Mulberry St S.D. 92114
Edward Carney	5663 Garnes St S.D. 92110
Shilly Tarantino	6674 Mulberry St S.D. 92114
Abner Gaste	2233 WIELSEN St El Cajon CA 92020
Antonia Lopez	2233 WIELSEN St El Cajon Cal 92020
Ernesto Bony Wynn	1111 Popper DR El Cajon CA 92021
Francisca Josephine Bongiovanni	1111 Popper DR CA 92021
Francis Jock	7771 Gaston Dr San Diego 92126
Daila Green	7570 Church St #7 S.D. CA 91945
Mary Balisteri	12203 Resling Ct S.D. 92131
Frank Balisteri	" " " " " "
Franklin Gardina	4751 Paintwood Ct S.D. 92117
Leresa Gardina	" " " " " "
Joseph M. Martin	2916 Bayside Walk S.D.
Kevin J. Schulz	3191 Carnegie Place San Diego
John W. Stancil	259 Victoria Blvd San Diego 92104
Leis Stancil	10443 Bedford Cir S.D. CA 92126
Ruth A. Trapp	9057 Cedar Terrace San Diego 92126

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Angelo Scardino	1636 e Peak St S.D.
Cotrina Scardino	1636 1/2 Peak St S. Diego
John P. Mancipano	5953 Janna Dr
Alvira A. Mancipano	5953 Janna Dr S.D. 92111
<del>Frank</del> Mrs Frank Scardino	9855 Janna Dr S.D.
Alvira E. Mrs Frank Scardino	9025 Janna Dr S.D.
Michael D'Amato	1365 Bluebell Way El Cajon 92021
Castro D'Amato	1365 Bluebell Way El Cajon 92021
Duchlan Vansele	1093 Australia St El Cajon, S.D. 92020
Josif Kodigpati	956 Wilton Ave El Cajon 92020
Josif Kodigpati	956 Wilton Ave El Cajon 92020
Mary G. Lela	1643 Resling St
Aurelia Cepalu	4508 New Hampshire St S.D. 92116
Joseph Pauline Bongiovanni	14446 Old Hwy 80 E.L. 92021
Francisco D'Amato	6556 Lomax Ave S.D. 92115
Buselece Putro	2371 BRANT ST 92101
Bucilla Kusakochi	4401 Hamilton St 92116
Joseph M. Lela	3239 Hunt St S.D. 92103
John D. Lela	2371 Brent St S.D. 92101
John Corvera	3109 Seville St S.D. 92110
Cassie Guechi	3343 Falcon St 92103
Nancy V. Lela	1110 Rosewood St 92106
John W. Stancil	3038 Addison St 92106
Ann D. Lela	3038 Addison St 92106
Dean Tackitt	340 Walnut Ave C S.D. 92028
Michelle Tackitt	340 Walnut Ave C San Diego 92028

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- 1 Sautina Pecos 2720 Hartford S.D. 82110
- 2 Sautina Pecos " " " "
- 3 Sautina Pecos 3314 Golfink A.D. 92103
- 4 Patricia Babin 3940 Gladwin S.D. 92111
- 5 In Deluca 3771 Milen Street SD 92115
- 6 Maria e Pellegrino 1131 Loma Postal Dr. El Cajon Col. 92020
- 7 Leonardo Pellegrino 1131 Loma Postal Dr. El Cajon Col. 92020
- 8 Ogde Giganti 7685 BROMELIAD CT S.D. CA 92020
- 9 Giobanni Giganti 7685 BROMELIAD CT SD CA, 92119
- 10 Andy Covarrig 3627 MT. ARIANE S.D. 92111
- 11 Mary Lou Lopez 8554 Loma Postal Blvd S.D. 92020
- 12 Fred Pellegrino 1386 Delahunty Ln S.D. 92020
- 13 Antonio Lopez 4086 Tuna St. S.D. CA 92020
- 14 J. B. Blaque 1386 Hillway Ct El Cajon CA 92020
- 15 Gina Fontana 1011 Loma Postal Dr. El Cajon 92020
- 16 J. Lopez 1845 Mountain Ridge Cir 92020
- 17 Sam Fontana 1011 Loma Postal Dr. El Cajon, CA 92020
- 18 Jordan McKay 9471 Tropic Dr. La Mesa, CA 91941
- 19 Elizabeth Baker 9471 Tropic Dr. La Mesa, CA 91941
- 20 Thomas J. Casani 3627 MT ARIANE DR S.D. CA 92111
- 21 Margaret Casani 3627 MT ARIANE DR. S.D. CA 92111
- 22 Rudy Sabarino 11908 Calle Truckee El Cajon CA 92020
- 23 Brian Brown 1740 Pepper Hill Dr. El Cajon CA, 92020

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- 2 Catherine Torontino 3949 Kenwood Dr. S.V. 91977
- 3 Anne Torontino 3949 Kenwood Dr. S.V. 91977
- 4 Andrea Balistreri 3459 Hartzel Dr. S.V. 91977
- 5 Andrea Balistreri 3459 Hartzel Dr. S.V. 91977
- 6 Rosa Tardella Balistreri 3459 Hartzel Dr. S.V. 91977
- 7 Maria Elena Tarantini 3483 Lakewood Dr. S.V. 91977
- 8 Andrea Balistreri 3483 Lakewood Dr. S.V. 91977
- 9 Jerry Insinger 3552 2nd St S.D. 92104
- 10 James C. Gajda 1806 Oldfield Ct. El Cajon 92019
- 11 Capucella Gajda 1806 Oldfield Ct. El Cajon 92019
- 12 Cynthia Bennett 3502 MOUNTAIN AVE SAN DIEGO CA 92117
- 13 Guadalupe Bennett 1834 PUTERBAUGH S
- 14 Benedetta Bennett 4329 Veleisco Ct La Mesa 91941
- 15 Armer Maria Bennett 4329 Veleisco Ct La Mesa CA 91941
- 16 Susanna Bennett 3502 Mountain Blvd 92117
- 17 Sister Appavista 2526 Horton St. S.D.
- 18 Geoffrey Appavista 2526 Horton St. S.D.
- 19 Puerto Campesin 2018 Plover St. S.V.
- 20 Leonard Tamprade 3552 3rd St. S.D.
- 21 Humberto Escobedo 1654 Lincoln St S.D. 92103
- 22 Frank P. Ruffin PO BOX 4373 San Diego CA 92164
- 23 Myrta Wanner (6100. 111111) 1314 Sweet Blvd. S.D. 92103
- 24 Concepcion Ramo 3118 Columbia St

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PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Brunetta Brunetta	1885 Fort Renwick CV. CA. 92013
Ceung Brunetto	1885 Fort Renwick C.V. CA 92013
John D'Amico	1456 CRESTHAVEN PL. CA 92054
R. D'Amico	" " " " "
Thomas Vitaco	6407 FARLEY DR. S.D. 92122
Maria A. Vitaco	" " " " "
Anthony R. Greco	2839 Hawesque Ave S.O. 92117
Maria G. Greco	" " " " "
Maria Zancano	3813 LOMA ALTA DR. SD 92115
THE MAN	6151 RANCHO MISSION RD. #305
Maria Balitri	5198 Bapton St.
Andreas Balitri	5198 Bapton St.
Maria D'Amico	3941-314 KENWOOD DR SPRING VALLEY
Stefano Brunetta	3502 MONTANA AVE SD
Marghita Tarantini	3512 Hartzel Dr. Spring Valley, Ca. 91977
Pietro Tarantini	1769 Kittern Blvd S.D. 92101
Giovanna Brunetta	3941 1/2 KENWOOD DR.
Sam Balitri	2912 LLOYD ST
Vittorio D'Amico	3941 1/2 KENWOOD DRIVE
Simon B. Tarantini	3512 Hartzel Dr. Spring Valley Ca 91777
Lena Ingrande	1920 Teton Pass El Cajon
Vito Ingrande	1920 Teton Pass EL CAJON

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Rosa Villoni	65 HILLIESU W R B of Gleason
Rosa Cortado	3871 Bona Mt Rd 92115
Anna Berama	3871 Bona Mt Rd 92115
Talley White	1002 - SLATER ST SANDIEGO 92103
Sam D'Amico	3825 Wilton St
Virginia Sanfilippo	7422 Conestoga way
Rosa D'Amico	3825 Wilton St
Sam D'Amico	7900 Maraca Dr. San Diego 91942
Sam D'Amico	2775 Conestoga St 92103
Maria Zancano	SAME AS ABOVE
Vincent D'Amico	32114 HAWK ST
Joseph Sanfilippo	7422 Conestoga Way
Tom D'Amico	3066 DOVE ST
Maria Sanfilippo	32114 HAWK ST 92103
Santa Zancano	2344 Bona St 92103
Rosalie Principato	8005 Longhale Dr. L.C. 91945
Decimo M. M. M.	3020 Dove St, S.D. 92103
Edelene M. M. M.	3020 Dove St SD 92103
Tom Tarantini	3055 Dove St SD 92103
Simon Tarantini	3055 Dove St. S.D. 92103
Stephanie Garcia	4437 Cleveland Ave #8 S.D. 92116
Chris Garcia	4437 Cleveland Ave #8 SD 92116
Michael M. M.	4437 Cleveland Ave 92116

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
José Nau	10205 PARRISH MANRIU DR SANTA CA 92071
Bill Nau	10205 PARRISH MANRIU DR SANTA CA 92071
Robert Cron	2846 EDNA PL S.D. CA 92116
Tommy Grammond	9 1/2 Mile Bonanza St.
Frank Krawell	3043 Dove St
John E. Botsch	13058 SERRA BLVD San Diego CA 92131
Rafael Zayas	17750 MAVERUM AVE #219 S.D. CA
John J. J. J.	325 "D" EXPANDED CA 92120
John J. J. J.	3850 152 CA 1000 SD CA 92102
Primita	2944 Dove St San Diego CA 92103
Nicholas DeSantis	735 Temple St. San Diego CA 92106
Catherine DeSantis	735 Temple St. San Diego CA 92106
Maria Dolores	335 Gold Level SD CA 92103
Marianne Sanfilippo	2967 Dove St San Diego
Rose Sanfilippo	2967 Dove St SD 92103
Agata Avila	7144 Salazar St SD 92111
Joseph Aviles	7144 Salazar St SD 92111
Francoise Brunette	2417 Dove St SD 92103
Maria Brunette	2417 Dove St San Diego 92103
Lina Principato	1589 Haring Hill Rd. EC 92030
Joc Principato	" " " "
Agata Principato	" " " "
Savanna Principato	8005 Longdale Dr. CA 92145

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
VITO SCAGLIONE	14544 RANCH TRAIL DR EL CAJON
Clara Scaglione	14544 RANCH TRAIL DR EL CAJON
Jim H. Chapman	3120 31st STREET SD CA 92104
Mark Cap	10333 Camino Aralia #72 San Diego 92131
Pat Caplan	10333 Camino Aralia #72 SD 92131
Jusan DeCoco	7313 Adams Ct. S.D. 92119
Helena DeCoco	7317 Adams Ct. SD 92119
Placido Ferrero	1563 Calle Leticia La Jolla 92037
William Boit	2462 WARDEN ST San Diego
Polycarpo F. Franco	1503 Calle Leticia La Jolla 92037
Jan K. Chi	5775 Yorkshire Ave. LA JOLLA, CA 92037
Ellie Salazar	1074 Calle Del Cerro #181 San Diego
Primita Davino	5458 RIVERVIEW ST.
J. J.	7423 Longdale St Lemon Grove CA
Pat Davino	4003 Gayle St San Diego
Mrs. Mrs. Frank Pizzone	6204 Perdue St S.D.
Mr. Gary Franco	3779 BIRCH ST. SAN JUAN CA 92037
Mrs. Antoinette Kineta	3779 Birch St S.D.
Vincent A. Vitale	10774 ELEPHANT W. S.D. 92120
Ellie Kineta	3779 Birch St San Diego 92037
Norma D. Dingo	7123 Longdale Dr Lemon Grove CA 92145
William Kineta	" " " "
Tommaso Acci	7124 Longdale Dr SD CA 92145

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
<del>Josephine Estrella</del>	<del>1551 Seaside Knoll Dr</del>
Angela Tomassello	3016 Rancho Diego Cir El Cajon CA 92019
Yamirca	3016 Rancho Diego Cir, El Cajon, Ca 92019
Joe De Luna	6560 Golfcrest Dr San Diego CA 92119
Angela Jasso	1435 Hidden Mesa View Dr 92019
Pat Tomiolo	3008 PLAZA BONARDO Sanita 92101
Dora Schulte	5104 Bowden Ave S.D. CA 92117
Greg Latta	5104 Bowden Ave S.D. CA 92117
Bill Sedgwick	3669 OLEANDER DR SAN DIEGO, CA 92106
<del>Kerry Jaso</del>	<del>2635 Kildare Way El Cajon 92029</del>
<del>Kerry Jaso</del>	<del>2635 Kildare Way El Cajon 92029</del>
<del>Pat Sedgwick</del>	<del>2635 Kildare Way El Cajon 92029</del>
Chick Vugranak	1920 Teton Pass El Cajon 92019
Nehal Badralla	Wasa Ridge Maroon Ave 92120
Vivian Tomilla	3016 Rancho Diego Cir 92019
Mrs. Mariana Jaso	1435 Hidden Mesa View El Cajon 92019
<del>Pat Sedgwick</del>	<del>1570 Petree St San Diego 92101</del>
<del>Pat Sedgwick</del>	<del>1570 Petree St San Diego 92101</del>
Pat Sedgwick	3108 Callaway wld SD
Armen Jannajian	" " " " " "
Don Dymonaid	7464 Parkridge BLVD SD 92120

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Steve Shirley	504 MICCAR EC 92020
Nancy Bean	" " " " " "
Milton Ornela	3337 - 32nd St San Diego 92104
Laura Lindholm	3669 Oleander Dr S.D. Ca 92106
Richard S. DeLuzo	6560 GOLFCREST DRIVE
Michael Gaylor	478 VAN HOUTEN AVE #38 92020
Peter Jurgans	12007 CALLE DE MEDIO #124 EL CAJON CA
Mr. J. J. Jaso	3504 CAROLAN AVE EL CAJON CA 92019
Maria Jurgans	1246 Rippey St El Cajon 92020
Josephine Amzalag	478 Van Houten #38 El Cajon 92020
Ellie J. Jaso	2022 Teton Pass EL CAJON CA 92019
Ann M. Jaso	3531 Run St San Diego CA 92104
Maria Jaso	446 Palmetto Way 92103
AMAIDA ROCCA	4464 Newport Ave 92107
Gina Starnick	4175 Palmetto Way 92103
Patricia Jaso	" " " " " "
Guadalupe West	5105 Barredoras V. 9197
Stephanie + Marta Mariana	2806 Lira Ave. EL 92020
Tom Jaso	3851 Via Escuda LARVEST 91941
Myra Jaso	11344 Calle Simpson El Cajon, CA 92019
Asalia Buscemi	2111 Kibbey St S.D. 92103
Cirina Buscemi	2535 Brand St San Diego
Cecilia DiSobro	3531 Run S.D.

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Flora Mae Heunido	4176 Palmetto wy.
Maddalena Bonsignore	4041 Shis st.
Billy Sigante	7441 Rondel ct.
Mike Sigante	7441 Rondel ct.
Dominic Sigante	7441 Rondel ct.
Margaret Sigante	7441 Rondel ct.
Margaret Sigante	6560 Golf Crest Dr
John Stornio	3558 Pan Fone Dr EC CA 92019
Pete Scavino	6046 Ponca Ct EC, CA
Josephine Stornio	3558 Pan Fone Dr.
Rosemary DeLuca	1835 Republic St. San Diego, CA 92114
Pete De Luzen	1649 Lake Atlix Ave 92119
Vicki Stornio	3558 Pan Fone Dr
Anna Marie Scavino	6046 Ponca Ct SD 92120
Frank Scavino	6046 Ponca Ct SD 92120
Scott Stanley	909 S. SUNSHINE #4 EL CAJON, CA 92020
Karen Tomasetto	6634 Ridge Manor Ave. SD 92120
Jimmie Melville	13951 El Monte Rd. 1188 #204
John & Darane Haegall	12056-04 Calle De Leon
John & Mary	12056-04 Calle De Leon CA 92019
John & Mary	1246 Rippey St. AL. DA 92014
John & Mary	1246 Rippey St. EIC 92014
John & Mary	1811 WARD CT. EL CAJON CA 92019

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Steve Balistreri	2230 Union St. SD Ca. 92101
Rosalie Balistreri	" " "
Grace Balistreri	" " "
Al D'Agostino	2272 Peachtree Ln. Spring Valley 91478
Joe D'Agostino	2260 Warden St #1 92107
Angela Sampel	3423 Goldfield St 92103
Richard + Mary Ann Cuvello	5569 Red River Dr. S.D. CA 92120
John + Pat D'Agostino	
Patricia Cuvello	
William + Patricia Cuvello	5569 Red River Dr. S.D. CA 92120
Scott D'Agostino	2260 Warden St #1 92107
Jennifer Leedes	6753 TUXEDO RD. 92110
John D'Agostino	
John D'Agostino	2260 Warden St #1 92107



PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
1. Brenda Guipa	2233 Nilsen St.
2. Faustina D'Auria	5959 ELDERGARDENS ST.
3. Carolina D'Auria	5959 Eldergardens st.
4. BRIAN ASARO	1538 Lily AVE.
5. DAVID GEDASE	1258 RIPPY ST
6. Pete Lupo	1845 Monarch Ridge Cr.
7. Pete Scingino Jr.	2135 Kildare Way El Cajon CA
8. Salvatore J. Durio	5959 ELDERGARDENS ST.
9. Michelangelo D'Auria	5959 ELDERGARDENS ST.
10. ROBERTO MINEO	1438 PILLSBURY LANE.
11. Sandra Fox	4096 Texas St. #5.
12. Pete Leducato	9651 Quail Canyon Rd.
13. Lenny Sciarino	2635 Kildare Way.
14. Dominic Lupo	1845 Monarch Ridge Cr.
15. Chris Goble	400 Dewane Drive
16. Anthony Gedase	1258 RIPPY ST.
17. MIKE GILMAN	7688 BEDLUMS CT
18. ANTHONY JOHN MINEO	1438 PILLSBURY LANE.
19. Maura Miller	1386 Pillsbury Cr.
20. Toni Lupo	1845 Monarch Ridge Cr.
21. Annie Leducato	9651 Quail Canyon Rd.
22. Christine Sargano	2016 Rippey ST.
23. Angela D'Angelo	1093 ALSTRUP ST.
24. Russell Lupo	1435 HIDDEN MESA VILLAGE DR.
25. Rosaria Torziano Russo	440 El Monte Rd. El Cajon CA 9202
26. Richard DeWine	3939 Kendall St 92109
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PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Sabote Sardino	6622 Carthage St. S.D. 92120
Maria Sardino	6622 Carthage St. S.D. 92120
Luammi Sardino	5571 Waring Rd. SD 92120
Anthony Sardino	3502 ALTRIDGE ST S.D. 92123
Peter A. Sardinian	6622 Carthage St. SD 92120
Lynn A. McDonald	5571 Waring Rd. S.D. 92120
John & Tommie Battaglia	5525 Carthage St. S.D. 92120
Jim Kelley	6641 Delfern St. S.D. 92120
Gastin Sardino	6641 DELFERN ST SD 92120
Richard A. Mann	6611 Carthage SD 92120
Elizabeth A. Mann	6611 Carthage St. SD 92120
Joseph Elby	667 Delfern St. SD 92120
Constance Elby	" " "
Paul Elby	661 ELDREDGE ST SANDIEGO 92120
Carl D. Schuster	6641 Carthage St. San Diego CA 92124
Ernie Schuster	6641 Carthage St. San Diego CA 92124
Rose Sardino	7770 Oriem Ave La Mesa 91941
Frank Sardino	7770 Oriem Ave. La Mesa 91941
Arman Sardino	1121 CARTHAGE ST SANDIEGO 92123
Ernie Roura	3853 Bowen St. San Diego 92115

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

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798 Frank Busalacchi 3250 Raymond Ave San Diego  
 799 Kenna Busalacchi 3282 Raymond Hwy San Diego  
 800 Rocco Busalacchi 33796 SURESIDE DR. DANA POINT CA  
 801 (714) 7835 Offense Buchanan 33706 Suspyll Blvd Brent  
 802 A. Segura 517 CEDAR AVE CHULA VISTA CA 91911  
 803 426-5375 Diana Zane 817 CEDAR AVE CHULA VISTA CA 91911  
 804 Carina Torantino 4860 33rd St San Diego Cal  
 805 Christine Torantino 4860 33rd St San Diego Cal  
 806 Maria Diedo 3845 LOMAHITA DR 265-0839  
 807 Joe Diello 3845 LOMAHITA DR 265-0839  
 808 Rosa Terahino 1196 Loma Toral Dr El Cajon 92022  
 809  
 810 Lorna Garcia 3725 Amigone SF 7059823  
 811 Denise Toranuchi 3736 MAESTRO ST 50 92003  
 812 Louis Toranuchi 3736 MAESTRO ST 50 92003  
 813 933485 Guebaro, Yolande 2327 BRAWLEY S.D. 92101  
 814 697-6848 Vince Andujara 7700 MARIE AV LA MESA CA  
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 817 291-8874 Josephine C. Berquist 5818 Sawtelle St. San Diego, Ca 92110  
 818 582-0719 Ed Torantino 2126 Rosado Pl. El Cajon CA 92020  
 819 Darhi Desai 100 REPEY ST EL CAJON CITY CALIF 92020  
 820 Sol Stegoff 2032 Buena Vista St. Chaffee 92007  
 821 Maryjane Jordan 4915 57th St San Diego 92115

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL AND CLOSURE OF GLEASON ROAD

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NAME	ADDRESS
Doan, E. Karen	3655 Kingsview Circle S.D.
St. Martin	4822 1/2 PALM AVE (MIL) 91941
Edo Busalacchi	3811 VISTA GRANDE DR. S. DIEGO CA 92115
Joe	3655 Kingsview S.D. California 92103
Maria	1513 GREENBRIAR AVE S.W. 3566 CA 92120
Henry	SAN DIEGO - CALIF. ST
Cheryl	San Diego CA 92117
John	3055 7519 OAKFIELD CT SPRING VALLEY CA 91977
Jane	2154 Columbia ST. S.D. 92101
Antonio	7401 Brentwood St 92111
Sal	Torantino 1196 LOMAHITA DR EL CAJON 92020
Bia	Torantino 2226 Loma CT San Diego 92120
Val	De Mesa 3448 Highland St San Diego 92103
Cosmo	Bussalacchi 2258 Fort Stockton S.D. 92107
Ricardo	Torantino 1330 Washington PL S.D. 92103
Vito	Torantino 4009 Look At S.D. 92103
Charles	BALISTRERI - 2150 COMMONWEALTH AVE S.D. 92104
Jeanie	Balistreri 2150 Commonwealth Ave. S.D. 92104
James	Sanbury 2154 Columbia St S.D. 92101
FRANCIS A.	THORNTON 3440 FIB S.D. 92104
Mary	Busalacchi 2231 Grant S.D. 92101
Edo	Busalacchi 2231 Grant S.D. 92101
Juanita	McKenna 10400 Camino Verde S.D. 92108
Frederic	Berquist 3440 Fir San Diego Cal. 92104

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME

ADDRESS

Re. Calion 3966 CASITAWAY SAN DIEGO CA 92115  
J. Blain 5901 Streamview Dr. #3 S.D. CA 92105  
Philip Callin 3764 Costa Verde S.D. CA 92115  
Sh. Brown 5540 FREDONA ST S.D. CA 92105  
Bruce P. Lee 506 NORTH HYDROS (LCA) D  
Britt Clinton 5901 Streamview Dr #3 S.D. 92105  
Scott Marshall 5452 Maisel way SD Ca., 92115  
Byrce Nielsen 5452 Maisel way SD, CA. 92115  
J. Hickas 6398 Badger Lake Ave SD CA 92119  
J. Hickas 6398 Badger Lake Ave San Diego 92119  
Flornie Pulu 8511 Glenhaven Street San Diego, CA 92123  
Brandon Trintango 2636 Mission Village Drive San Diego, CA 92123  
Bill Woodward 1665 El Cam del Teatr S.D. CA 92037  
John A. [unclear] 134 - GRACE ST S.D. CA 92101  
J. [unclear] 4177 HOME AV. SD CA 92105  
Bert Bantel 4033 1/2 Albatross Ave San Diego CA 92103  
Emilia Gille 4730 32nd st San Diego CA 92116  
Henry J. Flores 4267 Myrtle ave San Diego CA 92105  
Robert [unclear] 3140 Bonita Rd. #104 Chula Vista, CA 91910  
William [unclear] 3416 Mission St San Diego CA 92103  
[unclear] 520 W. 6 St San Diego CA 92101  
[unclear] 1324 Clay Drive Torrey, Ca. 92064  
[unclear] 9267 Highrap terr LAKESIDE CA 92040

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME

ADDRESS

Jelen Record 1492 Rippen St El Cajon 92020 <sup>466-8380</sup>  
Domenico Guzman 372 [unclear] ST S.D. CA 92105 <sup>295-9802</sup>  
Josie Vellea 7401 Brentwood St SD 92111 <sup>562-3761</sup>  
JOANNE TARANTINO 9812 VIA LESLIE SANTEE 92071 <sup>562-3761</sup>  
[unclear] 7888 BRUCE GLEASON CN SD 92119  
ANTONIETTA BUSIACCHI 3915 DENNA AVE SD 92115 <sup>582-0001</sup>  
[unclear] 3867 BASS ST LA MESA CA 91941 <sup>698-6412</sup>  
Henry B. Meyer 10020 Woodpark Dr. Santee, Ca. 92071 <sup>258-1127</sup>  
Mimi Wolf 3551 Glade St San Diego CA 92115 <sup>286-35</sup>  
Jim Oland 7323 UNIVERSITY AVE El Cajon CA 92020 <sup>562-0002</sup>  
Philip Blumstein 7844 Lake Tahoe Ave San Diego, CA 92119 <sup>466-4502</sup>  
Jerry Beck 6513 Mulberry St. San Diego, CA 92114 <sup>266-8332</sup>  
CRAIG FENTON 3866 DOREN ST SAN DIEGO 92115  
Josada Calera 5711 Water St LA MESA 91942 <sup>463-8211</sup>  
Donna Martin 3686 46th ST S.D. CA 92105 <sup>883-8355</sup>  
Barbara Jensen 9712 Fallett Dr. Santee, CA 92071  
Pam Myers 10020 Woodpark Dr Santee CA 92071  
Maria Busiacchi 4262 PARKS AVE La Mesa CA 91941 <sup>462-9119</sup>  
[unclear] 1536 [unclear] CA 92000  
David Levy 331 O' street Chula Vista CA 91910 <sup>426-0505</sup>  
Augusta Zoni 817 Cedar Ave CV CA 91911 <sup>426-5373</sup>  
[unclear] Marina P. Amato 1053 Fairdale Ave 92126  
John [unclear] 242 & Embury St. S.D. CA. 92101-2398952

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Erud Rausa	3853 BORN ST. San Diego 92115
JANE JARVIS	6193 LAKE NUNAY BLVD. 91942
ANTONIO JARVIS	7220 BOND ST. S.D. 92119
Veronica Mc. Shannan	8557 Avenida Camarillo # 65 El Cajon 92021
Sherry Sinyal	4877 Campanile Dr. S.D. CA 92115
Francis C. Howell	3854 BORN ST. San Diego Ca. 92115
Genevieve Budgenator	3125 Winklow St San Diego Ca 92105
Heula Holmstrom	3848 BORN ST San Diego Ca 92115
William P. Bunn	3553 BORN ST. San Diego 92115
Shirley W. McPhilly	3859 BORN ST. S.D. 92115
David B. McPhilly	3859 BORN ST. S.D. 92115
Raymond J. Vobur	1517 Lake Murray Blvd. San Diego 92119
Alva Annan	7227 Noyes Rd #105 San Diego 92119
Blaise Roney	14054 BARNYON CRT. San Diego 92129
John Coffey	4138 Cole Avenue San Diego 92111
Joeltha Thibault	5958 Jagan Ave San Diego 91942
Edna Cariani	4525 NATALIE DR. S. DIEGO 92115.

NAME	ADDRESS
Frank Gloucester	1211 Alpine Hgts Rd Alpine (CA) 91901
Jason Jamison	7831 Margaret Ave. 92130
Jim Schuman	6183 Nelson St 92115
TONY TRILLO	4155 Bonillo Dr #317 92115
Randy Blair	4445 Saratoga Ave. S.D. Ca. 920
Patricia	

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME	ADDRESS
Pete Stornio	3558 Par Four Dr.
Vase Ingrande	1920 Jeter Pass
Anthony Jones	193 E MILLAN Chula Vista
Vase Ingrande	1920 Jeter Pass
Susan Ingrande	3552 32 <sup>nd</sup> Street S.D. 92104
Maui Ruffin	P.O. Box 4373 San Diego CA 92164
Paul F. Ruff	P.O. Box 4373 San Diego CA 92164
John D. Dwyer	5685 Andrews Pl #5 92115
Cheryl Lynn	Cindy Braso 8860 Ellsworth Cir Santee CA 92071
Shirley Beckwith	10221-1 Bell Gardens Dr. Santee CA 92071
Urene A. Hays	4158 64 <sup>th</sup> ST SAN DIEGO CA 92115
Patricia Carter	12191 Cuyamaca Cal #313 Escondido, CA 92019
Victor & Pamela	16572 Ly El Canyon CA 92021
Anchea Adams	1463 San Allan Lane Irvine CA 91945
Bill Miller	5669 Arroyo Ct #264 Ramona CA 91942
Joe Santilippo	7405 MT VERNON LEMON GROVE CA 91945

Mi colo D'Agostini 4601  
Balistrieri Phil 6535 High Knoll 792-6096  
Tantillo Gaetano 2327 Brant St. S.D. 233-9285  
Bonnie O'Neil 3806 Vista Grande Dr. 286-1844  
Angeline Busalacchi 4355 Menlo Ave #5 584-3881  
Salvatore Orlando 3823 VISTA GRANDE-D.R.  
Gian Orlando 92115 TEL 582 8155  
Vivian Tyler 4058 Vivian St. S.D. 92115 287-3614  
Francisco Baguasco 3823 Vista Grande Dr. S.D.C. 92115 582-8155  
Mario Busalacchi 3835 Vista Grande Dr. S.D.C. 92115 582-1827  
John Baguasco 6511 Zena Dr. S.D. 92115 583-8328  
Ross Baguasco 6511 Zena Dr. Calif. 92115 583-8328

PETITION IN OPPOSITION TO PLANNED EXPANSION OF BAHIA RESORT HOTEL  
AND CLOSURE OF GLEASON ROAD

NAME

ADDRESS

Lisa Howard 6042 Todley St S.B. CA 90114

Blank lined area for additional text or signatures.

RESPONSE TO COMMENT LETTER RECEIVED FROM VICTOR HAAS,  
DATED APRIL 5, 1994.

Response to Comment 79:

Comment noted.

4/5/94

CITY PLANNING

APR 7 1994

RECEIVED

Dear Mr. Greer,

Hello, I'm writing in regard to  
Mission Bay Master Plan. I've heard the  
Bahia Hotel wants to grab Bahia Pt  
and close it to auto mobile access. I  
am opposed to this. My friends and  
I use this area for launching our  
larger sail boats. and wind surfers.  
The wind blows good to sail our boats  
out of this ~~point~~ point area. Please  
vote to keep this place open for us.

Thank you

Victor Haas



## SAN DIEGO AUDUBON SOCIETY

2321 Morena Boulevard, Suite D • San Diego CA 92110 • 619/275-0557

April 5, 1994

CITY PLANNING

APR 7 1994  
RECEIVED

Lawrence Monserrate  
Planning Department  
202 C Street, Mail Station 4C  
San Diego, CA 92101

SUBJECT: MISSION BAY MASTER PLAN UPDATE EIR

Dear Mr. Monserrate,

The San Diego Chapter of the National Audubon Society has been pleased to participate in the process of developing the Mission Bay Master Plan Update (MBMPU). The process has been the most inclusive of any planning process I have observed. The elected officials, city staff, consultants, and planners who established and facilitated this process should be commended.

- 80 If the Mission Bay Master Plan is satisfactorily executed the project will have a net positive environmental impact in virtually every respect. We especially appreciate the MBMPU's acknowledgment that the quality of the Park as a wildlife habitat is directly related to its quality as a recreation resource for most park users. The environmental impacts of the Plan were considered and debated as the Plan evolved. We hope that other major projects take advantage of this example.

We have a number of specific concerns with the document which are described below.

### DE ANZA SPECIAL STUDY AREA

- 81 Three options were shown in the EIR for development of this SSA. Even the low impact option contained some commercial development. During the process the lowest impact option considered was one in which the north reaching part of the point was considerably shortened like that of the Northern Habitat Restoration Project Alternative, Figure 7-2. The main uses of the area were passive recreation and native upland habitat. The SSA options discussion, pages S-9 and 4.C-42, does not include this option. This option was reintroduced to the Plan by John Ready before the Park and Recreation Board. The EIR should be modified to include this alternative and present its biological, passive recreation, and educational superiority.
- 82 The discussion of the De Anza SSA on page 3-13 does not list passive recreation or native upland vegetation as candidate uses which is contrary to the discussions when the range of possibilities was established by the Planners.
- 83 The MBMPU process elected to increase the size of existing hotels to avoid adding more hotels, but to increase income. The discussions in the EIR seem to suggest a willingness to accommodate a new hotel at De Anza Cove. The MBMPU suggests that if a hotel is added, it should be at Mariners Cove. An additional hotel at the De Anza site would severely limit the capability to accommodate the wildlife enhancement and passive recreation opportunities which are the theme of this segment of the

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO AUDUBON SOCIETY, SIGNED BY JAMES A. PEUGH, CHAPTER PRESIDENT, DATED APRIL 5, 1994.

Response to Comment 80:

Comment noted.

Response to Comment 81:

An alternative with no commercial development at the De Anza Harbor Resort was raised by the public during the numerous public meetings that were held to guide the development of the Draft Master Plan Update. This alternative was rejected by the Mission Bay Planners who felt that some commercial development at the De Anza Harbor Resort parcel was desirable. Removal of all commercial development from the De Anza Harbor Resort Parcel is addressed under Section 7-D of this EIR, specifically Options A, D, and F. Any of these alternatives would result in significant unmitigable traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive as described for the proposed Master Plan Update.

Response to Comment 82:

Comment noted, native upland vegetation and passive recreation have been added to the discussion of the De Anza SSA in the Final EIR.





**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 83:

The De Anza SSA has been proposed as a flexible planning area in which future specific studies will evaluate the best balance of commercial recreation and wildlife enhancement. It should be noted that the De Anza SSA is the proposed location of overnight RV camping within the Park. RV camping in Mission Bay Park is highly supported by the citizens of San Diego.

Park. The argument has been heard that it is impractical to wait out the expiration of the current De Anza leases. The MBMPU Parks within a Park concept is very ambitious. It is also well worth waiting for. Giving in to short sighted expedencies will severely impact the potential environmental advantages of the project.

- 84 The discussion on page S-6 of the various options suggests that a net loss of wetlands of up to 10 acres would not be a negative impact because the wetlands created "likely would be of higher quality because of its proximity to the NWP." This is not acceptable. Stated goals of this plan are to make natural resources a major recreational attraction for visitors and to expand habitat areas of sensitive species. This is clearly not consistent with a net loss of wetland habitat.
- 85 The park should have at least as many acres of wetland as the Natural Resources Management Plan. Wetland habitat has been destroyed with abandon in our region and within Mission Bay Park. The stated goal of "expansion of critical habitat" should be taken very seriously and not subverted. This goal should be a major issue in determining the eventual fate of the Special Study Area.
- DE ANZA BOAT RAMP
- 86 The Plan Update recommends that the De Anza Boat Ramp be removed as it is incompatible with the passive recreation and wildlife habitat orientation of this section of the park. However, a last minute decision by the Mission Bay Planners has elected to leave it in place and allow its use for recreational boating. The transiting of general watercraft in this area may reduce the anticipated habitat value of the Master Plan Update. The EIR should be updated and its conclusions be reassessed in light of this development. The direct impacts which should be considered are disturbance to birds using the habitat area, wave impacts on the fragile wetland shoreline, etc. A better approach would be to reduce its size substantially and to allow only human powered and emergency use of this ramp to minimize the impacts.
- 87 The operation of this ramp in conjunction with the new South Shores Park Ramp is likely to substantially increase high speed watercraft throughout the east section of the park. This will have additional impacts of beach erosion, increased turbidity, reduced eelgrass health, propeller impacts on eelgrass meadows, water quality losses due to wet exhausts, and increased likelihood of oil and fuel spills throughout the water recreation areas on the east side of the park. It will also increase boat congestion and safety problems.
- HABITAT LOSSES WHICH DO NOT APPEAR TO BE SPECIFICALLY MITIGATED
- 88 East Ski Island is very heavily used by foraging and resting birds. Its intertidal area is a significant source of nutrients for shorebirds and its inaccessibility is obviously important to allow birds to rest safely and without disturbance. If this island is removed, the island area and the intertidal area should be mitigated elsewhere. Hopefully, the created island would be above high tide to allow nesting also. A candidate location would be in the vicinity of the wetland complex to be constructed at the campland site.
- 89 There is a large area of native upland vegetation in the southeast corner of the park between Sea World Drive, Fiesta Island Road, I-5, and Friars Road that will be destroyed to accommodate this plan (see items 4 and 5 on figure 3-2). This area supports considerable native animal and plant life. This area is not mentioned on the habitat spreadsheets, nor mentioned on page 2-8. The EIR should acknowledge that

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).

Response to Comment 84:

Under the proposed Master Plan Update, wetlands habitat areas within the Park would be increased by at least 97 acres as compared to existing conditions. Implementation of the proposed Master Plan Update, under the De Anza SSA high intensity development alternative, would result in a loss of approximately 10 acres of proposed wetlands, not existing wetlands. Therefore, there would be no-net-loss of existing wetlands habitat. To achieve a "no net loss" of planned wetlands, the De Anza SSA would have to be configured about half-way between the High and Medium Intensity options.

Response to Comment 85:

Comment noted.

Response to Comment 86:

Please see response to comment 24.

Response to Comment 87:

Please see response to comment 24.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 88:

The loss of biological resource values associated with East Ski Island would be replaced by the expansion of beach areas within the park, creation of new eelgrass beds, and creation of additional wetlands. The candidate location recommended by this comment is designated by the Master Plan Update for either park land or upland habitat.

Response to Comment 89:

The referenced area is very disturbed and is dominated by non-native species. While it does support limited native plants and animals, this habitat has little value and its loss would be below a level of significance. Please note that the proposed Master Plan Update would substantially increase habitat areas, helping to increase wildlife values within the Park.

this area will be eliminated and subtract its area from the Coastal Strand Vegetation which is created in the Plan.

#### LEAST TERN HABITAT

90 The policy stated on page S-8 to verify that a new replacement site is productive before closing the previous site is a very good one. However, it would be desirable to make sure that the new site has produced a significant number of fledged terns, not just documented breeding, before the previous site is destroyed.

91 The plan as printed hoped to mitigate the clover-leaf, and Stony Point site by creating new sites. It would seem to be better to expand the Mariners Point site which is extremely productive. Currently the expansion of the Mariners Point site might conflict with the Special Use events (page 2-14) that are held there. However these events are scheduled to be moved to Fiesta Island, so this potential conflict will be eliminated. This might better distribute least tern foraging throughout the bay, as the proposed De Anza Point site is very close to the very productive FAA site. Choosing an already productive site to expand might well allow more confidence that the mitigation will actually work out. Creating and maintaining sites that may never be used is a risky use of funds.

92 Page S-25 suggests that an area along the levee of the San Diego River would be a candidate site for least tern nesting. This site offers little promise. It is surrounded by trees and elevated highways. Avian predation would be severe. The current site to the east is totally unproductive, is poorly protected, and suffers frequent intrusion. The proposed site would probably be worse. The high concentration of feral animals at nearby Marina Village would also be a severe problem.

#### TRAFFIC CONGESTION, SOUTHEAST CORNER

93 The EIR (page S-16) states that the MBMPU will reduce projected traffic congestion, but that unacceptable traffic problems are unavoidable. However, the Plan suggests that the 17 acre site west of South Shores Park would be acceptable to expand Sea World parking or other commercial uses. This of course would contribute to increasing the congestion. If the streets will not take the traffic, it is inappropriate to expand parking.

94 The MBMPU does not address the possibility that mass transit, both public and private, could be used to mitigate the congestion. Sea World is a major contributor to congestion in the south-east corner of the Park. If the primary way to get to Sea World were by private or public busses from hotels, park-and-rides, and transit centers congestion could be reduced. The same thing could be done for beaches and special events.

95 A very large number of people transport bikes to Mission Bay in automobiles and then ride the bikes around all day. If bicycle access to the park from the east and the south were made easier and safer much traffic congestion within the park could be relieved.

#### PROTECTED HABITAT AREAS

96 The definition of habitat areas on page 3-1 implies that all habitat areas are to be open to recreation use all the time. The paragraph should also list "protected preserve areas" and "habitat areas that may require seasonally restricted access."

### **RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

#### Response to Comment 90:

Comment noted. The U.S. Fish and Wildlife Service would establish the criteria for success for any proposed least tern breeding site. The new site would have to meet the established criteria before an existing site could be disturbed.

#### Response to Comment 91:

Comment noted. If the least tern do not use the sites designated by the Mater Plan Update, Mariners Point may be a potential site to mitigate impacts to least tern nesting sites. The use of Mariners Point would not be consistent with the Master Plan Update's designation of this area as parkland.

#### Response to Comment 92:

Comment noted. Please see response to comment 90.

#### Response to Comment 93:

Comment noted. Significant traffic impacts would only occur during peak use summer weekends, approximately 30 to 40 days per year. The Draft Master Plan Update proposes to reduce traffic congestion around the Park by capturing a significant number of vehicles (about 2,600) as they enter the Park and directing them into a tram-serviced parking area. With implementation of the proposed roadway improvements in the southeastern portion of the Park, traffic conditions would be better than they are today, even considering the development of commercial lease on the 'best use' parcel for commercial uses. During non-peak periods, traffic impacts would not be significant.

The cited "unavoidable" congestion is projected exclusively on the Sea World Drive and Mission Bay Drive intersection and is due to the lack of westbound access from I-5 to I-8. The Plan recommends that efforts continue towards the completion of the "missing" ramp.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 94:

Comment noted. The Master Plan Update was prepared based on a worst case assumption that the automobile would continue to be the major form of transportation used by visitors who visit the Park. If this assumption was not used, traffic impacts potentially would have been seriously understated and the decision makers, the public, and City staff would not have a full understanding of potential traffic impacts.

The Master Plan Update recommends that the Park's tram interface with public transit facilities, particularly with the planned light-rail system. (See Plan Recommendation #92). Should mass transit reduce traffic impacts in the Park, it may be possible to reduce the number of parking spaces within the Park. Please see the comment letters from the San Diego Wind Surfing Association and the American Italians Group regarding use of trams by Park Visitors.

Response to Comment 95:

The majority of the population in San Diego County is located quite some distance from the Park. Also, many bicycle riders within the Park are families with children and others who would not peddle long distances to ride their bike at the Park. Therefore, the demand to transport bicycles to the Park by car and then ride the bicycle in the Park would not be greatly reduced as assumed in this comment. Providing better and safer access is a goal of the Master Plan Update.

Language will be introduced in the Final Master Plan Update recommending bikeway linkages into the park from the east and south.

Response to Comment 96:

Comment noted. This Final EIR has been revised to better clarify habitat preserves with restricted access and other habitat areas with unrestricted access.

97 NATURAL AREAS

The inclusion of "natural areas" listed on page 3-10 is laudable and is a positive environmental impact of the MBMPU. These areas will promote native birds, insects, and rodents. They will also conserve water and educate visitors on the attractiveness and practicality of native plants. It is hoped that CALTRANS can be persuaded to continue the East Shore native vegetation into their right of way to the freeway.

98 SOUTH SHORES "BEST USE" PARCEL

The list of candidate uses on page 3-13 for this parcel should include public parkland.

SHORELINE TREATMENT

Rock revetment, or rip rap is a very unattractive, very visitor-unfriendly, environmentally inappropriate shoreline treatment. It is shown on figure 3-7 in several places where it is uniquely inappropriate.

99 Rip rap is shown on Fiesta Island for about 700 feet along the shore both north and south of the access causeway. This is an extremely low water velocity area with extremely low exposure to wind driven waves. The existing beach does not need any rip rap to stabilize it.

100 The marsh area at the mouth of Tecolote creek is a natural marsh area. Rip rap is shown on three sides of it. The marsh will do best with gently sloping banks. The rip rap will degrade its wildlife support capability. There are no vital improvements there that need rip rap to protect it. If the rock is added in these areas, the destruction of the upland/wetland interface should require mitigation elsewhere.

101 The west bank of De Anza Point is lined with rip rap. This is also an interface with a natural marsh. The rip rap here is highly degraded. It should not be rehabilitated unless the high intensity use for De Anza Point is selected.

102 The shoreline around South Shores Park is currently rip rap. This removes all recreational value to the water-shore interface here. It should be shown as a beach and hope that some unforeseen opportunity would come along to allow the rocks to be removed.

CREATED MARSHES

103 The three created marshes will provide a substantial wildlife, passive recreation, and education resource. They also will contribute to improving water quality. We strongly support these improvements.

104 The site of the Tecolote Creek outfall marsh conflicts with an area that is currently set aside during the winter for migratory ducks, primarily scaups, redheads and grebes. It is urged that the seasonally protected open water area be moved northward after the marsh is formed.

105 Figure 3-8 states that the created marsh areas are to be dredged to either Mean High Water or filled to Mean Low Water Levels depending on the prior state. Neither of these are the correct levels to create marshes. Some research and experimentation will be required to determine the correct depths. If either of these levels are used without more evaluation, they could result in a negative environmental impact.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 97:

Comment noted.

Response to Comment 98:

Please refer to Response to Comment 9.

Response to Comment 99:

The rip-rap is proposed to mitigate potential shore erosion during high-intensity flood events. High water velocities would be experienced during such events.

Response to Comment 100:

Please see response to comment 99.

Response to Comment 101:

Comment noted. Please see response to comment 99.

Response to Comment 102:

Providing a sandy shoreline at South Shores would encourage swimming, for which a 150-foot safety zone would need to be established out onto South Pacific Passage. This would significantly reduce the effective water area for personal watercraft (jet ski) users and raise safety concerns for their operation. A swimming beach in the South Shores embayment is currently under construction, serving the needs for water-shore recreation.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 103:

Comment noted.

Response to Comment 104:

This suggestion will be included in the plan as a consideration of the Park's overall management of wildlife resources.

Response to Comment 105:

Comment noted. Specific hydrologic studies will be performed prior to preparing plans for wetlands creation.

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).

Response to Comment 106:

Comment noted. The text has been revised to indicate that only the Marsh adjacent to Rose Canyon Creek will have levees and operable gates.

Response to Comment 107:

Comment noted, this EIR summarizes key aspects of the proposed Master Plan Update and so some details contained in the Master Plan Update are not repeated in the EIR. The pre implementation facility would be implemented as described in the proposed Master Plan Update.

Response to Comment 108:

Please see the response to comment 105. During these studies, backwater elevation likely will be found to be closer to high tide than to low tide. For Rose Canyon Creek, the backwater elevation is estimated to be approximately 4 feet national geodetic vertical datum (NGVD) for a 10-year flood and 6.4 feet NGVD for a 50-, 100-, and 500-year flood (Flood Insurance Study, City of San Diego, California, San Diego County, Volume 1 of 3, revised May 17, 1993). NGVD is approximately equal to mean sea level. Therefore, the marshes could be constructed below the backwater elevation such that they would not be submerged during low tides.

Response to Comment 109:

Comment noted.

Response to Comment 110:

Comment noted. The requested change has been made to this Final EIR. The tidal gates would not be expected to conflict with the marsh proposed for the south end of Pacific Passage. The gates would slow the flow of water in one direction, thereby increasing flushing action. The tidal gate would not be expected to change water elevation.

106 On page 4.D-13 there is a discussion of levees and operable gates for the marshes to increase retention time. During the discussions leading to the MBMPU only the Rose Creek Marsh was mentioned as having engineered means to increase retention times. The other two marshes were in a natural configuration where retention would be influenced by both flow rate and tide cycles. These marshes were proposed as water quality, recreation, and wildlife enhancements. Steep dikes may severely reduce the wildlife support capability of these marshes as many shorebirds and waterfowl tend to avoid areas in which their view of approaching predators is limited by nearby obstructions.

107 The MBMPU's discussion of experimenting with a pre-implementation facility (page 87) will help to identify and minimize any potential negative environmental impact of the artificial wetland management techniques. That suggestion should have been addressed in the EIR also.

108 The discussion of "backwater elevation" on page 4.D-14 is not clear. It is hoped that it does not mean that the bottom of the marsh will be submerged during low tides.

WATER QUALITY MEASURES

109 The list of water quality improvement measures (page 3-22) to be used is very thorough. This comprehensive approach should produce a satisfactory solution to the water quality problem which will be beneficial to park uses and wildlife.

110 It is noticed that tide-activated gates are on the list and discussed on page 4.D-12. They are included in MBMPU, page 83, only "should more feasible measures fail to produce results." This last resort priority should be reflected in the EIR. These gates are far more speculative than the other means listed. The operational and environmental problems which may be encountered are totally unknown. The EIR should point out that these gates would also conflict with the MBMPU's marsh at the south end of the North Pacific Passage which would be a significant negative environmental impact.

MITIGATION BANKING

111 Mitigation Banking can be beneficial biologically as postage stamp, on-site mitigations can be replaced with habitat areas large enough to be viable. They can be beneficially administratively also as monitoring, management, and remedial activities can be more efficient for a few significant sites instead of lots of little ones with lots of interfaces with other areas. However, mitigation banking can be an environmental peril as their existence makes it too easy to mitigate. Projects should be designed so that they avoid degrading environmentally sensitive habitats in the first place. The difficulty and cost of mitigation is frequently an incentive to designing a project with no negative environmental impact. If mitigation banks are available this consideration is frequently ignored. This is especially true if the mitigation banks are funded with outside funds such as those listed on pages 3-26 and 3-28. The mitigation banks must be administered so that each project must be directly charged for all mitigation required for that project, whether it is a public or private project and must contribute to long term maintenance. In this way mitigation costs are considered in project design trade-offs including the "no project" option. Our organization is strongly opposed to mitigation banks which do not carry this reasonable safeguard. The administrative arrangement for this proposed mitigation bank is a valid environmental impact of this project and should have been identified in this EIR. The issue of mitigation banking was not



**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 111:

Comment noted. Please note that any project affecting waters of the United States will be required to obtain a permit under Section 404 of the Clean Water Act and will be required to undergo CEQA and potentially National Environmental Policy Act (NEPA) review. Avoidance of impacts to the maximum extent feasible must be demonstrated to the City and U.S. Army Corps of Engineers.

brought up in public meetings during this planning process to our knowledge. If funds are sought from the sources listed they should be for projects which are real environmental enhancements, not to mitigate the impacts of other damaging projects.

BICYCLES AND PEDESTRIAN PATHS

112 Bicycle and pedestrian traffic are normally not compatible on the same paths. It would be better to have separate paths for bicycles, rollerblades, and trams wherever possible. Many connecting links between paths and streets should be provided for bikes.

PUBLIC TRAMS

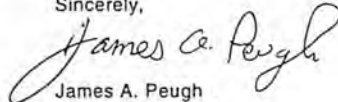
113 The proposed public trams (page 3-30) will be a great benefit to both visitors and the environment of Mission Bay. The possibility should be considered that the trams, bikes, and roller blades would share a roadway network wherever possible to allow trams to avoid street congestion. In areas where bikes and pedestrians are mixed, trams would have to use roadways. This would make trams very effective transportation and would encourage their use over private vehicles. This would help to relieve the anticipated congestion problem and therefore help to reduce air and water pollution.

BEACH MAINTENANCE

114 Page 4.C-32 discusses leaving eelgrass on the shore in specified areas for biological reasons. Figure 4.C-1 describes the areas. The areas should be expanded to include beaches which are not heavily used such as the west shores of Santa Clara Point and El Carmel Point, the entire shoreline of Fiesta Island and much of the shoreline of East Shores. In the Winter when beach use is reduced, eelgrass removal should be limited to the most heavily used beaches. The purpose of limiting eelgrass removal is both that the eelgrass on the beach provides nutrition to an immense web of wildlife, and the process of eelgrass removal loosens the upper layer of sand and accelerates shoreline erosion both by wind and by water. This tends to increase the need for sand replenishment and to increase water turbidity which degrades the health of marine vegetation such as eelgrass. This relationship should be discussed in the EIR.

In case of questions or follow-up on this letter contact the writer at 2776 Nipoma Street, San Diego, California 92106, (619) 224-4591.

Sincerely,



James A. Peugh  
Chapter President

cc:

Tim Dillingham, CF&G  
Martin Kenney, USF&W  
John Ready, Mission Bay Planners  
Councilman Ron Roberts, City of San Diego  
Deborah Sharp, City of San Diego

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
AUDUBON SOCIETY, DATED APRIL 5, 1994 (CONTINUED).**

Response to Comment 112:

The Draft Master Plan Update proposes a combined path for cyclists and pedestrians with eight-foot lanes for each. In some locations, the lanes may be contiguous (16 feet wide), in which case a centerline and special markings will guide cyclists and pedestrians to the appropriate lane.

Response to Comment 113:

The possibility of the tram sharing the bikeway was considered but not adopted. For safety reasons, bikeways and skaters within the parkland areas will be restricted, as they are now, to a 5 mph speed. This speed is inadequate to efficiently operate a tram system.

Response to Comment 114:

Comment noted.

Replaces draft letter dated April 7, 1994.

MEMORANDUM  
CITY OF SAN DIEGO

CITY PLANNING  
APR 28 1994  
RECEIVED

FILE: eir  
DATE: April 28, 1994  
TO: Lawrence C. Monserrate, Principal Planner, via Tom Story, Deputy Director,  
Planning Department  
FROM: Frank Belock, Jr., Assistant Director, Engineering and Development Department  
SUBJECT: Environmental Impact Report (EIR) - Mission Bay Master Plan, DEP No. 91-0898

The Engineering and Development Department has consistently worked with the Park and Recreation Department during the Mission Bay Master Plan Update process to ensure that our concerns and review requirements were addressed. The following list of items are summarized, when possible, by referencing the Draft EIR or Master Plan page number:

1. EIR CONCLUSIONS:

- 115 The Goals and Objectives in Mission Bay Park "(Park)" for circulation and access must address the anticipated 41% to 50% increase in Park use when the twenty year Master Plan is fully implemented. Along with the traffic circulation system serving the Park, other safety concerns need to be included, within the subject document. The Park transportation system must serve the public, transit, maintenance and Public Services needs. Existing conditions on Park peak use days dictates the necessity for identified emergency vehicle access ways or lanes that meet current minimum City of San Diego street design criteria and standards. Specific needs are for the Fire and Police Department, Lifeguards and Paramedics in order to promote and ensure safe and enjoyable access for all Park users while minimizing negative transportation-related impact(s) on the surrounding neighborhoods. The report covers several areas relating to the Federal Emergency Management Agency, Clean Water Act and the Americans With Disabilities Act (ADA) of 1990. These Federally mandated programs have no funding source other than from local government and development. The ADA program is so recent that all of the guidelines are still being written but should be addressed when new development or redevelopment takes place.
- 116 We would agree the need exists for the missing connections southbound I-5 to westbound I-8 and from westbound I-8 to northbound I-5 freeways. We also request that some mechanism be implemented that it includes periodic traffic and circulation monitoring so adjustments can be made as the Park develops. We understand that a traffic study will be performed, reviewed and approved by our Department prior to any new construction, reconstruction, modifications to parking areas, lots or public street parking and public services access in addition to the Master Plan Update. We understand that this EIR cannot cover future permits or construction activities since it states that the significance of the impacts are speculative at this time.

RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO ENGINEERING AND DEVELOPMENT DEPARTMENT, SIGNED BY GEORGE PARKINSON, ACTING DEPUTY DIRECTOR, E&D DESIGN DIVISION, DATED APRIL 7, 1994.

Response to Comment 115:

The proposed Master Plan Update addresses traffic impacts that would occur within the Park. Please see Section 4.E. The provision of emergency vehicle access ways or lanes that meet minimum City standards will be ensured through the standard City of San Diego procedures that require E&D, Fire Department, Police Department, Lifeguard, and paramedic review of proposed roadway improvements. Under the proposed Master Plan update the ADA would be fully implemented for each new development or redevelopment activity within the Park.

Response to Comment 116:

Impacts to the intersection of Sea World Drive and East Mission Bay Drive are significant and unmitigated. These impacts will occur with or without the proposed Master Plan Update. Mitigation of these impacts is considered infeasible because the cost to provide the missing freeway on- and off-ramps is approximately \$100 million. All other traffic and circulation impacts within the Park would be below a level of significance. Prior to approval of any construction, reconstruction, modifications to parking areas, lots or public street parking, and public service access, a traffic study will be performed, reviewed, and approved by E&D and other City departments. Because implementation of the proposed Master Plan Update is expected to occur over a period of approximately twenty years, it is expected that the required traffic studies also will be prepared periodically over approximately 20 years. This EIR does not cover future permits or construction activities.

EXECUTIVE SUMMARY:

2. Access and Circulation Page S-5

- 117 The noted measures to ensure access and to reduce congestion seem to be defined conceptually. We presume that as specific sites are developed, more information will be provided then.
- 118 Unfortunately, the Mitigation, Monitoring, and Reporting Program does not include water quality, flooding or Public Safety concerns regarding increased traffic/congestion and alternate or designated lanes for Public Services access.
- 119 The Tram is not ensured with the Master Plan nor EIR. Without a comprehensive transportation system for access around the Park, the Mitigation, Monitoring, and Reporting Program along with other replacement parking adjacent or in the immediate vicinity does not address traffic, congestion or potential solutions without first going beyond a threshold of significance. We are assuming this will be further developed on a site specific basis as portions of the Park are actually developed.
- 120 Any individual project that requires the removal of parking in Mission Bay Park should require a traffic study that demonstrates that the loss in parking will be fully mitigated through the adequate availability of alternative parking or other methods. Prohibition of on street parking may encourage higher speed on the roadway while increasing the impact through displaced parking to the adjacent street.
- 121 Use City standards for Class II Bike Lanes on the street. The location and access to and from the overflow parking areas should be approved by the City Engineer. There should be an area adjacent to the electronic information display so motorist can pull out of the traffic lane to read the sign.
- 122 All roadway improvements should be approved by the City Engineer. Any EIR covering the public right-of-way or private or other development impacts should be reviewed by the City Engineer.

3. HYDROLOGY/WATER QUALITY Pages S-15

- 123 The channel for Rose Creek is not constructed to carry the required FEMA flood. Any work or modification to the channel should be reviewed and approved by the City Engineer and the corresponding Federal Regulator Agencies.

RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO ENGINEERING AND DEVELOPMENT DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 117:

That assumption is correct, as described in response to comment 116.

Response to Comment 118:

Impacts to these issue areas were found to be below a level of significance. Therefore, no mitigation, monitoring, and reporting are not required.

Response to Comment 119:

It is reasonable to assume that a tram will be provided if an overflow parking lot is provided and there is public demand. The City of San Diego Engineering and Development Department (E&D) will review and approve the traffic analysis for any future project, per City procedure, before the future development can proceed. Should a tram not be in service at the time the loss of parking spaces or development occurs, mitigation measures would be required by E&D prior to project approval. Subsequent environmental review would provide public disclosure of the potential impacts and mitigation measures required. Public comments would also be accepted by the City for consideration by the decision makers. Therefore, this EIR found access impacts to be below a level of significance.

Response to Comment 120:

Comment noted, please see response to comment 119.

Response to Comment 121:

Comment noted. Prior to City approval of any specific Master Plan Update implementing activity, E&D will be allowed to review and comment on the proposed improvements.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO ENGINEERING AND DEVELOPMENT DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 122:

Please see response to comment 119. It may not be necessary to prepare an EIR for every specific project. A negative declaration or mitigated negative declaration may be the appropriate document for compliance with CEQA. In any event, E&D will review the traffic study per normal City procedures.

Response to Comment 123:

Comment noted. Site specific hydrological studies will be required prior to design, City and other regulatory agency approval, and construction of marshes at the mouth of Rose Canyon Creek. This Final EIR has been revised to incorporate this information and the revised information is sourced to this comment letter.

4. HYDROLOGY/WATER QUALITY Pages 4.D-1

124 Rose Creek channel is lined for 1,000 feet upstream of the bay. This is about 10% of the total reach. The normal value used for real evaluations for flooding is the Standard Project Flood (SPF). The Rose Creek, the SPF is 18,000 cfs.

125 In the third paragraph, the approximate value is 10,000 cfs, not 12,000 cfs.

The following are basic comments in respect to references in the Master Plan Update:

Page 81 - #63

126 Removal of concrete lined flood channel may be problematic and should be thoroughly investigated at the appropriate time.

127 If we don't want to build sediment traps (detention basins) due to environmental impacts, - will other devices or methods be implemented?

128 Oil/grease traps have had operation problems in the past.

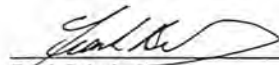
#66 and #69

129 We would ask that any studies that are done in respect to implementing wetlands filtration involve the appropriate staff from both the Engineering Department (NPDES Section) and Water Utilities Department.

PARAGRAPH #2, PAGE 2

130 That channel bank stabilization may not be desirable. What happens to eroded adjacent marshlands material? It would seem to be flushed out into the bay which has experienced problems of being to shallow.

131 High velocity and high volume flows over several days in a major flood flow could cause significant erosion to cohesive soils. So, lose marsh and choose sediment problem.

  
Frank Belock, Jr.

4-21-94  
Date

RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO ENGINEERING AND DEVELOPMENT DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 124:

Comment noted.

Response to Comment 125:

Comment noted, 12,000 cfs is the number presented on page 17, paragraph 4 of the Flood Insurance Study, City of San Diego, California, San Diego County, Volume 1 of 3, revised May 17, 1993. The Final EIR has been revised to incorporate the value 10,000 cfs provided in this comment letter and sourced to this comment letter.

Response to Comment 126:

Comment noted. This should be viewed as a list of solutions that should be investigated. Certain solutions may work in some locations, while other solutions may work in other locations. The point is that the water quality of Mission Bay is a regional problem that must be solved on a regional basis (i.e., both in and out of the Park).

Response to Comment 127:

If E&D does not pursue the construction of detention basins upstream of the Park to remove sediments, other devices and methods should be investigated by E&D. Please see response to comment 126.

Response to Comment 128:

Comment noted. Please see response to comment 126.

Response to Comment 129:

Comment noted.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO ENGINEERING AND DEVELOPMENT DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 130:

Comment noted. Site specific investigations will be necessary before any marsh system can be designed and permitted. Sedimentation, maintenance requirements including any additional dredging of Mission Bay that may be required, and flood protection will all be important areas of future site specific investigation.

Response to Comment 131:

Please see response to comment 130. The contained marsh, which would be constructed at the mouth of Rose Canyon Creek, would not be an on-line system. Storm water would be conveyed to this marsh until the marsh is "filled." The water in the marsh would then be impounded for at least 20 hours before it was released into Mission Bay.

San Diego Fire Department

Memorandum

Date: April 7, 1994  
To: Lawrence C. Monserrate, Principal Planner  
From: R.D. Medan, Deputy Fire Marshal, via  
Monica Higgins, Fire Marshal, SDFD  
Subject: Environmental Impact Report - Mission Bay Master Plan,  
DEP No. 91-0898, SCH No. 93041010

APR 7 1994

RECEIVED

The following comments are made pursuant to the subject document. The Goals and Objectives for Mission Bay Park for circulation and access must provide for Public Service accommodations, more specifically, for the Fire Department and paramedics in order to promote and ensure a safe and enjoyable access for all park users while minimizing negative transportation-related impacts on the surrounding neighborhoods:

1. EIR CONCLUSIONS:

- 132 - Impacts on Public Services - There is no mention of Fire Department (only Police Department).
- 133 - How can you mitigate impacts to Public Services when the EIR designates the impacts to be "speculative" in nature?
- 134 - The Fire Department must be included in any study or permit process to determine the impacts as a result of the increase in guest residences or parking spaces.

2. EXECUTIVE SUMMARY: (Page S-1)

- 135 The San Diego Fire Department's Public Service needs are noted as one of the eight (8) "primary environmental concerns to be addressed".

Unfortunately, the Mitigation, Monitoring, and Reporting Program does not include our Public Safety concerns regarding increased traffic/congestion and alternate lanes for emergency vehicle access for responses.

3. ACCESS & CIRCULATION: (Page S-5)

- 136 - Is a Public Tram System assured as a measure to reduce traffic congestion? Can and where will the separate Tram roadway double as an emergency vehicle lane? Please include a "Figure" identifying/designating our emergency vehicle access lanes throughout the Park.

RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, SIGNED BY R. D. MEDAN, DEPUTY FIRE MARSHAL, DATED APRIL 7, 1994.

Response to Comment 132:

This was an oversight. As described on Page 4.G-4 of the Draft EIR, "The Fire Department shall be provided an adequate review of all future Master Plan Update roadway improvements to ensure that emergency access is provided. Evidence of the Fire Department's approval of the roadway improvement plans shall be provided to the City Engineering and Development Department prior to funding authorization for the roadway improvement."

Response to Comment 133:

The Police Department informed us that they could not predict impacts to police service that may be caused by implementation of the Master Plan Update because of the way police resources are allocated. Therefore, impacts were found to be speculative. The mitigation measures described in the EIR were derived in cooperation with the Police Department.

Response to Comment 134:

Comment noted. The Final EIR has been modified as follows: Prior to implementation of any project that increases the number of guest residences or parking spaces in the Park, a focused study of that project's impacts on police and fire services in the Park shall be conducted. The purpose of the study shall be to determine if additional police officers or fire personnel or equipment (e.g., squad cars) would be necessary to maintain adequate levels of police service. This focused study shall identify the number of police officers and/or Fire personnel needed, any equipment needed, and a mechanism to provide the needed officers and/or personnel and equipment.

Response to Comment 135:

The Mitigation Monitoring and Reporting Program contains the language presented in response to comment 132.



**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 136:

Please see response to comment 119. The Park's new recreation areas will be located in South Shores and Fiesta Island. These areas will be served by a new park road with a width equal to East Mission Bay Drive (42 feet). The user density envisioned for the new recreation areas is also equal to that on East Shores, Tecolote Shores, Crown Point Shores and Vacation Isle. Higher population density will be experienced during the Thunderboats Races and the Over-the-Line tournament. However, the added traffic generated by these events is proposed in the Draft Master Plan Update to be directed to the overflow parking area in the southeast corner of the Park. No congestion attributable to these special events is therefore anticipated in the new park roads on South Shores and Fiesta Island.

If East Mission Bay Drive is inadequate in its current configuration to serve emergency access needs, then its configuration and that of the proposed new park roads should be reconsidered. It should be noted that no specific emergency access problems were identified with respect to East Mission Bay during the planning process leading to the preparation of the Draft Master Plan Update.

New park roads will loop around the prime recreation areas in Fiesta Island and South Shores, allowing dual access to any emergency occurrence. The exception is the causeway to Fiesta Island. By necessity there will be only a single vehicular access to the Island. However, this access will have three lanes with the center lane dedicated for emergency access and/or to double ingress or egress during peak periods if necessary. Electronic or manual gates will be operated on the causeway once the available parking areas in Fiesta Island are filled. Electronic signage and/or a special radio frequency will guide visitors to the overflow lot once the gates are closed.

The Plan proposes a tram system to serve the Park's prime recreation areas and potentially beyond to Pacific beach. The tram would serve the approximately 7,800 visitors who would park in the 2,600-space overflow parking in the southeast corner of the Park during special-event days (a three-person vehicle occupancy is assumed). Without the overflow lot, these private vehicles would travel on East Mission Bay Drive and on the new park roads on Fiesta Island and South Shores in search of parking.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 136 (Continued):

The Master Plan Update does not recommend a specific design for the tram vehicle. This will depend on who operates the tram and with what frequency. It is recommended, however, that the tram operate on the Park roads like any other vehicle, as in Balboa Park, rather than travel on dedicated lanes. This recommendation stems from the public's desire to minimize the taking of parkland for purposes other than recreation. Assuming 12-foot directional lanes, a 24-foot swath of parkland would be lost if dedicated lanes for the tram were implemented. This amounts to losing about nine acres of recreation area in Fiesta Island and South Shores combined.

There would be little impact to the recreation areas if pull-out lanes were provided for standby apparatus.

4. ENVIRONMENTAL ANALYSIS: (Page S-15)

137 - Mitigation Measures for Public Services

1. Provide a continuously marked Emergency Vehicle Access lane throughout the Park, subject to the approval of the Fire Marshal, or;
2. Provide for standby apparatus with personnel in multiple locations within the Park for peak Park use days, or;
3. Provide a combination of Emergency Vehicle Access lanes and standby apparatus with personnel for peak Park use days.

5. CIRCULATION/TRAFFIC/PUBLIC ACCESS: (Page S-15)

- 138 - How can impacts be determined to be below a level of significance for an event such as the Over-the-Line Tournament? Experience dictates that by 9:30 a.m. you cannot get anywhere near Fiesta Island and all major roads leading to the Tournament are congested.

6. PUBLIC SERVICES - MITIGATION MEASURES: (Page S-17)

- 139 - Fire Department needs must be included in this Master Plan Update regarding emergency vehicle access lanes as well as the opportunity to review and approve any "future" Master Plan or permit. Without providing for our review, our next opportunity to revise the Mission Bay Master Plan may be as much as 15 years away.

7. IMPACTS: (Page S-17)

- 140 - Currently peak Park use days significantly impact our response times. Therefore, a Mitigation, Monitoring, and Reporting Program should be included.

8. ACTIVE RECREATIONAL PARK PROJECT ALTERNATIVE: (Page S-20)

- 141 The Fire Department has real concerns over the noted 41% potential increase of active Park use without a similar increase in EVA lanes or access as identified in the proposed Mission Bay Master Plan update.

9. REGIONAL ACCESS: (Page 3-28)

- 142 - Large picnics or group activities (OMBAC, Thunder Boat Races, etc.) - Promoters should be required to provide "Standby" apparatus and personnel (Engine Company, Paramedics) once the crowd exceeds 1000 people.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 137:

Please see response to comment 136.

Response to Comment 138:

As described in this EIR (Section 4.G), this impact would only occur on two weekends per year and would primarily occur to event attendees and not other park users. Please see response to comment 136.

Response to Comment 139:

Please see response to comments 134 and 137.

Response to Comment 140:

The improvements proposed by the Master Plan Update will reduce traffic congestion during peak periods by moving regional park uses to the southeastern portion of the Bay and by improving the roadway system in the southeastern portion of the Bay. The level of service at the intersection of Sea World Drive and East Mission Bay Drive during peak days would be better with implementation of the proposed Master Plan Update than the LOS without implementation. Please also see the response to comment 63 regarding the feasibility of fully mitigating impacts at the intersection of Sea World Drive and East Mission Bay Drive.

Response to Comment 141:

Comment noted, please see response to comment 140. The intensity of use projected for the new recreation areas is equal to that in the existing recreation areas. The new areas will be served by roads that are also equal to the roads serving the existing areas. Accordingly, emergency access and response time will be similar to that which is currently

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 141 (Continued):

achieved in the Park, with one exception: parking for the Over-the-Line tournament and the Thunderboat Races which currently occurs on Fiesta Island will be transferred to the overflow lot in the southeast corner of the Park, thereby, reducing traffic congestion within Fiesta Island.

Response to Comment 142:

The City may require special provisions for emergency response as part of any special event permit. This is a future decision that should be made on a case by case basis, with input from the Fire Department.

10. PARKING: (Page 3-28 and 3-29)

- 143 - Curbs, immediately adjacent to driveways shall be painted red for a distance of 20 feet on either side of the driveway entrance. Further, within the parking lots the Emergency Vehicle Access (EVA) lane must be painted red and stenciled "No Parking - Fire Lane". Enforcement must be provided to ensure EVA to and within all Park parking lots.

11. BICYCLE AND PEDESTRIAN PATHS: (Page 3-30)

- 144 - The two 8 foot walkways/bikeways must be contiguous and at the same level grade so that our Emergency Vehicle can straddle the two paths. Otherwise, one of the two paths must be increased from 8 feet in width to a minimum of 12 feet to accommodate the EVA lane.
- 145 - The proposed new bridge over Rose Creek must provide a 20 foot clear width for an EVA lane plus an eight foot wide area for pedestrians and bicyclists. The bridge shall be capable of withstanding a minimum vehicle wheel load of 95,000 pounds.

12. PUBLIC TRAM: (Page 3-30)

- 146 - Is the Tram assured of being incorporated as a requirement for the ultimate development of the Park or is it not part of this Master Plan Update? The Fire Department believes there should be a continuous "Comprehensive System" looping completely around the Park including Pacific Beach. The Tram roadway should be designed to double as an EVA lane for Public Services, including the Fire Department. Where the Tram would run on City streets, the installation of a "Tram Lane" would provide the EVA lane we need during peak use/congestion times.

13. PUBLIC SAFETY - EXISTING CONDITIONS: (Page 4.F-1)

- 147 - Is it wise to admit in a public document that "Public Safety Hazards have been created both on land and water"? Are we admitting liability?

14. ROADWAY IMPROVEMENTS: (Page 4.F-5)

- 148 - How will the improvements provide for an EVA lane throughout the Park? They need to be identified and included in this Master Plan update. The improvements listed in the EIR are either inadequate or do not assure our minimum EVA lane being incorporated with the subject Master Plan update.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 143:

Please see response to comment 115.

Response to Comment 144:

The Master Plan Update intends for the combined pedestrian and bicycle path to double as an emergency route for police, paramedic and lifeguard services. All new paths and paths that can be modified will provide at least one paved surface that will be at least nine feet wide. A 16-foot width is proposed where the bike and pedestrian lanes are contiguous. This path is not intended for fire trucks to be first-in responders. Expanding the path to accommodate fire trucks would substantially increase the cost of the pathway system, and take valuable parkland.

Response to Comment 145:

Language in the Master Plan Update states that the proposed Rose Canyon Creek bridge should be designed to accommodate emergency vehicles as described in this comment. This bridge is not intended as a throughway for motorists. One of the principal objectives of the Plan is to keep city-traffic out of the Park wherever possible. Bollards, gates, signage and other control features should be placed at the ends of the bridge to signal motorists that the bridge serves strictly pedestrian, bicycling, maintenance and emergency functions.

Response to Comment 146:

Comment noted. Please see response to comment 119 regarding the provision of tram in the Park and response to comment 136 regarding the provision of a tram roadway.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 146 (Continued):

Future economic feasibility studies will determine the type of tram service, its routes and frequency of service. It is possible for two systems to operate: one, a public tram or bus service from the Tecolote Road light-rail station to Mission Beach, with stops at the Park entrance and Sea World; and another more internal to the Park servicing South Shores and Fiesta Island during peak days and operated as a concession. At this time it is uncertain what future riderships, fares, and operation costs might be, whether private parties might be interested in supplying part or all of the system, or what the optimum configuration of the system might be. As a long-range plan, the Draft Master Plan Update is limited to identifying the purpose and general benefits of the system.

Response to Comment 147:

EIRs are public information documents and the quoted sentence is taken directly from the Master Plan Update. Therefore, this information was disclosed.

Response to Comment 148:

Please see response to comment 136 and 140.

15. FIRE PROTECTION: (Page 4.G-2)

- 149 - The response from Chief Edwards does not address the increase in response times during "grid lock"/peak use days where increased vehicle usage produces bottleneck conditions around and within the Park as noted in Circulation/ Traffic Section 4.E-1 and Table 4.E.1. The existing congestion and traffic conditions have already deteriorated to the worst Level-of-Service (LOS) F at major intersections.

DESIGN GUIDELINES

- 150 1. Why are the Mission Bay Design Guidelines not referenced, included and reviewed in the subject EIR? There seems to be a need to tie the documents together for consistent evaluations.
- 151 2. SHORE ACCESS (Page 7)
- Emergency vehicle access to the shore should be addressed and provided. Please include shore EVA requirements in the Master Plan Update. Why isn't this addressed as part of the Master Plan Update?
3. "COMBINED" PEDESTRIAN AND BICYCLE PATH: (Page 14)
- 152 - The 9 feet of dedicated roadway for bicycles, skaters and emergency vehicles is inadequate. A minimum width of 12 feet to be provided and shall be designed to standard H-20 wheel loads.

FIESTA ISLAND CONCEPT PLAN (Page 34)

- 153 - The causeway over Fiesta Bay/North Pacific Passage leading to the bike maintenance pathway must be designed to provide a 12 foot wide EVA lane that is designed and capable of supporting standard H-20 wheel loads.

GENERAL COMMENTS

1. MARINERS POINT, BAHIA POINT, EL CARMEL POINT AND SANTA CLARA POINT
- 154 - Maintain current existing single paved access roads. Do not reduce any existing paved access. In the future, provide a second EVA lane to each of the above noted Park areas.
2. FIESTA ISLAND
- 155 - Investigate a second access point or a separate dedicated EVA lane to mitigate the congestion during peak Park usage days.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 149:

Please see response to comment 140.

Level of Service (LOS) F is anticipated to continue during peak traffic periods at the Sea World Drive/Mission Bay Drive intersection without implementation of the proposed Master Plan Update. As implementation of the roadway improvements proposed in the Master Plan Update proceed, LOS at the Sea World Drive/Mission Bay Drive would improve from F to E during peak traffic periods. All other key intersection would operate at acceptable LOS (C or better). The feasibility of including a dedicate emergency access lane should be considered during future, roadway-specific design efforts.

Response to Comment 150:

The Mission Bay Design Guidelines are not specifically identified in this EIR because they are guidelines and are subject to interpretation in the future as specific implementation projects come forward. Future projects will be subject to site specific environmental review that will address the specific designs proposed by the project proponent.

Response to Comment 151:

A continuous waterfront path is proposed, with an adequate width to serve police, lifeguard, and paramedic service.

Response to Comment 152:

Please see response to comment 144 above.

Response to Comment 153:

E&D will review and approve the ultimate design for the Fiesta Island causeway in accordance with all codes and applicable standards and in cooperation with other City Departments.

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

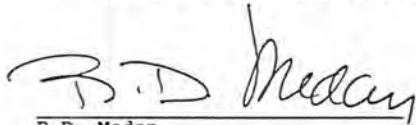
Response to Comment 154:

Adequate emergency access provisions to these areas will be maintained. If parking is relocated out of Bahia Point, adequate fire and emergency vehicle access will remain per City standards.

Response to Comment 155:

A second access point into the Island opposite the Visitors Information Center was investigated, but was not considered feasible. This access would impact the boating area in North Pacific Passage, would impact the habitat preserve in the northern part of Fiesta Island, and would add construction and operation costs.

3. INGRAHAM STREET BRIDGE
- 156 Investigate the possibility of re-stripping the bridges to provide an EVA lane.
4. MISSION BOULEVARD
- 157 Clear the raised center median of all above ground obstructions (signs, etc.) to provide an EVA lane. Where a raised center median does not exist, require the median to be painted as an EVA lane.
5. In summary, the Fire Department must review and approve any project, plan and/or permit to assure adequate EVA for Public Services with respect to any addition, deletion, or change within the Park Master Plan area.
- 158



R.D. Medan  
Deputy Fire Marshal

cc: Deborah Sharpe

**RESPONSE TO COMMENT LETTER RECEIVED FROM CITY OF SAN DIEGO FIRE DEPARTMENT, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 156:

Comment noted. The Parks and Recreation Department will request E&D to review this recommendation.

Response to Comment 157:

Mission Boulevard is not within Mission Bay Park. Therefore, this comment is beyond the scope of the Mission Bay Park Master Plan Update and this EIR.

Response to Comment 158:

Comment noted. The Final EIR has been revised to reflect this comment.



Isabelle Kay  
2365 Newcastle Avenue  
Cardiff, California 92007

April 2, 1994

CITY PLANNING

APR 2 1994  
RECEIVED

Lawrence Monserrate  
Environmental Analysis Section  
Planning Department  
Development and Environmental Planning Division  
202 C St., Mail Station 4C  
San Diego, California 92101

re: DEP No. 91-0898: Mission Bay Master Plan Update DRAFT ENVIRONMENTAL IMPACT REPORT, released on February 22, 1994.

Dear Mr. Montserrate:

The Marsh Committee of the San Diego Wetlands Advisory Board has reviewed the above Draft Environmental Impact Report and has the following comments. It is anticipated that the Board itself will issue a similar letter following its next meeting.

- 159 We strongly support the stated goal of increasing the passive recreation value of Mission Bay Park by providing more and better wildlife habitat, and by providing facilities which will allow visitors to enjoy that habitat.
- 160 We support in principle the Habitat Restoration alternative. However, it is not apparent that a genuine attempt was made to consider the alternative that is best for the environmental health of the Bay and long-term sustainability of the Bay's ecosystems. Considering the incredibly destructive treatment of Mission Bay and San Diego Bay wetlands that occurred in the last 40 years or so, and that there is a national policy to expand existing wetlands significantly by restoring 10 million acres nationwide, this should be given very high priority in a long-range plan, and every opportunity should be taken to restore filled areas in and around Mission Bay to intertidal habitat and supporting ecosystems.
- 161 Even the Northern Habitat Restoration Alternative fails to consider removing RV camping and a large hotel from the NE corner of the Bay. This is still a piecemeal approach, based, it seems on the argument that RVs would be unattractive on Fiesta Island. Why wouldn't they be unattractive next to a salt marsh, where they would be far more out of place?! Besides, RVs are envisioned on Fiesta Island during "special event" parking. Furthermore, since overnight RV camping is certainly a regional and not a local

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO WETLANDS ADVISORY BOARD, SIGNED BY ISABELLE KAY, CHAIR, MARSH COMMITTEE, DATED APRIL 2, 1994.

Response to Comment 159:

Comment noted.

Response to Comment 160:

Please see response to comment 81.

Response to Comment 161:

Please see response to comment 81.

Two other alternate locations were considered for RV camping: on Fiesta Island, and on the 16.5-acre "best-use" commercial parcel in South Shores.

On Fiesta Island:

The 35 acres necessary for an equivalent RV camping facility (excluding the boat storage and tent camping areas) can only fit in the area immediately to the west of the proposed Over-the-Line sand arena. This area is highly visible and the recreation vehicles would dominate the landscape. This area of Fiesta Island is intended to be open, rustic, and vegetated with coastal plant communities for the benefit of hikers, bikers, joggers, and others who want to recreate in something akin to the natural shore as opposed to a manicured park. This site would also preclude a boating concession such as Campland currently has.

The only other area available on Fiesta Island would be the youth camping site together with the proposed primitive tent camping. These two facilities would have to be relocated, and a boating concession serving the RV Campers would be precluded. The De Anza SSA could be a potential relocation site, but this area is more heavily impacted by freeway noise and it would be adjacent to the golf course. These conditions are not conducive to a primitive camping experience.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
WETLANDS ADVISORY BOARD, SIGNED BY ISABELLE KAY, CHAIR,  
MARSH COMMITTEE, DATED APRIL 2, 1994.**

Response to Comment 161 (Continued):

On South Shores:

It would be consistent with the Draft Master Plan Update to place RV camping on the proposed 16.5 commercial parcel. This site, however, is about half as large as the area proposed under the "Low Intensity" option for the De Anza Special Study Area, which constitutes a potential loss of about 200 to 250 RV Campers in the Park. The South Shores site would also require RV Camping visitors to cross or walk through a major boat launching area to get to a beach and parkland, and would have no direct access to a boating concession.

- residential or a habitat oriented use, it appears only logical that they should be located as part of the regional recreational element, i.e. on Fiesta Island, or along South Shores. It is also not clear where the additional 163 acres of wetland would actually be created if only 86 acres are to be created at the mouth of Rose Creek. (See page 7-2 of the EIR: 309 acre total - 60 acre existing in the NWP - 86 acre to be created at Rose Creek.) It also makes more sense to use the remainder of the De Anza SSA for wetland habitat creation rather than to expand by that amount into the open waters of the Bay.
- 162 Existing and restored/expanded wetlands are valuable as a local and regional scale recreational resource. Therefore the concept that the Habitat Restoration alternative would result in a loss of regional recreation value is invalid.
- 163 The maximal expansion of habitat around the San Diego River floodway should certainly serve to improve the functioning and longevity of that area as wildlife habitat. It is not clear, however, why active recreation is favored on the tip of Mariner's Point, rather than expanding the existing highly productive Least Tern nesting area on Mariner's Point itself.
- 164 It is very clear that the EIR responds to the letter of the existing law in attempts to minimize impacts to eelgrass habitat and least tern nesting habitat. However, it is less clear that adequate and equal thought was given to protecting other habitats that are equally sensitive and threatened. For example, while construction and dredging activities seek to avoid impacts to these Big Two, there is no consideration of impacts to non-eelgrass benthic habitats, including mudflats and intertidal areas, including salt marshes and beaches, which are equally, if not more, sensitive to deposition of foreign particulate matter. For example, the habitat quality of the lower Northern Wildlife Preserve continues to deteriorate rapidly with the washout of sand from the augmented sand beach and the designated least tern nesting area just to the south on Crown Point Shores.
- 165 It is understood that actions have occurred that would recommend that the De Anza Boat Ramp remain in place and in public use. The north-east section of the park is labeled the habitat area. The continued use of the De Anza Boat Ramp will reduce the passive recreation capability of this section of the park, directly reduce the wildlife support value of the area due to additional disturbance, and cause shoreline erosion which will indirectly reduce the wildlife support value.

More specific comments refer to page numbers in the EIR:

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO WETLANDS ADVISORY BOARD, DATED APRIL 2, 1994 (CONTINUED).**

Response to Comment 162:

Wetlands creation under the Northern Habitat Restoration Alternative would occur in the following areas of the Bay: Crown Point Shores, De Anza SSA, North Pacific Passage, Northern Wildlife Preserve, Tecolote Creek, North Fiesta Island, and South Shores. Also, please see response to comment 81.

Response to Comment 163:

Regional recreation, as defined in the Master Plan Update, is a land use category that includes parkland and beaches and associated open water areas. Habitat recreation is another land use category that includes marshes and other native areas with plants and associated water. (Please see Figure 3-1)

Response to Comment 164:

All but the southern tip of Mariner's Point is currently used and is planned to continue to be used for the Over-the-Line tournament. If the O/L organizers agreed to manage the event strictly in the planned Fiesta Island facility, a greater portion of Mariner's Point could revert to a least tern breeding area. Please see response to comment 91.

Response to Comment 165:

It is not possible to accurately predict the impact that dredging may have without very specific information including but not limited to the area to be dredged, the composition of the sediments in the vicinity of the dredging project, dredging schedule, and amount of dredging proposed. None of this information is available at this time. Site specific environmental review of future dredging projects will be required and potential impacts to benthic habitats and intertidal habitats will be addressed at that time. Loss of salt marshes and mud flats, either directly or indirectly, as a result of dredging would be significant, if not mitigated. The proposed Master Plan Update likely provides adequate

**RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
WETLANDS ADVISORY BOARD, DATED APRIL 2, 1994 (CONTINUED).**

Response to Comment 165 (Continued)

creation of salt marshes and Master Plan Update likely provides adequate creation of salt marshes and mud flats to mitigate indirect impacts from dredging; however, particularly in the area of the NWP, it would be environmentally superior to avoid impacts to an established wetland.

The Master Plan Update would help to reduce impacts to the Northern Wildlife Preserve by creating new marsh areas adjacent to and offshore of the existing marsh areas. The offshore areas would be filled to the proper elevation. The resulting constructed wetland would help to buffer the NWP from the erosion forces of waves.

Response to Comment 166:

Please see response to comment 24.

- 167 p. S-7: The low quality salt panne habitat referred to here appears to be the fill area immediately south of the NWP marsh, which is actually designated least tern nesting area on Crown Point. Please clarify this text.
- 168 Discussion of impacts from Shoreline Stabilization and Restoration Plan are limited largely to those on eelgrass and least terns. Impacts of other shoreline stabilization projects need to be discussed. We recommend that the environmental impacts of each treatment type receive rigorous analysis along the lines of the coarse grain sand field tests. Note that upon critical analysis, that method was found to be too detrimental for implementation.
- 169 Page S-7: We applaud the approach to require replacement least tern nesting habitat be functional prior to abandoning existing nesting areas. However, the level of reproduction at the new comparable sites should be at least as good as that of the previous sites before the existing site is abandoned. What is the replacement ratio for new to existing least tern nesting habitat?
- 170 The loss of isolated intertidal habitat resulting from the removal of East Ski Island, should be listed as a Biological Resource Impact in the text following page S-7, and should be mitigated. The fact that this project mitigates the loss of Eelgrass elsewhere does not compensate for the loss of this heavily used intertidal area. This might be done by isolating the northern portion of Fiesta Island from recreational activity altogether, as suggested in the Northern Habitat Restoration Alternative. The loss of the intertidal habitat of East Ski Island could also be mitigated by forming one or more nearshore islands near the mouth of Rose Creek as part of the wetland complex to be restored on the Campland site.
- 171 Page S-14: Seriously consider expanding the Mariner's Point Least Tern nesting site, which is an established, successful breeding area. This area is currently used for regional-scale Special Use activities. The Special Use activities are to be relocated to Fiesta Island in the "Parks within a park" concept. That shift will leave additional refuge area and a fenced buffer area available on Mariners Point.

Sincerely

*James O. Reyl* for  
Isabelle Kay  
Chair, Marsh Committee  
San Diego Wetlands Advisory  
Board

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO  
WETLANDS ADVISORY BOARD, DATED APRIL 2, 1994 (CONTINUED).

Response to Comment 167:

Comment noted. This text has been clarified in this Final EIR.

Response to Comment 168:

Comment noted. Prior to implementation of the Shoreline Stabilization and Restoration Plan, site specific environmental review would be required.

Response to Comment 169:

The proposed replacement ratio is 1:1. Please see response to comment 90.

Response to Comment 170:

Please see the response to comment 88.

Response to Comment 171:

Please see response to comments 90 and 91.

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April 7, 1994

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RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN, WILKINS & McMAHON, SIGNED BY JAMES R. DAWE, DATED APRIL 7, 1994.

Response to Comment 172:

This comment reflects the opinion of the commentor. The following responses to the individual comments in this letter refute this opinion.

Response to Comment 173:

This comment does not address the adequacy or accuracy of the Draft EIR. Therefore, no response is required. However, in a managerial response to the comment, the City believes that to implement the proposed Master Plan Update, the City will pursue renegotiating existing leases, waiting until existing leases expire, or terminating leases and compensating the lessee as appropriate.

City of San Diego  
Planning Department  
Development and Environmental Planning  
Division  
202 "C" Street, Mail Station 4C  
San Diego, California 92101

HAND-DELIVERED

Attention: Mr. Keith Greer  
Environmental Analyst

Re: Mission Bay Park Master Plan Update  
Comments to Draft Environmental Impact Report  
DEP No. 91-0898  
Our File No. 1897.41291

Gentlemen:

Our firm represents the De Anza Group ("De Anza") in connection with the above-referenced matter.

- 172 We appreciate the opportunity to comment on the Draft Environmental Impact Report for the Mission Bay Park Master Plan Update ("DEIR"). As currently drafted, the DEIR is inadequate and should not be certified as being in compliance with the California Environmental Quality Act ("CEQA").

Background

Members of the De Anza Group are lessees under the leases with the City for the De Anza Harbor Resort area and the Campland area.

- 173 The DEIR describes a proposed project which would convert our clients' commercial leasehold areas, in significant part, to "habitat recreation" uses. The proposed project would convert a significant portion of existing fully developed commercial leasehold areas into wetlands, which is inconsistent with our clients' rights under their respective leases.

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Attention: Mr. Keith Greer  
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Discussion

- 174 1. The DEIR fails to provide an objective and/or complete analysis of the potential impacts of the proposed project.

The DEIR is, in essence, an advocacy piece which advocates the transfer to the De Anza leasehold areas of the current recommendation under the 1990 Natural Resource Management Plan ("NRMP") to convert approximately 110 acres of sludge beds to a new wetlands preserve. Throughout the DEIR, there are statements made that the conversion of the De Anza leasehold area to marshland is the key to having an environmentally sensitive plan. There are also statements that the reduction of the De Anza leaseholds is the only way to retain or reduce the commercial acreage within the Mission Bay Park Master Plan. These statements are misleading. Under any scenario presented in the DEIR, the commercial acreage in the De Anza leasehold area is proposed for reduction. The DEIR ignores the other proposed increases in commercial leasehold acreage and "blames" De Anza for any variation in the amount of commercial leasehold area within Mission Bay Park. (Please see DEIR pages 4.A-24-25.)

- 175 2. The DEIR contains confusing discussions of the so-called "50% increase in regional parkland."

One of the purported benefits of the proposed Mission Bay Park Master Plan Update ("Plan Update") is to "increase" the amount of regional parkland. There is inadequate description of what is meant by such a claim. Is the increase due to the "development" of Fiesta Island and South Shores? Please note that the 1978 Master Plan already calls for development of many of the same uses for these areas as are designated in the proposed Plan Update. (Please see 1978 Master Plan pages 92-97.) The DEIR should include a "plan-to-plan" analysis. Such an analysis, we believe, would be contradictory to the conclusions reached in the DEIR that the "No Project" alternative would not provide an increase in regional parkland uses.

- 176 3. The DEIR contains an inadequate description of the relationship between the proposed Plan Update and the recently adopted NRMP.

The NRMP discusses the provision of approximately 110 acres of marshland on the site currently used for sludge beds. This is not clearly described in the DEIR. (Please see DEIR page 4.A-12.)

RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN, WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 174:

Campland and portions of the De Anza Harbor Resort were identified for potential development as marsh areas because of the presence of the NWP, an existing productive marsh system, and Rose Canyon Creek, a natural source of nutrients. No other large parcel has these marsh building blocks. Please see page 4.C-33 for a description of the benefits of developing a marsh at the Campland and De Anza harbor Resort locations. Also, please see comments from the San Diego Audubon Society, Citizens Coordinate for Century 3, the San Diego Wetlands Advisory Board, and the Pacific Estuarine Research Laboratory regarding the appropriateness of choosing the Campland and De Anza Harbor Resort parcels as potential marshes.

Table 3-3 in the Draft and Final EIR shows the proposed change in lease areas by parcel. Commercial development within the De Anza SSA under the proposed Master Plan Update would range from 35 acres to 60 acres. The Dana Inn SSA would add up to 2.5 acres of commercial lease area. All other commercial parcels would be a fixed size as described in the EIR and Master Plan Update. Therefore, the range of development within the Park is primarily dependent on the final configuration of the De Anza SSA.

Response to Comment 175:

The Draft EIR does address plan to plan changes, primarily in Section 4.A. The 1978 *Mission Bay Park Master Plan For Land and Water Use* (Master Plan) identifies many of the areas on Fiesta Island, which are proposed for development as Regional Parkland by the proposed Master Plan Update, as Park and Shoreline. Park and Shoreline as described in the 1978 Master Plan for Fiesta Island is "...an area maintained in a natural or primitive state, with minimal landscaping. Minimal turfing shall be used, and trees and shrubs shall be planted to enhance the Island aesthetics, to provide shade, and to separate various activities." This is not Regional Parkland as described by the Master Plan Update. The Master Plan Update proposes to turf these areas for use as developed regional parkland. Therefore, the proposed Master Plan Update would increase developed regional parkland by 50 percent as stated. The 1978 Master Plan designation of these areas as Park and Shoreline has been clarified in this Final EIR.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 176:

Figure 4.C-8 shows the existing conditions and the proposed changes to biological habitat associated with the Mission Bay Park Natural Resource Management Plan. This is also described on page 4.C-33. The Draft EIR, page 4.A-12, item 1) under the Mission Bay Park Natural Resource Management Plan, clearly describes the proposed movement of the marsh creation site from the southern peninsula of Fiesta Island to the areas immediately adjacent to the NWP. This same text appears in Section 3.D, under the heading The Natural Resources Management Plan (DEIR page 3-22). The area adjacent to the NWP to be turned into marsh is clearly shown on Figures 3-7, 3-8, 3-9, 4.a-5 to 4.A-7, 4.B-3, and many other graphics in the EIR.

Please see response to comment 1. The aspects of the NRMP that are mitigation for other projects are not substantially changed by the proposed Master Plan Update. The proposed conversion to marsh of the De Anza leasehold areas is not intended to be mitigation for any past or present project. Rather, a mitigation bank will be established as described on Page 3-25 of the Draft EIR under the heading Mitigation Banking. The mitigation banking potential under the NRMP and the proposed Master Plan Update are shown on Table 3-5.



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Nor does the DEIR describe clearly what agencies have reviewed and/or approved the NRMP and what any such approval entails. For example, is the City obtaining any credit for mitigation by implementing the NRMP? Also, is the conversion to marsh of the De Anza leasehold areas intended to be mitigation for other projects? If so, what projects?

177 4. The DEIR contains inconsistent and inadequate descriptions of the effect of the proposed marshland on water quality.

The DEIR states in some parts that the proposed marshland will improve water quality. Other parts of the DEIR state that it is unknown whether the anticipated improvement in water quality will result from construction of a marsh. (Please see DEIR pages S-20, 4.C-35, 4.D-15 and 5-1.) The DEIR also makes assumptions that the marsh at the mouth of Rose Creek can be successfully constructed, maintained and used as a water quality filtration system. This conclusion fails to address contradicting opinions which suggest the marsh may not be sustainable, let alone a successful water quality filtration system. (Please see letter dated May 29, 1991, to Caltrans from Joy Zedler (Attachment "A") and letter dated September 8, 1992, to Mission Bay Planners from Rick Engineering Company (Attachment "B")). An additional major deficiency in the DEIR is the failure to describe with the required specificity what upstream improvements would be required to have any significant improvement on water quality.

178 The DEIR also recommends putting a channel through De Anza Point and possibly through Fiesta Island to improve water quality but fails to discuss adequately those portions of the Water Quality Control Study for Mission Bay Park (1983), which, we understand, concluded that a channel through Fiesta Island would not improve overall water quality and would actually result in poorer water quality in the eastern portions of the bay.

179 5. The DEIR fails to describe adequately the potential growth inducing impacts of eliminating portions of the De Anza leaseholds as commercial leasehold areas.

San Diego Charter Section 55.1 provides for a maximum of 25% of the Mission Bay Park Plan area as commercial lease area. By removing the commercial lease designation on portions of the De Anza leasehold area, there is the potential for additional pressure to develop other areas as commercial lease areas -- particularly in light of the City's growing need for revenue (including to cure the massive deficit described in the proposed Plan Update).

RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN, WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 177:

The four pages referenced by this comment provide consistent discussion of water quality. As described on page 4.D-15, "The construction of the proposed marshes in Mission Bay Park would not solve the water quality problems in the Bay. Rather, these marshes would be an important component of an overall water shed management program that identifies sources of pollution, reduces pollution discharges, and maximizes pollution removal along the flow path."

Dr. Joy Zedler already commented before the Mission Bay Planners that her letter (Attachment "A" to the comment letter) does not apply to the proposed restoration of wetlands under the Master Plan Update, because it is very important that we restore coastal wetlands at every opportunity to make up for coastal wetlands that have already been lost. Also, please see Dr. Zedler's EIR comment letter (comments 192 to 201).

The Rick Engineering letter (Attachment "B") addresses an on-line marsh system (i.e., a marsh system where all water from Rose Canyon Creek would pass over the marsh). The proposed Master Plan Update calls for an off-line marsh system that would treat only a certain amount of storm water runoff. Storm water would be diverted to the proposed marsh until capacity is reached. Then the excess storm water would continue through the extended Rose Creek Channel and into Mission Bay. Therefore, Rick Engineering's comments do not apply to the proposed marsh.

At this time, no upstream improvements have been identified as necessary. Future specific design and hydraulic studies, as well as environmental review, will be required prior to construction of the proposed salt marsh.

Response to Comment 178:

The Water Quality Control Study for Mission Bay Park was based on computer modeling and not a physical model. Based on the physical model of Mission Bay, described in EIR Appendix F-3, improvement in water quality may result from these channel cuts. More detailed studies are necessary, but appear to be warranted.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 179:

Growth inducement is addressed in Section 6-K of this EIR. The Master Plan Update establishes the maximum practical amount of dedicated leases in the Park at 22.6 percent of the land area. This is a slight increase in the percent of dedicated leases currently within the Park, but is less than the 25 percent allowed by the City Charter. The proposed Master Plan Update is not growth inducing in that it would limit growth to an amount that is less than the maximum permitted by City Charter. The public's needs for commercial services and the City's needs for revenue would be met by intensifying existing leases.

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RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
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Response to Comment 180:

The 1978 Master Plan states as follows: "This area is designated as Guest Housing and Park and Shoreline. Upon expiration of the lease, the designation should be changed to Park and Shoreline unless a viable alternative proposal has been presented to modify the existing development and provide greater public access to the De Anza Shoreline. It is the intent of this Plan that the shoreline be made available for public use at the earliest possible opportunity." The proposed land use in the De Anza SSA is in conformance with the 1978 Master Plan. Therefore, the proposed Master Plan Update is in conformance with the Kapiloff Bill.

Response to Comment 181:

The Mission Bay Park Master Plan has a twenty year planning horizon; however, that does not mean that the proposals included in this Master Plan Update must be implemented within 20 years. The text in this Final EIR has been revised to reflect that not all leases are due to expire within the 20-year planning horizon.

The Draft Master Plan Update reflects the public consensus regarding the placement of new wetland habitat in the Campland area. The benefits of this proposal are discussed in the Executive Summary of the Draft Master Plan Update. Campland's lease expiration was fully discussed during the planning and public review process leading to the approval of the Plan by the Mission Bay Planners, the Facilities Committee, the Park and Recreation Board, and the Wetland Advisory Committee. During this process, no public support was voiced for retaining Campland in its present location or for designating the site as a commercial lease area. Placing a guest housing facility on Campland would further delay or possibly preempt the long term use of this site as a wetland area.

180 6. The DEIR mischaracterizes the so-called Kapiloff Bill (AB 447).

The Kapiloff Bill (AB 447) dealt with the continued use of De Anza's Harbor Resort leasehold area. The DEIR mischaracterizes the Kapiloff Bill in several respects. For example, in the Executive Summary, there is a statement that the "proposed Master Plan Update would also be consistent with AB 447." In fact, AB 447 expressly states that the De Anza Resort leasehold property "shall be developed [after November 23, 2003] for park and recreation purposes consistent with the Master Plan for Mission Bay Park as in effect on August 11, 1981."

The Master Plan in effect on August 11, 1981, was the 1978 Master Plan. The 1978 Master Plan designates the De Anza leasehold areas as "guest housing" with appropriate provision for increased public access to the shoreline. The proposed Plan Update is inconsistent with the 1978 Master Plan. The proposed Plan Update, therefore, is inconsistent with state law.

181 7. The DEIR fails to describe adequately the infeasibility of development of the Campland lease area as a marsh in light of the existing lease.

The Campland lease does not expire until the year 2017. The DEIR discusses the development of the marsh as if it were imminent. This is misleading to the decisionmaker. Unless the City is willing to condemn the property (or reaches mutual agreement with the lessee), the property will not be available for conversion to marsh, at the earliest, until after the horizon year of the proposed Plan Update. The failure to state expressly that the Campland lease is beyond the horizon year for the proposed Plan Update creates confusion in a number of places within the DEIR - for example, see DEIR pages 3-14, 3-15, 3-19, 4.A-9, 4.B-8, and Figure 4.A-4. (See also DEIR page 5-1, stating that "all current leases are due to expire within the [20-year] planning horizon of the Master Plan Update.")

182 The DEIR also fails to reflect the existing Campland beach on Figure 4.B-5, which depicts "existing and proposed public swimming areas."

183 Also, please note that, according to our client, the calculation of acreage for the Campland lease should be approximately 42 acres of upland lease area and approximately 6 acres of water lease area.

**RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).**

Response to Comment 182:

The Mission Bay Park Regulations, which are presented in Appendix F of the Master Plan Update, do not include a swimming area at Campland. The beach area at Campland would be dredged and used to restore marsh areas within the Park. The water area immediately offshore of the beach at Campland would be filled to restore marsh areas within the Park. The proposed commercial lease within the De Anza SSA would include RV overnight camping and would have beach access to De Anza Cove.

Response to Comment 183:

Comment noted. The Campland lease is comprised of land that is both in and out of Mission Bay Park. Approximately 24 acres are within the Park boundaries. The remaining Approximately 18 acres are not in Mission Bay Park.

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RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
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Response to Comment 184:

In preparing the Draft EIR, it was determined that the impact to ten acres of least tern habitat associated with the Draft Master Plan Update was not mitigated, because the mitigation site proposed by the Draft Master Plan Update on Northern Fiesta Island was already to be used to mitigate salt pan habitat impacts from the development of South Shores. The island at the end of De Anza Point was identified as a potential mitigation site and included as the mitigation site in the Draft EIR. Subsequent to that work, it was determined that land uses on the northern portion of Fiesta Island could be rearranged to provide the necessary ten acres of least tern habitat. This is reflected in the Final EIR and Final Master Plan Update. Impacts to least terns would be mitigated to below a level of significance.

Response to Comment 185:

The majority of the proposed salt marsh would be west of Rose Creek; however, portions would also be constructed east of Rose Creek, (Please see Figures 4.A-5 to 4.A-7). The referenced text has been revised in this Final EIR.

Response to Comment 186:

Please see response to comment 179.

Response to Comment 187:

Not all of the storm water that flows in Rose Canyon Creek would be treated by the marsh that would be constructed at the mouth of Rose Canyon Creek, and operated to improve water quality. The marsh would be effective at improving the quality of water that passes through the contained marsh system after a detention time of approximately 20 hours with or without upstream controls. At this time, no upstream improvements have been identified as necessary. This information is clearly stated in this EIR.

184 8. The DEIR inappropriately designates a portion of the Harbor Resort lease as a potential least tern habitat.

Apparently, after the Mission Bay Planners had concluded their discussion of the proposed Plan Update, there were secret discussions and unilateral decisions regarding designating a portion of De Anza Point as a least tern habitat site. At the March 1, 1994, meeting of the Mission Bay Planners, the Mission Bay Planners correctly recommended that such a designation was inappropriate and inconsistent with the Mission Bay Planners' recommended proposed Plan Update. All references in the DEIR to the use of the De Anza Point as a least tern habitat, therefore, should be eliminated.

185 9. The DEIR should be corrected to refer to the addition of salt marsh west of Rose Creek.

On page 4.A-14 of the DEIR, the third sentence should read as follows:

"However, the proposed Master Plan Update's addition of salt marsh habitat (to be located ~~east~~ west of Rose Creek) likely would be of greater value to wildlife than an equal amount of salt marsh habitat on the southwest side of Fiesta Island . . . ."

On page 4.C-33 of the DEIR, the last sentence on the page should read as follows:

"However, the Master Plan Update's proposed addition of salt marsh habitat ~~east~~ west of Rose Creek would result in the creation of salt marsh habitat with greater functions and values to wildlife and water quality than an equal amount of salt marsh habitat created on the southwest side of Fiesta Island . . . ."

10. The DEIR does not respond to our comments submitted in response to the Notice of Preparation.

186 On April 19, 1993, we provided the City with a response to the Notice of Preparation. (A copy our letter is attached as Attachment "C".) We requested an analysis of the potential growth-inducing impacts of reducing the De Anza commercial leasehold areas. The DEIR does not address this request. We requested a specific discussion of the upstream facilities that would be required to make the marsh effective as a water quality improvement

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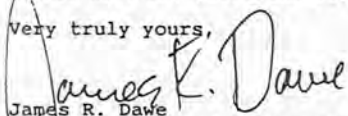
188 system. This request was not honored. We requested that the "No  
Project" alternative include a discussion of development "in  
accordance with the existing Mission Bay Master Plan." This  
request was not honored. The decisionmaker should have available  
189 a graphic depiction of all proposed land use changes. Such a  
depiction would make it clear, we believe, that many of the claimed  
benefits of the proposed Plan Update would be achievable through  
the implementation of the 1978 Master Plan. For example, contrary  
to the description in the DEIR, the continued development of  
Mission Bay Park pursuant to existing planning documents would  
result in development of South Shores and Fiesta Island  
substantially in conformance with recommendations in the proposed  
Plan Update and would, therefore, result in a significant increase  
in regional parkland.

Conclusion

190 De Anza has no position with regard to the intensification of use  
of the other commercial leasehold areas. De Anza, however, objects  
to the mischaracterization of the De Anza leasehold areas as the  
cause for any proposed variation in commercial leasehold areas.  
191 The DEIR currently is not adequate. We request that we be given  
an adequate opportunity to review any revisions made to the DEIR  
and Final EIR.

If you have any questions regarding this letter, please contact me.

Very truly yours,

  
James R. Dawe  
SELTZER CAPLAN WILKINS & MCMAHON  
A Professional Corporation

JRD:pb

cc: De Anza Group  
Management Assistant John C. Leppert  
Property Department Director James Spotts  
Principal Planner Lawrence C. Monserrate  
Deputy City Attorney Harold O. Valderhaug

RESPONSE TO COMMENT LETTER RECEIVED FROM SELTZER, CAPLAN,  
WILKINS & MCMAHON, DATED APRIL 7, 1994 (CONTINUED).

Response to Comment 188:

The No Project alternative does include development in accordance with  
the 1978 Master Plan and subsequent approved plans including the Sail  
Bay Master Plan, South Shores Master Plan, and the NRMP. Please see  
Section 7.A of this EIR.

Response to Comment 189:

The proposed land use changes are depicted on figures throughout the EIR  
(e.g., Figure 3-2 [Proposed Land Use] 4.A-1 [Existing Land Use map], 4.C-2  
[Existing and Proposed Wetland Habitat], 4.C-3 [Existing Terrestrial  
Habitat and Wildlife Preserve System], 4.C-4 [Proposed Changes in Upland  
Habitats], 4.C-8 [Wildlife Preserve Additions of the Mission Bay Park  
Natural Resource Management Plan], and 7-1 [No Project Alternative]).  
There are many detailed changes proposed, and these are also provided  
throughout the EIR (e.g., Figure 3-3 and 3-4). Also, please see response to  
comment 175.

Response to Comment 190:

Comment noted. Please see response to comment 174.

Response to Comment 191:

Please see response to comment 172.



Pacific Estuarine Research Laboratory  
Biology Department  
San Diego State University  
San Diego, CA 92182-0057

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CITY PLANNING  
MARCH 1994  
RECEIVED

23 March 1994

To: Keith Greer  
Development and Environmental Planning Division  
City of San Diego  
202 C St., Mail Station 4C  
San Diego, CA 92101

From: Joy Zedler, PERL Director and Professor of Biology

Re: DEP No. 91-0898; SCH No. 93041010

192 I have reviewed the Mission Bay Master Plan Update and the Environmental Impact Report. This letter is in strong support of the Northern Habitat Restoration Project Alternative in place of the proposed Master Plan Update.

193 The Northern Habitat Restoration Project Alternative is far superior to the proposed plan because it has substantially higher acreage of restored habitat. The proposed Master Plan Update could result in 10 fewer acres than planned in the already adopted Natural Resource Management Plan (NRMP) for the Bay. I strongly disagree that "higher quality wetland" would compensate for having fewer acres under the high-development alternative for the Special Study Area. At its best (i.e., the low-development alternative), the proposed Master Plan Update would provide 25 more acres of restored wetland than in the NRMP. But The Northern Habitat Restoration Project Alternative would add 24 acres onto that, for a total of 526 acres of habitat. It is this larger acreage that is critical to the success of the Mission Bay Master Plan effort. The Special Study Area that has been set aside at De Anza Cove should have included a maximum-habitat-restoration option. I understood this to be the intent from the public discussions. I was surprised and disappointed to see that "special study" was already constrained by plans for development.

I would like to address the reasons why habitat restoration opportunities must be maximized, and why it is essential to insure restoration of all 59 acres of wetland (the differences between the high development option which has 467 acres of habitat and the Northern Habitat Restoration Project Alternative, which has 526 acres).

194 • The need to restore and increase wetland area has been recognized nationwide. A national forum convened by the Conservation Foundation [1988, protecting America's Wetlands: An Action Agenda] called for an increased wetlands base as part of the long-term goal of improving the quality and quantity of wetlands. The National Academy of Sciences [1992, Restoration of Aquatic Ecosystems.] has called for 10 million acres of wetland restoration by the year 2010. The need for wetland restoration is nowhere greater than in California, which has the Nation's highest rate of wetland loss and the nation's next-to-lowest

RESPONSE TO COMMENT LETTER RECEIVED FROM PACIFIC ESTUARINE RESEARCH LABORATORY, SIGNED BY JOY ZEDLER, PERL DIRECTOR AND PROFESSOR OF BIOLOGY, SAN DIEGO STATE UNIVERSITY, DATED MARCH 23, 1994.

Response to Comment 192:

Comment noted.

Response to Comment 193:

Please see response to comment 81.

The "Low Intensity" option for the De Anza SSA reflects a "maximum" habitat approach for the area as endorsed by the Mission Bay Planners. This option would add about 25 acres of habitat area over and above the recommendations of the Natural Resource Management Plan.

Response to Comment 194:

Comment noted.

proportion of wetlands in the landscape. [Only Nevada has a smaller percentage of wetland area.] California has but 0.49% wetlands, whereas we had an estimated 5% in the 1780's. We have lost the most, we retain the least. A large fraction of our regional loss occurred right in Mission Bay. Mission Bay has lost 93% of its intertidal salt marsh, 91% of its intertidal flats and 57% of its shallow subtidal habitat.

- 195 • There are very few opportunities to replace coastal wetlands in southern California. Nearly every restoration and mitigation project is a habitat conversion project, rather than a net gain or no net loss. One type of disturbed wetland is converted to another, with a claim that the higher "quality" will compensate for resource losses elsewhere. Thus, most mitigation projects result in a net loss of acreage, assuming (as does this EIR) that providing "higher quality" wetlands compensates for fewer acres. Such assumptions have not withstood scientific analysis, at least within 10-year time frames. Hence, there is a great need to convert disturbed uplands to restored wetlands in order to augment wetland habitat. Few such opportunities occur along the coast, and especially where there is consistent tidal action. Mission Bay offers a unique opportunity for shifting disturbed upland to wetland, with high potential for successful wetland restoration.
- 196 • I anticipate a growing need for mitigation sites where disturbed upland can be converted to intertidal wetland. Opportunities under various mitigation requirements or direct private and/or governmental funding are expanding, in light of the recognized link between habitat loss and declining biodiversity. The creation of a new federal agency, the National Biological Survey, calls attention to increasing concerns that we must improve management of natural resources and expand them wherever possible through restoration.
- 197 • I suspect that the demand and economic value of coastal wetland habitat has been underestimated. The lack of adequate information on functional performance of our local wetlands easily leads to assumptions of little value. As urban San Diego grows, the demand for open space will increase. As terrestrial habitats are converted to housing, the demand for natural open space will increase. As functions of our coastal wetlands are explored and documented, the demand for restored tidal wetlands will increase.
- 198 • The extra acres would be part of a larger habitat patch adjacent to the Kendall-Frost Reserve. Large patches of habitat are likely to improve the functional capacity of the Mission Bay Ecosystem more than fragmented or smaller habitat patches. The opportunity to expand this wetland is preferred over allowing further development.
- 199 • The remaining coastal development sites at Mission Bay are poor choices for construction of buildings. Buildings can be placed on inland sites; marine wetlands cannot. There is only one place to restore tidal wetlands and that is adjacent to a tide source. These same tides that sustain salt marshes are potentially damaging to buildings. Global climate change will raise sea levels and increase hazards to structures along the shore.
- 200 • The 24-acre difference in plans (low-development option for the SSA versus the Northern Habitat Restoration Project Alternative is substantial and critical. According to the EIR (P. 7-6) it represents a 13% increase in habitat area. The six-acre loss of commercial leases that the habitat alternative would cause is not considered significant (P. 7-6)). Benefits to water quality are indicated, and reduced traffic impacts are anticipated at Sea World Drive and East Mission Bay Drive (P. 7-6).
- 201 • Relative to Northern Habitat Restoration Project Alternative, the proposed Mission Bay Master Plan Update will have a 24-acre negative impact on the environment. The Northern Habitat Restoration Project Alternative is the most environmentally beneficial alternative and it should be adopted to allow maximum wetland and habitat restoration.

**RESPONSE TO COMMENT LETTER RECEIVED FROM PACIFIC ESTUARINE RESEARCH LABORATORY, DATED MARCH 23, 1994 (CONTINUED).**

Response to Comment 195:

Comment noted; however, there would not be a net loss of existing wetlands under the high intensity development option for the De Anza SSA, only a loss of planned wetlands.

Response to Comment 196:

Comment noted.

Response to Comment 197:

Comment noted.

Response to Comment 198:

Comment noted.

Response to Comment 199:

Comment noted.

Response to Comment 200:

The Northern Habitat Restoration Alternative was not deemed to be environmentally superior because it would not move existing regional recreation uses and current impacts to traffic and parking from Crown Point, it would reduce public access to natural areas and would eliminate the pedestrian and bicycle path around northern Fiesta Island, and would not mitigate traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive.

Response to Comment 201:

Please see response to comment 200.





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29 May 1991

Tim Vasquez, Chief,  
Environmental Analysis Branch  
Caltrans PO Box 85408  
San Diego, CA 92185-5408

Re: Southbound Auxiliary Lane on I-5 near San Diego Lagoon

I believe the proposed project will affect natural resources, topography, endangered species and habitat, floodplains, wetlands, wildlife, and vegetation, and that it will contribute to cumulative regional impacts. The Negative declaration recognizes that there will be adverse impacts but claims that these will be mitigated to a level of insignificance by replacing wetlands at a multiple ratio, establishing environmentally sensitive areas, monitoring endangered species, controlling erosion, reseeding and planting with native plants, roughening the graded slopes to "provide niches for seeds to collect" and having the walls and barriers color- and texture-coordinated. Our long-term research program on coastal wetland functioning and restoration provides substantial evidence that the functions of natural coastal wetlands are not replaced by man-made wetlands, and that damages are not compensated for by creating larger areas than are destroyed.

This opinion is based on a 20-year research program that has sought to understand southern California coastal salt marshes, including the work of many associates and graduate students. The California Sea Grant College funded much of our research and recently published our manual of how to compare the functions of natural and restored wetlands (PERL 1990). Caltrans has also funded our monitoring work on the functioning of the mitigation sites at the Sweetwater Marsh National Wildlife Refuge (NWR). To date, we have compared the marsh islands within the Coanecior Marsh to natural habitats at the Paradise Creek marsh.

The claim that losses can be mitigated to insignificance might be true if man-made wetlands were able to support the desired native species, carry out the functions of natural wetlands and persist in perpetuity. Our studies show that the man-made marsh islands at Sweetwater Marsh NWR and at the Chula Vista Wildlife Reserve (a large dredge spoil island) fail all three tests.

1. Do the man-made marshes support the desired native species? -No.

Tall cordgrass vegetation, needed by clapper rails for nesting and cover, is rare, although short plants are present on all the islands. The Light-footed Clapper Rail, an endangered bird for which these islands were designed, does not use them.

Attachment "A"

Marsh invertebrates, which serve as food for birds and other animals, are not very abundant. The islands studied by Rutherford (1988) had only a third as many of these food items as in the natural reference wetland. Lower invertebrate densities were also found in cordgrass marshes built in North Carolina (Sacco 1989). Predatory insects that control herbivory are too rare. The dredge spoil island failed to attract a native beetle that feeds on scale insects. About four years after the marsh was constructed, the scale insect population grew to pest proportions and substantially damaged the cordgrass. Insect diversity was low overall; Johnson (1991) found only 4 orders of insects on the dredge spoil island, while the natural marsh supported 11 orders. An endangered annual plant, the salt marsh bird's beak is absent except at one small island where we transplanted it. It is unlikely to persist at that site.

In summary, several critical species are not sustained by San Diego Bay's man-made wetlands.

2. Do the man-made marshes function as well as natural wetlands? -No.

Pollination is impaired. The endangered plant is pollinated by small ground-dwelling bees, which live in upland habitats. The man-made islands lack the habitat that supports pollinators. Food chain support appears to be impaired. Rails and other carnivores need invertebrate foods; carnivores are limited by low densities of invertebrate prey; the invertebrates, in turn, may be limited by inadequate plant foods. High-tide refuges are lacking. The paucity of tall plants makes it difficult for bees to escape inundation by high tides. The lack of vegetation on the tops of the man-made islands means there is no cover during high water. The lack of land connections between the man-made islands and uplands, makes it harder for animals to move to high ground. Predator protection for birds is inadequate. The rails need tall cordgrass for protective cover. Short plants expose them to predators, especially at high tide. Nesting habitat is inadequate. Rails build their nests in tall cordgrass, which protects eggs and chicks during high tide. Short vegetation would expose nests, which float as the water rises. Plant growth is impaired. Cordgrass needs more nitrogen to grow tall enough to provide cover at high tide. To supply more nitrogen, the site needs organic substrates, both to release bound nitrogen and to fuel the nitrogen-fixing microbes.

We summarized the shortcomings of the man-made marsh islands at the NWR using 11 data sets that were collected when the site was 4-5 years old. We concluded that the man-made marsh was less than 60% functionally equivalent to the natural reference marsh (PERL 1990).

3. Are these man-made marshes likely to improve and persist? -No.

They can't mature fast enough. A natural marsh accumulates organic, nutrient-rich soils over long periods of time, perhaps centuries. We failed to see an increase in nitrogen status our two-year study (Langis et al. 1991). Similar problems have been documented for salt marshes in North Carolina (Craft 1986, 1988) and Texas (Lindsay and Hoessner 1991). They are not self-maintaining. The large dredge spoil island is held in place by a berm that is eroding; without repairs it won't persist. The smaller islands need to be

fertilized. We can add organic matter and nitrogen to improve plant growth, but we don't know how to make the benefits persist. The flowers of the endangered annual plant need to be pollinated, unless it can produce seeds, the population won't persist. The man-made sites are too easily invaded by exotics. Invasive species, such as Japanese musseels, establish readily on disturbed substrates; they may repel natives and further slow restoration of the native marsh fauna. Rutherford (1989) found 7 times more Japanese musseels at the man-made islands than at the natural marsh. They will succumb to accelerated sea level rise, which will result from global warming. There is no space for these urban salt marshes to migrate inland and, for island marshes, there is no mechanism to maintain them in place. The man-made marshes are too small and too isolated. Island biogeography studies demonstrate that larger, connected habitats support greater biodiversity.

In summary, they are "wetland gardens" that need continual maintenance.

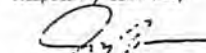
California's wetlands face a biodiversity crisis. The state has lost 91% of its historic wetland acreage (Dahm 1990). Less habitat means fewer species. Dr. E. O. Wilson (1989) of Harvard University predicts that a 90% loss in habitat area would force half the species to extinction. Our research on southern California wetlands shows that we cannot yet compensate for lost wetland habitat.

Obviously, for mitigation to compensate for wetland losses, we must first carry out research on how to accelerate the restoration process, and then develop demonstration projects. Once these are shown to provide the species and functions of natural marshes, and when it is clear that they are self-maintaining, persistent ecosystems, it will be more reasonable to claim that losses are mitigable.

Caltrans has recognized the needs for further study—they recently published a book on Research Needs for Salt Marsh Restoration (Conners 1990). Also, Caltrans staff, especially John Rieger and Pam Beare, have been very responsive to recommendations that have come from our monitoring work and from our experiments to accelerate cordgrass growth at Marisma de Nación. Several of our suggestions for improving conditions at the man-made islands and at Marisma de Nación have been well received and/or implemented. But, restoration is still in the experimental phase.

The problem is that we do not yet have a man-made marsh that replaces natural marsh habitat in species, functions, and ability to persist in perpetuity. If decision-makers continue to permit wetland habitat destruction on the promise that damages can be mitigated, it will only heighten the biodiversity crisis.

Respectfully submitted,

  
Joy B. Zedler, Professor of Biology  
Director of PERL



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FAX (619) 291-4168

RICK ENGINEERING COMPANY

Water Resources Division

September 8, 1992

TO: MISSION BAY PLANNERS

SUBJECT: FEASIBILITY OF A CREATED WETLANDS AT THE OUTLET OF ROSE CREEK INTO MISSION BAY (Job No. 9706A)

I have been contracted by De Anza Bay Resorts to look at the technical feasibility of placing a created wetland at the outlet of Rose Creek into Mission Bay. Much of the information I used for my analysis is based on the paper "Use of Created Wetlands for Stormwater Treatment in Mission Bay, California" by Richard M. Gersberg, Ph.D, San Diego State University. This paper discusses capturing the "first flush" of rainfall runoff or the runoff from about one inch of precipitation. The first flush typically equates to the first inch or so of precipitation which carries 90 percent of the pollution load from a storm event. Treatment of this fraction of runoff will help minimize the water quality effects of stormwater runoff." He goes on to say, "Assuming a 200 cfs (cubic feet per second) flow in Rose Creek, then the hydraulic retention time would be nearly 20 hours, a value which should be sufficient for good suspended solids and coliform removal efficiencies (90 percent). Storm events involving much larger flows than those above would receive lesser treatment due to shortened residence times."

Rose Creek is a 37-square-mile watershed. A peak discharge of 200 cfs in Rose Creek is equivalent to about 0.02 inches per hour of rainfall. When the runoff from this watershed exceeds 0.02 inches per hour, retention time in the wetlands would be reduced and its ability to remove pollutants severely decreased.

Research has shown that the majority of the pollutants from stormwater runoff are contained in that first one inch of rainfall. This one inch of rainfall equates to approximately one-half inch of runoff and a peak discharge of approximately 3,000 cfs in Rose Creek. If a one inch rainfall event occurred in the Rose Creek watershed, the average retention time would be about 1.4 hours, far less than the 20 hours required for stormwater treatment.

This proposed wetland would be an "on-line facility" which means that every drop of runoff from Rose Creek must go through the facility. Research has shown that the first inch of rainfall contains the majority of the pollutants. The rainfall after the first inch has very little pollutant load; therefore, running it through a wetland, as proposed in this design, has little benefit from a water quality standpoint. In fact, it could be a detriment because it can dislodge particles which have settled in more frequent events.

ATTACHMENT "B"

As shown in the City of San Diego's "Best Management Practices to be Considered in Development of an Urban Stormwater Management Plan" document, in constructed wetlands the vegetation should be harvested every one to two years as a safeguard against nutrient saturation, which could result in loss of effectiveness and in disposal problems. This removal of vegetation from the wetlands would be contrary to the environmental intent of the wetlands, will be very expensive, and will be difficult to obtain agency approval for. Along with the maintenance of the plant species themselves to improve their effectiveness for stormwater quality control, the very large sediment load carried by Rose Creek must be considered. Research over a 25-year record has shown that approximately 14,000 cubic yards of sediment per year is deposited in Mission Bay from Rose Creek. If a wetlands could be constructed at the mouth of Rose Creek, the majority of those sediments could be deposited in the wetlands, causing the wetlands to build up and cause a backwater condition which could flood properties upstream. Any proposed wetlands will need a perpetual maintenance program to keep the plant species viable to remove pollutant loads and dredging to keep a channel open to Mission Bay to ensure that upstream properties are not flooded, again this would be contrary to the environmental intent of the wetlands.

The velocity of flow from Rose Creek during a 100-year storm is about 12 fps (feet per second). The soil in Mission Bay is capable of withstanding velocities between two and four fps without eroding. If the constructed wetland is placed at the outlet of Rose Creek, it will have to be protected in the immediate vicinity of the creek from those high erosive velocities. That could be done by the use of rip rap, etc. Planting also has a benefit for erosion control, but can only withstand velocities of four to six fps in the easily eroded bay soil. The need for rock protection is evident by looking at the rock slope protection which currently exists on Rose Creek near the outlet to the bay.

If a wetland is constructed at Rose Creek without adequate slope protection, there will be large scour hole eroded during major storm events. Suspended sediments from erosion will be deposited in Mission Bay and will be very difficult to remove. To protect the wetland and the bay a channel near the outlet of Rose Creek will have to be constructed of rock rip rap or a similar protective material. Vegetation could be planted over this rock rip rap, but it would be subject to erosion during major storm events. In fact, events greater than ten years (a ten percent probability per year) will have velocities in excess of what the channel could withstand without rock slope protection.


As you can see, there are a number of engineering concerns in placing a wetland at the outlet of Rose Creek:


- Unable to retain water for a 20-hour period, this wetland could only accept 0.02 inches of rainfall per hour, an amount that will be exceeded many times during a typical rainy season.
- Long-term maintenance of the plant species and silt removal must be an integral part of the wetland plan to assure its effectiveness for pollutant removal and to ensure that upstream properties are not flooded from this facility. This maintenance of the vegetation will defeat many of the environmental benefits of wetlands, and will be costly and difficult to obtain agency approval for.
- The transition area between Rose Creek and the wetland must be protected from the erosive velocities of Rose Creek.

I hope this summary brings to light some the technical problems with placing a wetland at the outlet of a major stream such as Rose Creek. If the pollution problem in Mission Bay is to be improved, it cannot be through just one small wetland. Upstream controls will have to be implemented to eliminate many of these pollutants at their source. A 100± acre wetland for a 37-square-mile watershed will not be adequate to noticeably improve the water quality of Mission Bay.

Sincerely,

~~RICK ENGINEERING COMPANY~~

  
Dennis C. Bowling, M.S., RCE  
Director, Water Resources Division

  
John P. Fowler, Vice President  
Municipal Facilities Engineering

DCB:kd

cc: Mr. Michael Gelfand, De Anza Group  
Ms. Mindy Scarano, De Anza Group  
Mr. Steve Silverman, Rick Engineering Company

LAW OFFICES

SELTZER CAPLAN WILKINS & McMAHON

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 STEPHEN DOUGLAS POTER  
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 JAMES R. GAYE  
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 ELIZABETH A. SMITH  
 JULIE P. BURCK  
 JOYCE A. HADCOY  
 DEBBIE J. McNEAM  
 FREDERICK J. STOCNER  
 JOHN W. ALBRITTON  
 BRUCE W. FASAN  
 PATRICIA J. HINDLA  
 WHITNEY M. SHALA  
 DONALD A. ENGLISH  
 MICHAEL H. HINLEY  
 JAMES S. POLEY  
 JAMES P. DELPNET  
 PAUL A. HERTSCH  
 KEVIN S. WENZER  
 CRAIG E. EDLUPFER  
 ANDREW W. EDWELL  
 ELINOR T. MERTZ  
 MICHAEL G. WARDI  
 THOMAS P. STEINAK

NEAL P. PANISH  
 JIMMIE PATRICE BROWN  
 WARR W. SLOVEN  
 SCAR T. HARGRAVE  
 YVONNE R. PARDEE  
 MICHAEL J. SHIDER  
 JULIE G. SIMON  
 MICHAEL A. SETYK  
 DAVID S. HINTON  
 SCORRINE JEFFREY  
 SUSAN K. MILLER  
 CYNTHIA L. ELGROD  
 JAMES W. PHILLIPS  
 DANIEL A. ANDREY  
 SUSAN A. VERNER  
 ROY FLISHER  
 CHRISTINA L. BAKER  
 J. SCOTT SCHUMER  
 DAVID J. BUNG  
 ANDREW H. CAPLAN

JEFFREY L. HESON  
 OF COUNSEL  
 ROBERT W. CULVER  
 OF COUNSEL

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APR 1 0 1993

PLANNING DEPT

April 19, 1993

HAND-DELIVERED

City of San Diego  
 Planning Department  
 Development and Environmental Planning  
 Division  
 202 "C" Street, Mail Station 4C  
 San Diego, California 92101

Attention: Mr. Keith Greer  
 Environmental Analyst

Re: Mission Bay Master Plan Update  
 Environmental Impact Report Scope of Work  
 DEP No. 91-0898  
 Response to Notice of Preparation

Gentlemen:

Our firm represents the De Anza Group in connection with the above-referenced matter.

We appreciate the opportunity to comment on the Notice of Preparation of a draft environmental impact report for the Mission Bay Park Master Plan Update.

Background

One member of the De Anza Group, De Anza Harbor, Inc., is the lessee under the lease with the City of San Diego for the De Anza Harbor Resort park. Another member of the De Anza Group, Associated Mobile Estates, is the lessee under the lease with the City of San Diego for the Campland property.

The draft Mission Bay Park Master Plan Update indicates a number of options for our clients' property which could impact or take for

Page 2  
 City of San Diego  
 April 19, 1993

public use (e.g., conversion to marsh) all or a portion of our clients' properties. We are concerned that the City may be attempting to avoid its apparent current responsibility of development of wetlands on the Fiesta Island Sludge Bed site (See page 43 of the Mission Bay Park Natural Resources Management Plan (May 1990)) by instead planning for the development of such marshes on our clients' properties. Our clients have not agreed to the proposed impairment or taking.

Based upon this background, we are requesting certain modifications to the Scope of Work for the proposed Environmental Impact Report.

Requested Modifications to the Scope of Work

1. We request that the following paragraph be added to Paragraph II.A. of the Scope of Work as described in the letter dated March 18, 1993, from Mr. Monserrate to Mr. Lathers:

"The EIR should also describe the location and environmental impact associated with development of additional commercial areas which may be induced, consistent with San Diego City Charter Section 55.1, by the reduction of commercial use on the De Anza Special Study Area."

2. We request that the following paragraph be added to Paragraph II.C. of the Scope of Work as described in the letter dated March 18, 1993, from Mr. Monserrate to Mr. Lathers:

"Discuss the upstream facilities that will be required to make the proposed salt marsh effective as a water quality facility."

3. We request the following modifications be made to Paragraph IV.A., the "No Project" alternative, of the Scope of Work as described in the letter dated March 18, 1993, from Mr. Monserrate to Mr. Lathers as follows:

"A. No Project

This alternative should address retention of the project site in its existing state, and continued management of the Mission Bay ~~without a new Master Plan in accordance with the existing Mission Bay Master Plan.~~

4. We request that the following alternative be added to Paragraph IV of the Scope of Work as described in the letter dated March 18, 1993, from Mr. Monserrate to Mr. Lathers as follows:

ATTACHMENT "C"

Page 3  
City of San Diego  
April 19, 1993

"D. Retention of Commercial Uses in the De Anza Harbor Resort and Campland on the Bay Leasehold Areas and Construction of Wetlands Enhancement Project on Fiesta Island

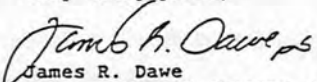
This alternative should address the continued commercial use and possible redevelopment of the De Anza Harbor Resort and Campland on the Bay leasehold areas as permitted under the existing Mission Bay Master Plan and De Anza leases. This alternative also should address the construction of the wetlands enhancement project on the Fiesta Island Sludge Bed site as called for in the Mission Bay Park Natural Resources Management Plan (May, 1990)."

Conclusion

We also request that the City coordinate the preparation of the draft environmental impact report with the preparation of a detailed economic impact analysis to assure the ability of the City Council (as decision-maker) to evaluate the feasibility of the project, proposed mitigation measures and alternatives.

Thank you for the opportunity to comment on the Notice of Preparation. We request that you keep us informed of all modifications to the Scope of Work and continue to have me be on the distribution list for circulation of all environmental documentation.

Very truly yours,

  
James R. Dawe  
SELTZER CAPLAN WILKINS & McMAHON  
A Professional Corporation

JRD:pb

cc: De Anza Group  
Property Department Director James Spotts  
Parks and Recreation Director George Loveland  
Deputy City Attorney Harold O. Valderhaug

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CITY PLANNING

1114

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CIP 415.2  
SRTP 820.8

April 7, 1994

Mr. Lawrence C. Monserrate  
City of San Diego  
Planning Department  
202 C Street, M.S. 4C  
San Diego, CA 92101

Dear Mr. <sup>Lawrence</sup> Monserrate:

Subject: MISSION BAY MASTER PLAN UPDATE

Thank you for the opportunity to comment on the Mission Bay Master Plan Update Draft Environmental Impact Report. We offer the following comments.

- 202 We were disappointed to see that transit was not mentioned in any part of the plan. Transit should have been included in the transportation modeling for traffic analysis. Transit is an important element to the movement of people to, from, and around Mission Bay Park. In March 1991, San Diego Transit Routes 9, 34/34A, 35, and 81, moved approximately 2,200 people per day into and away from the Park (see attached transit map). We do not have more recent passenger counts for the summer months; however, overall ridership for beach- and bay-serving bus routes increases during summertime.
- 203 On page 3-29, there is a proposal to remove parking along East Mission Bay Drive. This should be done only if an exclusive lane for the proposed tram is provided, as stated in the text. The existing dispersed parking allows for a dispersion of traffic, rather than a bunching. The plan does not make clear who would operate or fund the tram, nor is there a proposal for the proposed tram's routing.
- 204 On page 3-30, we would suggest another key linkage improvement, that being to provide improved pedestrian and bicycle connections to the Clairemont Drive and Tecolote Road bridges. These are the only pedestrian connections to the Bay Park and Linda Vista communities that, although adjacent to the Park, are separated by Interstate 5. Additionally, these bridges would be the only pedestrian link to the Park from the planned light rail transit (LRT) stations at Clairemont Drive and Tecolote Road. At the Tecolote Road bridge landing pedestrians and bicyclists have formed an informal foot path by scaling down the hillside to access the Park, rather than follow the circuitous existing sidewalk on the bridge (see attached aerial photograph). The Clairemont Drive bridge landing leads pedestrians to an area of the Park with no sidewalks;

RESPONSE TO COMMENT LETTER RECEIVED FROM METROPOLITAN TRANSIT DEVELOPMENT BOARD, SIGNED BY WILLIAM LIEBERMAN, DIRECTOR OF PLANNING AND OPERATIONS, DATED APRIL 7, 1994.

Response to Comment 202

Please see response to comment 94. The Circulation section of the Draft Master Plan Update will be expanded to include a discussion of the existing transit system and the light-rail stations under study.

Response to Comment 203:

The Parks and Recreation Department is philosophically committed, through the Master Plan Update, to reducing the dependence of the automobile as the primary means of arriving at the Park. Part of the reasoning behind a "bunched" approach to the parking, as underscored by the provision of the overflow lot, is to maximize the future viability and convenience of public transit. A tram system operates most efficiently when riders are concentrated in few locations. This reduces head times and maximizes its operational and economic efficiency. The overflow parking facility will also make it possible for people to walk to the annual Over-the-Line tournament on Fiesta Island, further reducing traffic impacts. The Master Plan Update places regional, high-intensity recreation uses in South Shores and the southern portion of Fiesta Island because of the future availability of transit facilities nearby as well as the closeness of these sites to the local freeway system. This strategy will enhance the viability of bus, shuttle, or tram services to the Park from the planned transit stations.

The Plan already makes the loss of curbside parking on East Mission Bay Drive contingent on the operation of a tram service. However, it is not proposed that the tram travel on dedicated lanes, but rather on the existing park roads, as in Balboa Park.

Response to Comment 204:

The Final Master Plan will be revised to show the recommended paths leading to Clairemont Drive and Tecolote Road.

Member Agencies:  
City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of San Marcos, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and is Regulatory Authority for  Paratransit Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc. and  San Diego & Arizona Eastern Railway Company

pedestrians are forced to walk in the street. Additionally, there is no handicapped access from either bridge to the Park. It would also be appropriate to include a provision in the plan to encourage Caltrans to improve the pedestrian and bicycle facilities on these two bridges, with priority given to handicapped access.

- 205 Figure 3-10 (attached) should be revised to include the existing bicycle lanes leading to Ocean Beach, and those pedestrian/bicycle paths in and around Robb Field. Additionally, Figure 3-10 should indicate that the existing pedestrian/bike path near the Tecolote Road bridge extends south of Tecolote Creek to Fiesta Island Road.
- 206 On page 3-30, the mentioned "Pacific Beach shuttle service," known as the Sun Runner, has been canceled. Thus, reference to this shuttle should be eliminated. Additionally, the mentioned "..., planned Morena Boulevard light-rail trolley station" should be shown for reference, as it is unclear which station this refers to. MTDB has two light rail transit stations planned near Morena Boulevard, as shown on the attached map. The Mission Valley West LRT line is scheduled to open in 1997. San Diego Transit Route 81 will provide a bus connection to Sea World from the Mission Valley West LRT station at Morena Boulevard and Napa Street (known as the Morena/Napa Street Station). The Mid-Coast Line is scheduled for completion in 2001. The Mid-Coast LRT station at Tecolote Road (known as the Tecolote Road Station) would have a direct pedestrian connection to the Tecolote Road bridge.
- 207 It would be beneficial to the Park and to MTDB patrons if the New Park Road, shown on Figure 4.E-5, could have a dedicated bus/tram lane. This would allow Route 81 more direct access to Sea World.
- 208 On page 3-33, some mention of the proposed tram implementation should be mentioned (i.e., who would fund, operate, etc.).
- 209 We support the implementation of the bicycle path around Sail Bay, as this would offer people a safe path for a transportation mode that is an alternative to the automobile. However, on page 4.A-17, it is unclear how the proposed bicycle path around Sail Bay, which the City Council directed not be designed for bicycle use, is not a significant inconsistency in the plan.
- 210 On page 4.E-7, to alleviate some of the traffic congestion at East Mission Bay Drive/Pacific Highway/Sea World Drive, we propose that Sea World, the San Diego Hilton, and/or other major traffic generators, run a shuttle to and from the planned Old Town Transit Center (OTTC). The OTTC is scheduled for completion in 1996. At that time, 11 bus routes, the San Diego Trolley, and commuter rail (the "Coaster," scheduled to begin service by the end of this year) will provide passenger service to the OTTC. By late 1997, the Mission Valley West light rail segment will serve the OTTC. A shuttle from

RESPONSE TO COMMENT LETTER RECEIVED FROM METROPOLITAN  
TRANSIT DEVELOPMENT BOARD, DATED APRIL 7, 1994  
(CONTINUED).

Response to Comment 205:

The Final Master Plan will be revised to show the existing bicycle facilities in the Robb Field Area.

Response to Comment 206:

Comment noted. These changes have been made in the Final Master Plan Update. The reference in this Final EIR to the Sun Runner has been revised per this comment.

Response to Comment 207:

Language will be introduced in the Plan to suggest that the provision of a dedicated bus/tram lane should be considered as part of the development review for the 16.5-acre commercial parcel on South Shores.

Response to Comment 208:

Please see response to comment 146. At this time, the details of how the tram service would be implemented is not known. The City will work with the Metropolitan Transit Development Board to optimize the public transportation opportunities in the Park.

Response to Comment 209:

City Council rescinded the referenced 1977 Council Resolution (Res. #219610/11-2-77) in 1980 (Res. #251913/5-27-80). The 1980 resolution provides for a bicycle path around Sail Bay. The discussion on page 4.A.17 of the Draft EIR has been revised in this Final EIR to correct this oversight.

Response to Comment 210:

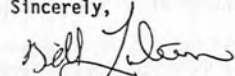
Comment noted.

Mr. Lawrence C. Monserrate  
April 7, 1994  
Page 3

Mission Bay Park could conveniently access the OTTC via Pacific Highway. MTDB has no plans to operate a dedicated shuttle between the OTTC and the Park; however, bus Routes 9, 34, 35 and 81 will serve the Park and the OTTC. Should a private shuttle begin operations in and around the Park (in the manner of the Balboa Park tram), we recommend a connection to the OTTC.

If you have any questions regarding these comments, please call Tony Mendoza of my staff at 557-4514.

Sincerely,



William Lieberman  
Director of Planning and Operations

WL:trm:seg  
L-MBEIR.TRM

Attachments: Mission Bay Bus Routes  
Aerial Photograph  
Figure 3-10  
MTDB Planned LRT Station Locations



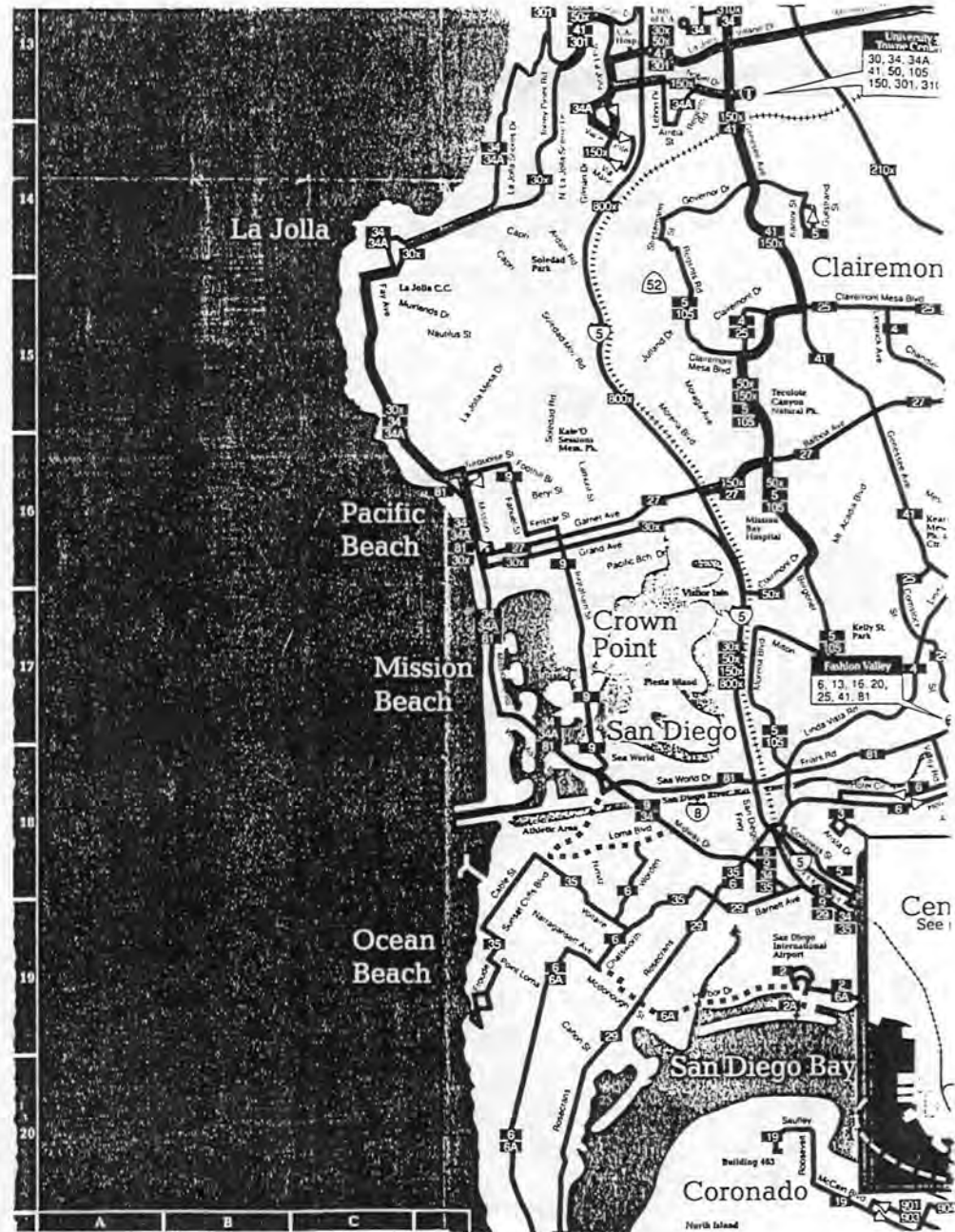


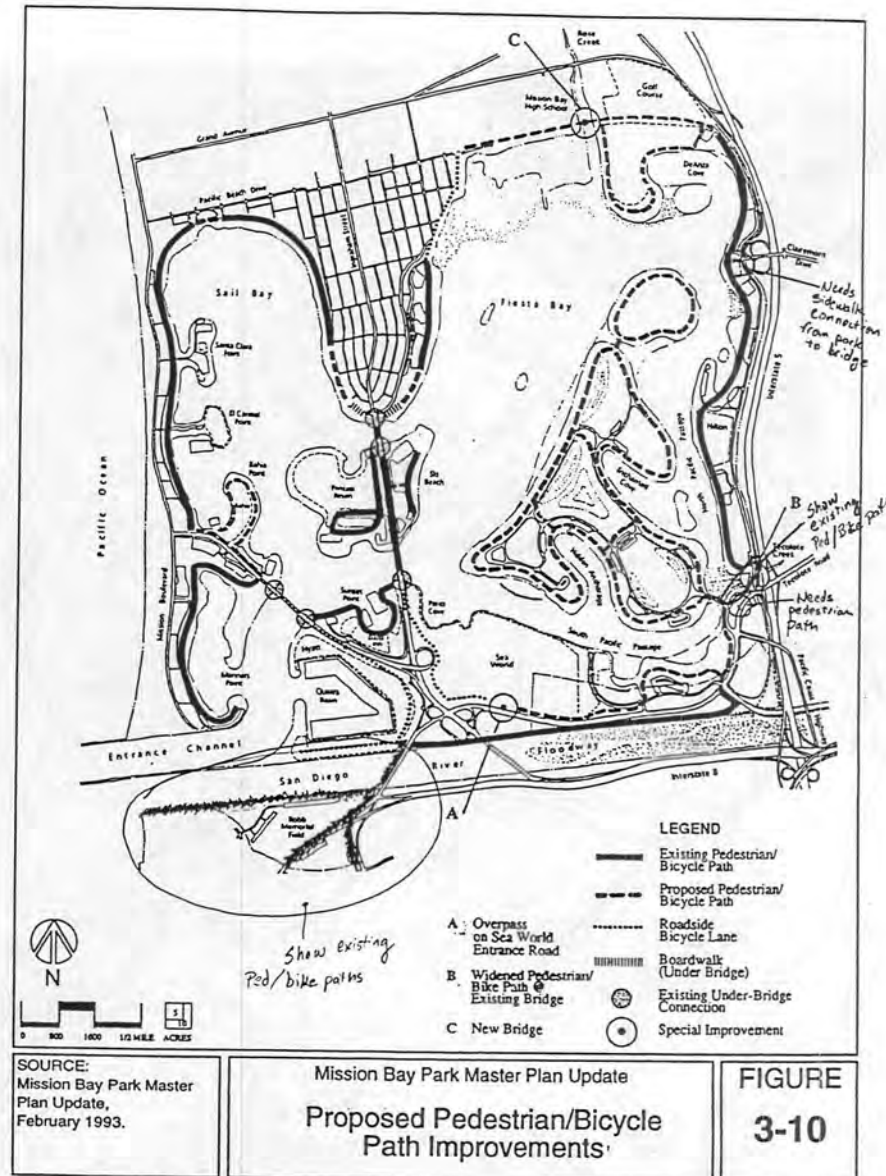
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UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Southwest Region  
501 West Ocean Boulevard, Suite 4200  
Long Beach, California 90802-4213  
TEL (310) 980-4000; FAX (310) 980-4018

April 6, 1994

F/SWO21:RSH

Mr. Lawrence C. Monserrate  
Principal Planner  
Development and Environmental Planning Division  
City of San Diego  
202 "C" Street, Mail Station 4C  
San Diego, CA 92101

RECEIVED

Dear Mr. Monserrate:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the Mission Bay Master Plan Update.

211 We believe the measures described in the DEIR are positive steps towards enhancing the resource values of the Bay. The proposed increases in salt marsh and eelgrass areas both will result in significant improvements to marine resources of concern to our Agency.

While the alternatives addressed in the document are necessarily conceptual in nature, we recommend, as the City continues to further refine these concepts, that every effort be pursued to maximize the areas proposed for restoration. National Marine Fisheries Service Habitat Conservation Division staff are available to provide assistance and input during that process.

Should you have any questions, please contact Mr. Robert Hoffman at (310) 980-4043.

Sincerely,

*for JG Lawson*

Anneka W. Bane  
Acting Regional Director

RESPONSE TO COMMENT LETTER RECEIVED FROM NATIONAL MARINE FISHERIES SERVICE, SIGNED BY ANNEKA W. BANE, ACTING REGIONAL DIRECTOR, DATED APRIL 6, 1994.

Response to Comment 211:

Comment noted.



## DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85406, SAN DIEGO, 92185-5406  
 (619) 688-6424 TDD Number  
 (619) 688-6002



April 6, 1994

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 20.6, 0.3  
 RECEIVED

Mr. Mark Goss  
 State Clearinghouse  
 1400 Tenth Street  
 Sacramento, CA 92814

Dear Mr. Goss:

Draft EIR for the Mission Bay Master Plan Update SCH 93041010

Caltrans District 11 comments are as follows:

- 212 • We understand that as each development takes place, traffic studies will be done and we will have the opportunity to review them. These studies should include impacts to affected State highways and interchanges.
- 213 • The entrance to Sea World has been revised and relocated. It should now be possible to re-analyze the East Mission Bay/Pacific Highway/Sea World Drive intersection.
- 214 • The heading "Air Quality", listed under Chapter VI (Effects Found Not To Be Significant) in the Table of Contents, does not appear in that chapter of the document.

Sincerely,

BILL DILLON, Chief  
 Planning Studies Branch

BD/LS:ce

cc: CRWest  
 SWCraig/Files  
 CThomas/NBernard  
 RHopkins  
 FYazdan  
 ED/PSB  
 KGreer-City of San Diego

RESPONSE TO COMMENT LETTER RECEIVED FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, SIGNED BY BILL DILLON, CHIEF PLANNING STUDIES BRANCH, DATED APRIL 6, 1994.

Response to Comment 212:

Section 4.E-18 of this EIR requires that any specific development projects included within the proposed Master Plan Update would be subject to additional traffic analysis prior to final approval. Normal review procedures will be followed. If appropriate, these studies would include impacts to affected State highways and interchanges.

Response to Comment 213:

A reanalysis of this intersection would not produce results that differ substantially from the results presented in the Draft EIR. Therefore, a reanalysis will not be undertaken at this time.

Response to Comment 214:

Comment noted. This Final EIR has been revised to correct this typographical error.

State of California

Memorandum

To : 1. Resources Agency Project Coordinator Date, April 13, 1994
2. Mr. Keith Greer City of San Diego, Planning Department 1222 First Avenue San Diego, California 92101

From : Department of Fish and Game

Subject: SCH 930#1010 Draft Environmental Impact Report for the Mission Bay Master Plan Update, San Diego County

RESPONSE TO COMMENT LETTER RECEIVED FROM CALIFORNIA DEPARTMENT OF FISH AND GAME, SIGNED BY JOHN L. TURNER, CHIEF ENVIRONMENTAL SERVICES DIVISION, DATED APRIL 13, 1994.

Response to Comment 215:

Comment noted.

Department of Fish and Game personnel have reviewed the draft Environmental Impact Report (EIR) for the Mission Bay Master Plan Update. The Plan proposes the addition of additional parkland, commercial uses, and habitat development within the existing Mission Bay area.

The Plan identifies three development options high, moderate, and low intensity development which provide for various levels of commercial development in the De Anza Special Study Area. The low intensity development would be the Departments preferred option as it provides the greatest fish and wildlife benefits in this area.

215

The document includes an analysis of two project alternatives, the Northern Habitat Restoration and the Active Recreational Park projects and a no project alternative. Of the proposed and alternative projects, the Northern Habitat Restoration Project will provide the greatest benefit to fish and wildlife resources and would be the Department's preferred alternative for the Plan.

We would also point out that the implementation of specific master plan projects would be subject to site specific environmental review pursuant to requirements of the California Environmental Quality Act.

Should you have any questions, please contact Mr. Richard Nitsos, Environmental Specialist, Environmental Services Division, Department of Fish and Game, 330 Golden Shore, Suite 50, Long Beach, California 90802, telephone (310) 590-5174.

Handwritten signature of John L. Turner, Chief Environmental Services Division

cc: Mr. Richard Nitsos Department of Fish and Game Long Beach, California

## EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) is being prepared in compliance with the California Environmental Quality Act, as amended (Public Resources Code Section 21000 et. seq., herein "CEQA"), to address the site specific environmental effects associated with implementation of the proposed Mission Bay Park Master Plan Update (Master Plan Update).

Mission Bay Park (Park) has for decades been one of San Diego's principal tourism and leisure destinations, providing seven square miles of water and land for recreation and attracting millions of visitors from across the nation and abroad. As more people settle in the region, further recreational demands will be imposed on the Park, responding to new interests, perceptions, and values about how to engage the outdoor environment for relaxation and play. The fundamental goal of the proposed Master Plan Update is to "sustain and enhance the diversity and quality of recreation."

In recognition of the present concern over the environment, and the quality of the natural environment of Mission Bay (Bay) in particular, the proposed Master Plan Update incorporates a decisive commitment to environmental health. This would be achieved through two major and comprehensive proposals: the improvement of the Bay's water quality; and the conservation and enhancement of the Park's wetland and upland habitats for the benefit of both wildlife and human beings.

If adopted, the proposed Master Plan Update would supersede the existing 1978 *Mission Bay Park Master Plan for Land & Water Use* and the 1990 *Mission Bay Park Natural Resource Management Plan* (NRMP). The proposed Master Plan Update is intended as a statement of intent, not necessarily of specific solutions. Implementation of the proposed Master Plan Update would guide the continuing development of the Park over the next 20 years. Recommendations contained in the proposed Master Plan Update would need to be adjusted and fine tuned over this time period.

This EIR addresses the overall direct and cumulative environmental effects of the proposed Master Plan Update as determined by the City of San Diego Planning Department during the Initial Study process. The following primary environmental concerns to be addressed in this EIR include Land Use, Biological Resources, Hydrology/Water Quality, Circulation/Traffic/Public Access, Public Safety, Recreational Resources, Public Services, and Air Quality. A Mitigation, Monitoring, and Reporting Program has been developed and is included as part of the mitigation measures. Additional environmental review may be required to address project-specific environmental impacts and mitigation measures, subsequent to approval of the proposed Master Plan Update, to meet the standards and policies of the City of San Diego.

Potential environmental effects to other resources were found to be below a level of significance.

## PROJECT DESCRIPTION

The Master Plan Update is proposed as an updated and continuing development plan for Mission Bay Park. The fundamental goal of the proposed Master Plan Update is to "sustain and enhance the diversity and quality of recreation."

Distinctive recreational areas would be implemented within a single Park, organized according to "regions" of compatible uses. This approach has thus been labeled the "Parks Within a Park" concept.

Four broad types of recreation available at Mission Bay Park have been identified. These include Regional, Neighborhood, Commercial, and Habitat. Regional-oriented recreation refers to regional parkland activities such as group picnicking, bicycling, and attendance of special events. Neighborhood-oriented recreation refers to activities and facilities utilized primarily by local residents, such as game courts and children's play areas. Commercial oriented recreation refers to resort hotels, Sea World, and other commercial operations, including recreational vehicle (RV) camping. Habitat-oriented recreation refers to wetland and upland habitats serving more passive activities, including trails for hiking and jogging, or wetland areas for rowing and canoeing. It also includes a youth and primitive camping areas.

### Land Use

Implementation of the proposed Master Plan Update would incorporate guidelines for the following land uses: Aquatic Orientation, Regional Parkland, "Natural" Areas, Dedicated Lease Areas, Special Study Areas, Active Recreation, and Overnight Recreational Vehicle Areas.

A 300-foot wide buffer would be established as the primary zone of water influence. Within this zone, priority would be given to passive recreational uses or uses compatible with the water setting. Beyond the 300-foot zone, measures that would further enhance and preserve critical views of the Bay would be pursued. New commercial development areas and hotel redevelopment projects would also be required to provide convenient and secure public access to the water.

The proposed Master Plan Update would increase the amount of regional parkland area in the Park by approximately 50 percent (existing regional parkland: 246.4 acres, proposed regional parkland: 358.4 acres) to meet anticipated future recreational demands.

One-third of the Park's regional-oriented recreation, the largest naturally landscaped upland areas, the major sport and cultural event venues, and the parking and transportation hub would be located within the southeastern quadrant of the Park on Fiesta Island and South Shores.

"Natural" areas in the context of the Park include open beach areas backed by coastal strand vegetation, upland areas vegetated by coastal sage scrub species, and marsh areas. Implementation of the proposed Master Plan Update would place the "natural" areas of the Park in the northeastern quadrant. The northeastern quadrant would include such areas as Central Fiesta Island, North Fiesta Island, Northern Habitat Area, the "Rustic" Perimeter.

Hotel uses on the Bay would be expanded by encouraging the redevelopment of underutilized leases and the development of new sites. The new dedicated lease areas would include: Marina Village, Knight & Carver Yacht Center, Bahia Hotel (Potential Development Area), De Anza Cove (Special Study Area), Dana Inn (Special Study Area), South Shores Commercial Parcel, Ski Club, and Primitive Camping on Fiesta Island.

Special Study Areas (SSA) are "flexible" planning areas in which a number of potential uses, both public and private, could be accommodated under varying intensities and configurations. Two SSA's are identified in the proposed Master Plan Update: De Anza Cove and Dana Inn at Sunset Point. The proposed Master Plan Update provides specific development criteria for the Special Study Areas.

The proposed Master Plan Update includes a variety of provisions and planning guidelines for the accommodation of active recreational pursuits at the Park. These provisions and planning guidelines are specifically intended for Sand Arena Sports, League Play, Open Play Areas, and Parking on Play Areas.

Overnight RV facilities are currently provided at Campland on the Bay and the De Anza Harbor Resort. The latter is scheduled to be abandoned in the year 2003, or to be redeveloped in accordance with De Anza SSA criteria. Campland would be relocated to De Anza Cove as a provision of the De Anza SSA. RV clean-up and pumping stations would be provided at all boat ramp facilities. RV "day-use" parking facilities would be provided.

### **Water Use**

The proposed Master Plan Update includes managerial and physical measures to improve the Bay's ability to meet the demands of all water users.

Implementation of the proposed Master Plan Update would result in no new water leases beyond optional day-use slips at the South Shores embayment, and existing proposals to expand the Bahia Hotel and Mission Bay Yacht Club water



lease areas. These lease expansions would bring the total water lease area to 87 acres, or 4 percent of the Park's water area.

In accordance with the *Mission Bay Park Shoreline Stabilization and Restoration Project Plan (SSRPP)*, the East Island on Fiesta Bay would be eliminated by dredging. This would allow for modification of the Thunderboat race course. The proposed Master Plan Update includes several other modifications to the SSRPP. These shoreline treatments would include modifications to South Shores, Fiesta Island, Fiesta Island Channel, Rose Creek Outfall, De Anza Channel and Cove, and De Anza Special Study Area.

## **Environment**

The Environmental Element of the proposed Master Plan Update includes planning measures and guidelines targeted to improve the Bay's ecological health while enhancing the Park's viability as a habitat for human recreation.

Certain areas of the Park will be restricted to all but limited human activity by authorized individuals. These biologically sensitive areas (Preserves) will be as follows:

- 1) Kendall-Frost Mission Bay Marsh Reserve
- 2) Southern Wildlife Preserve
- 3) All designated least tern nesting sites
- 4) North Fiesta Island Salt Pan Mitigation Site
- 5) South Shore Salt Pan Preserve
- 6) Coastal Strand/Nuttall's Lotus Preserve

Other natural recreation areas would be available for passive recreational use by Park visitors.

The NRMP was adopted in May of 1990. Planning measures included in the proposed Master Plan Update differ from the NRMP in two significant ways:

- The proposed Master Plan Update proposes no mitigation/habitat areas on the southern peninsula of Fiesta Island, with the exception of eelgrass beds associated with new embayments for swimming. The proposed Master Plan Update includes guidelines for the expansion of wetland areas immediately adjacent to the Northern Wildlife Preserve (NWP), along with a smaller wetland at the outfall of Tecolote Creek.
- The proposed Master Plan Update includes the expansion of upland preserves along the levee of the San Diego River Channel and, potentially, at De Anza Point and other upland areas associated with the proposed wetland expansion adjacent to the NWP.

The proposed Master Plan Update includes conceptual methods to improve the Bay's water quality. These methods would be implemented through public education, park management, and mechanical, hydrological, and biological improvements.

The proposed Master Plan Update includes measures to improve the Park's wildlife habitats through the maintenance and establishment of wetland habitat, submerged (benthic) habitat, and upland habitat. Mitigation banking, a technique used to improve the resource value of wetland and benthic mitigation projects, is also included as part of the proposed Master Plan Update.

### **Access and Circulation**

The Access and Circulation Element of the proposed Master Plan Update includes measures to reduce traffic congestion in the Park and to further enhance its mission as a regional recreational attraction. These measures include Regional Access, Parking, Roadway Improvements, Bicycle and Pedestrian paths, Public Tram, and Signage.

### **Implementation**

The proposed Master Plan Update represents a continuing development plan for the Park that would be implemented over a twenty year period. Recognizing the long-term nature of this project, it would be necessary to make adjustments to the proposals and recommendations included in the proposed Master Plan Update during the years of project implementation.

The following long-term leases at Mission Bay Park would have an effect on implementation of the proposed Master Plan Update.

- Sludge Drying Beds: 1997 Estimated Abandonment.
- De Anza Trailer Resort: 2003 Lease Termination Date.
- Campland on the Bay: 2017 Lease Termination Date.

The proposed Master Plan Update identifies development priorities based on what can be accomplished to the immediate benefit of the public, without incurring excessive "up-front" costs, or causing undue environmental impacts. These priorities include: South Shores Development; De Anza Ramp; Overflow Parking; Mitigation Areas; Bicycle and Pedestrian Paths; and Commercial Developments.

The proposed Master Plan Update includes two lease areas designated as Special Study Areas: De Anza Cove and Dana Inn at Sunset Point. Any future projects at these sites or other areas of the Park would have to be consistent with the

proposed Master Plan Update; or would have to amend the proposed Master Plan Update, requiring future environmental review and public participation.

## ENVIRONMENTAL ANALYSIS

### Land Use

#### Impacts

The proposed Master Plan Update would result in beneficial existing land use impacts. Specifically, implementation of the proposed Master Plan Update would increase the amount of regional recreational parkland by approximately 50 percent to accommodate future demand for this use. This increase would derive from the improvement of the sludge drying beds at Fiesta Island and areas on Fiesta Island and South Shores designated for park and shoreline use by the 1978 Mission Bay Park Master Plan for Land and Water Use. It would also increase the amount of neighborhood, commercial, and habitat-related recreational uses. In addition, the proposed Master Plan Update would provide approximately two-thirds of a mile of additional shoreline, thereby increasing waterfront opportunities; it would preserve, enhance, and increase the total acreage devoted to natural habitat within the Park, and would facilitate the correction of existing erosion and sand accumulation problems. The proposed Master Plan Update would also provide for a greater separation between incompatible recreational water uses (e.g., swimmers and personal watercraft), which would provide greater safety for the recreational user. While the total acreage of dedicated land lease areas would not exceed the 25 percent limit established in the City Charter.

The proposed Master Plan Update would be consistent with the San Diego General Plan as well as the SSRPP. The proposed Master Plan Update would also be consistent with AB 447, provided that the De Anza Trailer Resort is not replaced prior to the expiration of the De Anza Point lease (November 23, 2003). However, the proposed Master Plan Update would result in a net loss, or a net gain of approximately -10 to +25 acres of planned wetlands, depending on the final configuration of the De Anza SSA, and therefore may not be consistent with the NRMP. This would not be a significant planned land use impact because the wetlands creation proposed under the Master Plan Update likely would be of higher quality because of its proximity to the NWP than the wetlands creation proposed under the NRMP.

#### Mitigation Measures

Mitigation, monitoring, and reporting would not be required because land use impacts would not be significant.

## Recreational Resources

### Impacts

Implementation of the proposed Master Plan Update would result in increased recreational opportunities throughout the Park, achieved through implementation of the "Parks Within a Park" planning concept. Land-based recreational areas would be increased by approximately 57 percent. The proposed Master Plan Update identifies and responds to new and anticipated future demands placed on the recreational resources of the Park, and recognizes that a balanced approach between recreation, the environment, and commerce is necessary to ensure the diversity and quality of recreation in the Park. Implementation of the proposed Master Plan Update would result in an overall beneficial impact to recreational resources in the Park. All identified existing recreational uses and desired water-oriented recreational uses are provided for. Therefore, there would be no adverse, significant impacts to recreational resources.

### Mitigation Measures

Mitigation, monitoring, and reporting would not be required because adverse, significant recreational resource impacts would not occur.

## Biological Resources

### Impacts

#### Shoreline Treatment

Dredging. Loss of eelgrass habitat would be considered a significant impact. Direct shoreline loss of eelgrass, benthic invertebrates, and burrowing fish would result from these dredging activities recommended by the proposed Master Plan Update. These impacts would affect the dredge footprint as well as adjacent areas scoured and scarred by dredge anchors. In addition, significant temporary indirect impacts could result from the short-term sedimentation and turbidity generated by dredging operations, and by the shading of eelgrass beds by dredge equipment.

Impacts to marine water quality from dredging activities are considered potentially significant. Lowered water quality could indirectly adversely affect eelgrass, benthic invertebrates, and burrowing fish inhabiting areas adjacent to the dredge footprints. However, implementation of the mitigation measures identified in the Mitigation, Monitoring, and Reporting Program, would reduce these impacts to below a level of significance.

Beach Construction and Maintenance. Potential significant adverse impacts to eelgrass may also occur from sand migration associated with beach replenishment/construction efforts in the Park. These indirect impacts would occur adjacent to beaches where shoreline grading and sand replenishment activities occur. However, implementation of the proposed project mitigation measures would reduce these impacts to below a level of significance.

Wetland Construction. The proposed increase of coastal salt marsh habitat, over the existing acreage, would be a beneficial impact. An additional 93 to 128 acres of coastal salt marsh, as recommended by the proposed Master Plan Update, would benefit numerous water-associated bird species, benthic invertebrates, fish, pelagic species, and eelgrass beds. Long-term beneficial effects would include an incremental improvement in water quality of the Bay, increased foraging, nesting, and resting areas for waterbirds, and additional habitat for the endangered light-footed clapper rail and the Belding's savannah sparrow. Construction of the additional wetland area adjacent to the existing NWP could create potentially significant short-term impacts (e.g., noise, construction equipment intrusion, and siltation) to the existing marsh. Loss of low quality, non-functional salt pan habitat would not be considered significant, unless it is being utilized by terns or shorebirds for breeding. If nesting did occur, loss of such utilized salt pans would not be allowed without first providing a replacement nesting site that was being used by least terns for nesting. Conversion of low quality salt pan habitat areas (not utilized by nesting terns) to salt marsh would be beneficial. Remaining salt pan areas would continue to function as least tern nesting sites or be included in the NWP.

Upland Construction. No significant biological impacts are anticipated from the revegetation of upland areas with coastal sage scrub plant community species.

#### Sensitive Species

Nuttall's Lotus. Potential beneficial effects to the Nuttall's lotus may occur if the proposed re-establishment of additional coastal strand habitat is successful.

California Least Tern. Loss of the historic Stony Point and Cloverleaf least tern breeding areas would be a significant impact. However, successful use of alternate nesting sites would reduce this impact to below a level of significance. It would have to be documented that least terns are breeding at the replacement sites prior to the closure of existing sites, as per USFW agreement. No significant impacts to California least tern foraging areas are anticipated from the implementation of the Plan. Increased eelgrass beds and salt marsh areas may increase foraging and resting (including juvenile feeding stations) areas for this species.

Belding's Savannah Sparrow. Potential beneficial effects to the Belding's savannah sparrow may occur from the creation of additional coastal salt marsh habitat.

Light-Footed Clapper Rail. Potential beneficial effects to the light-footed clapper rail may occur from the creation of additional coastal salt marsh habitat.

Shorebirds. Beneficial effects to shorebirds are anticipated from the creation of an additional two-thirds of a mile of shoreline. A large portion of this additional shoreline would be composed of sandy beaches providing resting areas for shorebirds during periods of mudflat inundation.

#### De Anza Special Study Area Options

High Intensity Development Option. Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of high intensity development option. This option would offer the least benefits to Mission Bay Park wildlife.

Moderate Intensity Development Option. Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of moderate intensity development option. This option would offer greater benefits to Mission Bay Park wildlife than the high intensity option, and less benefits than the low intensity option.

Low Intensity Development Option. Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of the low intensity development option. This option would offer the greatest benefits to Mission Bay Park wildlife.

#### Mitigation Measures

The following mitigation measures or processes shall be implemented and are anticipated to minimize potential adverse impacts. These measures are based on the best information available at this time. Individual projects adversely affecting biological resources shall be subject to site-specific subsequent environmental review and additional public review shall be required. The purpose of site-specific environmental documents is to define direct impacts more specifically and develop more specific mitigation measures and milestones.

#### Shoreline Treatment

Dredging. The recent "Southern California Eelgrass Mitigation Policy" was adopted on July 31, 1991, and revised on August 25, 1992, by the USFWS, National Marine Fisheries Service (NMFS), and CDFG, and endorsed by the Environmental Protection Agency. Appendix E-2 contains the "Southern

California Eelgrass Mitigation Policy." This recent policy requires a replacement ratio of 1.2 to 1 as a result of damage or loss to existing eelgrass resources. That is, for each square foot adversely impacted habitat, 1.2 square feet of new suitable habitat, vegetated with eelgrass, must be created. This ratio replaces the previous 1:1 ratio required for the NRMP for eelgrass replacement.

Total effects of the proposed Mission Bay Park Master Plan Update on eelgrass habitat are unknown at this time. However, prior to project level dredging, an assessment of existing eelgrass beds shall be taken to be used as a baseline for determining habitat loss after construction. A mitigation plan, including a five-year eelgrass monitoring and maintenance program shall be implemented.

In addition to the "Southern California Eelgrass Mitigation Policy" mitigation measures, the following requirements and guidelines shall be incorporated into the impact analysis and mitigation planning for any proposed project in Mission Bay Park, including City and private developer-sponsored projects.

- No in-water construction or dredging shall be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the California least tern breeding season. If in-water construction is required during this time, exceptions are possible upon approval by the City, CDFG, and USFWS. Any exception would have to meet the following criteria to preserve least tern nesting and foraging: use of silt curtains or similar devices around in-water construction activity; use of noise reduction or low noise equipment; and use of timing and location restrictions on activity to avoid interfering with breeding sites or major least tern foraging areas.
- No net loss of eelgrass meadows is acceptable. A 1.2:1 replacement ratio is required for impacts to eelgrass habitat as delineated in the recent "Southern California Eelgrass Mitigation Policy," adopted on July 31, 1991, and revised on August 25, 1992, by the USFWS, National Marine Fisheries Service (NMFS), and CDFG, and endorsed by the Environmental Projection Agency.
- New sand beaches below MLLW shall be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.
- Replanting shall occur during low energy tides (late summer to early fall). Replanting of eelgrass is not considered to be in-water construction.
- Any construction or dredging project in the Bay or the Flood Control Channel shall require that adjacent restricted areas be buoyed off prior to the start of activity. This is to limit the extent of direct impacts to existing eelgrass.

- Any construction or dredging project disturbing the substrate in the Bay or the Flood Control Channel shall use silt curtains or similar devices around disturbance areas. This would limit any adverse water quality impacts to the immediate construction area, thereby reducing impacts to eelgrass and foraging birds.
- All dredging impacts to marine habitat shall require a replacement ratio of 1:1. Loss of eelgrass habitat shall require a replacement ratio of 1.2:1. Impacts from maintenance dredging shall require a one-time mitigation for lost resources. Subsequent maintenance dredging for the original location, which has already mitigated the impact, would not require additional mitigation each time it is dredged.
- All dredging activities shall comply with permit conditions of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, State Lands Commission, and California Coastal Commission. Permits issued by these agencies may specify additional requirements for timing of in-water construction, spoil disposal methods, and dredge sediment material testing.
- Barges shall not be permitted to shade an eelgrass bed for more than five (5) consecutive days. In addition, construction contractors shall avoid anchoring barges in eelgrass beds to the maximum extent feasible.
- Sand of acceptable quality to allow reuse, that is retrieved in dredging operations, shall be stockpiled on a non-sensitive, designated site on Fiesta Island upon approval of the City and Coastal Commission. This sand shall be used subsequently for beach replenishment, if it is of the proper grain size for beach stabilization. If room is not available on Fiesta Island, other arrangements for dredge spoil disposal will need to be made and approved by the City and other appropriate resource agencies.
- If sand/sediment is determined through testing by a qualified expert to be unclean, to contain toxic material, or to be of poor quality, it shall be transported to a permitted landfill or otherwise used appropriately, rather than stockpiled for future beach replenishment. Sand containing toxic material shall be taken only to a landfill qualified to handle toxic material.
- Estimated impacts to eelgrass beds created by turbidity and anchor placement resulting from dredging shall be validated by a dive before dredging and a dive after dredging is complete. Impacts shall be mitigated per the requirements of the Southern California Eelgrass Mitigation Policy.
- Monitoring the success of eelgrass mitigation projects shall be required for a period of five years. Monitoring activities shall determine the percent



coverage and density of plants at the transplant site and shall be conducted at 3, 6, 12, 24, 36, 48, and 60 months after completion of the transplant (National Marine Fisheries Service, 1991).

- Criteria for determination of transplant success shall be based upon a comparison of vegetation coverage (area) and density (turions per square meter) between the project and mitigation sites (National Marine Fisheries Service, 1991).

#### Beach Construction and Maintenance

- Any sand reclamation, beach grooming, or recontouring activities in areas adjacent to eelgrass beds shall require that silt curtains or similar devices are utilized to avoid indirect impacts of drifting material and reduced water quality. The use of silt curtains would reduce the significant impacts to below a level of significance.
- Implementation of the recent "Southern California Eelgrass Mitigation Policy," shall be required to protect offshore eelgrass resources. Appendix E-2 contains the "Southern California Eelgrass Mitigation Policy."
- New sand beaches below MLLW shall be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.

Wetland Construction. Because success of the "contained" salt marsh proposed to be constructed adjacent to the existing NWP is uncertain, additional studies shall be necessary during the design phase. These studies shall focus on the effects of siltation, prolonged fresh water inundation, and the function and values of the newly created habitat.

Because sensitive coastal salt marsh habitat (NWP) is located adjacent to the proposed revegetation site, additional measures shall be required for the protection of those resources during construction activities (City of San Diego, 1990a).

- The project biologist shall ensure that prior to any activity at the site, all equipment operators working within the wetland areas are aware of the limits of construction and the environmental sensitivity of the area. The biologist shall prepare an instruction sheet for all equipment operators and drivers on the site, outlining what could and could not be done in the sensitive habitat in which they would be working. In addition, regular field checks by the project biologist shall be made, and the results of those checks shall be reported to the City of San Diego.

- The project biologist, working with construction survey crews, shall direct and witness the staking or flagging of the limits of construction. The limits of the construction corridor shall then be fenced by the construction contractor prior to disturbance. The fencing shall be a minimum of three feet high and made of brightly colored, highly visible material, with supports as needed to maintain in an upright position. The purpose of this fencing would be to reduce the potential for construction-related impacts outside the allowed corridor.
- In addition to fencing of construction limits, certain areas shall require the use of silt fencing to reduce construction-related sedimentation in the Bay. Prior to the start of construction, silt fences or similar devices shall be placed in required areas by the construction contractor, under supervision of the project biologist.
- No wetland construction shall be permitted in Mission Bay Park from April 1 through September 15.

Upland Construction. No significant impacts to upland habitat are anticipated. Therefore, no mitigation measures will be necessary.

#### Sensitive Species

Nuttall's Lotus. Creation of coastal strand habitat that is appropriate for the establishment of Nuttall's lotus would be beneficial to the survival of the species. Designated Nuttall's lotus preserve areas shall be fenced to preclude human activity in the area.

California Least Tern. Both Stony Point and the Cloverleaf least tern breeding areas are proposed for closure as part of the proposed Master Plan Update. Mitigation for the loss of these sites would include the creation of new breeding areas in Mission Bay Park. The creation of new least tern breeding sites may occur at De Anza Point or South Shores. Prior to the closure of Stony Point and the Cloverleaf locations, it shall be documented that least terns are breeding at the replacement sites, as per USFW agreement. Until documented breeding occurs, both Stony Point and the Cloverleaf sites shall remain.

The following guidelines and requirements are provided for the protection of sensitive natural resources. These requirements and guidelines shall be considered for incorporation into impact analysis and mitigation planning for any proposed project in the Park, including City and private developer sponsored projects (City of San Diego, 1990).

California Least Tern Development Guidelines. As a federally-listed, endangered species, the California least tern and its habitat are protected by the Endangered Species Act of 1973. The requirements listed conform with the Endangered

Species Act to protect the California least tern during its breeding season in the Park. Limitations on human activity on or adjacent to designated least tern nesting sites are necessary for maintaining the attractiveness of the sites for breeding and nesting. Maintenance of good water quality will ensure that the least terns will be able to forage in Bay waters.

- No in-water construction or dredging will be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the least tern breeding season. If in-water construction is required during this time, exceptions are possible, upon approval of the City, CDFG, and USFWS. Any exception would have to meet the following criteria to preserve least tern nesting and foraging: use of silt curtains or similar devices around in-water construction activity; use of noise reduction or low noise equipment; and use of timing and location restrictions on activity to avoid interfering with breeding sites or major least tern foraging areas.
- No direct impacts to permanently designated least tern nesting sites are permitted.
- The following buffer zones required for each least tern nesting site will be free of new structures with heights of over six feet, including fencing around the site, during nesting season. This will keep raptors and shrikes from using a high vantage point to prey on least tern chicks. Fencing should include features to discourage raptor perching.
  - Existing Sites
    - North Fiesta Island - 150 feet
    - FAA Island - 150 feet
    - Stony Point - 150 feet (proposed for closure)
    - South Shores - 150 feet
    - Cloverleaf - 100 feet (proposed for closure)
    - Mariner's Point - 150 feet
  - Temporarily Designated Site
    - Crown Point Shores - 100 feet
  - Proposed Sites to Replace Stony Point
    - North Fiesta Island - 150 feet
    - South Shores area (north of SWP, west of Ingraham Street) - 150 feet
- The abandonment of the Stony Point California least tern breeding area shall only be permitted by USFW after least terns are confirmed to be breeding at a suitable site.

- Special Use Permits for activities on Mariner's Point will require that the 150-foot buffer zone north of the least tern nesting site be free of all temporary formal activities and activity structures (e.g., tents, stages, bands) during nesting season.

Belding's Savannah Sparrow. Additional coastal salt marsh habitat in the Park would create beneficial impacts to the Belding's savannah sparrow. Therefore, no mitigation measures would be necessary.

Light-Footed Clapper Rail. Additional coastal salt marsh habitat in the Park would create beneficial impacts to the light-footed clapper rail. Therefore, no mitigation measures would be necessary.

#### De Anza Special Study Area Options

The mitigation measures discussed above under the "Shoreline Treatment" and "Sensitive Species" sections are also applicable measures for the implementation of any three of the De Anza SSA Development Options and shall be implemented.

### **Hydrology/Water Quality**

#### Impacts

Implementation of the Master Plan Update would not affect the hydraulic capacity of the Rose Canyon Creek or Tecolote Creek; therefore, no upstream flooding would be expected and impacts would be insignificant. Water quality impacts associated with proposed dredging would be short-term and significant. No long-term adverse impacts would be expected.

#### Mitigation Measures

The mitigation, monitoring, and reporting measures described in Section IV.C, Biological Resources, under the heading "Dredging" shall be implemented to reduce dredging-related impacts to below a level of significance.

### **Circulation/Traffic/Public Access**

#### Impacts

#### Circulation

Impacts to the intersection of Clairemont Drive and East Mission Bay Drive, the intersection of West Mission Bay Drive and Mission Boulevard, and the intersection of Vacation Isle Road and Ingraham Street would be below a level of significance. Impacts related to Over-the-Line would also be below a level of

significance. Impacts at the intersection of East Mission Bay Drive and Sea World Drive would be significant. All other roads and intersections would not experience significant impacts.

### Parking

The proposed Master Plan Update provides adequate parking for future peak events; therefore, impacts would be below a level of significance.

### Mitigation Measures

#### Circulation

The Master Plan Update proposes to improve the roadway in the southeastern portion of the Park to improve circulation. Implementation of these improvements would improve the operation of the East Mission Bay/Sea World Drive intersection from LOS F to LOS E during peak traffic periods (i.e., summer weekend afternoons). Impacts would remain significant even with implementation of the proposed improvements.

Expansion of the I-5/Sea World Drive freeway ramps would mitigate off-site significant impacts at I-5. However, this improvement would not mitigate significant impacts on-site, within the Park. The provision of the missing southbound I-5 to westbound I-8 and westbound I-8 to northbound I-5 freeway connectors would be required to mitigate both on-site impacts (East Mission Bay Drive/Sea World Drive intersection) and off-site impacts during peak traffic periods. With the proposed improvements and without the freeway improvements, the East Mission Bay Drive/Sea World Drive intersection would operate at LOS E.

The Master Plan Update does not propose to provide the freeway improvements described above because these improvements would be infeasible. Therefore peak traffic impacts at the intersection of East Mission Bay Drive and Sea World Drive would be significant and unavoidable.

It should be noted that specific development projects included within the proposed Master Plan Update would be subject to additional traffic analysis prior to final approval.

### Parking

Parking impacts would be below a level of significance. Therefore, mitigation, monitoring, and reporting would not be required.

## **Public Safety**

### Impacts

Implementation of the Master Plan Update would result in an increase in public safety throughout Mission Bay Park. Management strategies included in the Master Plan Update for water use are based on established "safe" capacities for the individual recreational activities that would be accommodated at the Park. Furthermore, the Master Plan Update includes measures that would reorganize recreational activities to congregate compatible and separate incompatible activities, both on land and water.

The Mission Bay landfill is currently not a public health or safety risk to the Mission Bay Park users. Re-use of the landfill area for Park use could require additional monitoring and protection mechanisms (e.g., gas extraction systems) as required by the landfill closure process. Any additional measure would help increase the safety of the Park users and the health of the Bay. No significant impacts would result from the Mission Bay Park Master Plan. Implementation of the Master Plan Update would result in an overall beneficial impact to public safety at Mission Bay Park.

### Mitigation Measures

No mitigation, monitoring, or reporting would be required.

## **Public Services**

### Impacts

No significant impacts are identified for Harbor Patrol, fire, and police protection services.

### Mitigation Measures

No significant impacts are identified for Harbor Patrol. Therefore, no mitigation, monitoring, or reporting would be required for this service. The Fire Department shall be provided an adequate review of all future Master Plan Update roadway improvements to ensure that emergency access is provided. Evidence of the Fire Department's approval of the roadway improvement plans shall be provided to the City of San Diego Planning Department prior to funding authorization for the roadway improvement. It is not possible to predict Master Plan Update impacts to police and fire services at this time. Prior to implementation of any project that significantly increases the number of guest residences or parking spaces in the Park, that project's effect on police and fire services in the Park shall be considered to determine if additional police officers, fire personnel, or equipment (e.g., squad cars) would be necessary to maintain

adequate levels of service. The number of police officers/fire personnel needed, any equipment needed, and a mechanism to provide the needed police officers/fire personnel and equipment will be identified. This analysis shall be part of the subsequent environmental review that will be required for each Master Plan Update implementing activity and shall be subject to all applicable public and City departmental review.

## **Air Quality**

### Impacts

Implementation of the proposed Master Plan Update would not cause exceedances of state of federal ambient air quality standards, even during peak season traffic delays at the intersection of Sea World Drive and East Mission Bay Drive. Therefore, impacts would not be significant.

### Mitigation Measures

No mitigation, monitoring, or reporting would be required.

## **ALTERNATIVES**

The State CEQA Guidelines require the evaluation of "a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project" (Section 15126(d)). The Guidelines indicate that the discussion of alternatives should focus on "alternatives capable of eliminating any significant adverse impacts or reducing them to below a level of significance."

The fundamental goal of the proposed Master Plan Update is to "sustain and enhance the diversity and quality of recreation." The following alternatives were addressed to examine the potential for increased natural resource enhancement and increased active recreational pursuits. In addition, alternatives considered in development of the project, but rejected from further consideration, are summarized.

Three alternatives to the proposed Master Plan Update are considered in this EIR. They are as follows:

- No Project Alternative
- Northern Habitat Restoration Project Alternative
- Active Recreational Park Project Alternative

## No Project Alternative

The No Project alternative is defined as the development of the Park as described in existing planning documents, and the continued management of Mission Bay Park under the existing land use plans (e.g., existing *Master Plan* (1978) and *Natural Resources Management Plan* (1990)). Without implementation of the proposed Master Plan Update, the Park would continue to be a fragmented, inefficiently used recreational resource. Much of the area designated as Park and Shoreline would remain undeveloped. A 50 percent increase in developed regional parkland would not be provided, existing land and water use patterns and conflicts within the Park would be maintained, and traffic congestion and parking conflicts associated with the use of Crown Point Shores for regional-oriented recreational uses would remain.

Management of the Bay's natural resources would continue under the *Natural Resource Management Plan* (NRMP). Natural resource sites would remain scattered and incontiguous within the Park, often located in areas with conflicting adjacent recreational uses (i.e. potential impacts to planned coastal salt marsh areas on Fiesta Island caused by wakes and noise associated with water skiing and PWC in Pacific Passage and Hidden Anchorage). As described in Section 4.C, Biological Resources, the marshes that would be created under the NRMP likely would be of lesser quality than those that would be created under the Master Plan Update. Also, there is a potential for more acres of marsh to be created under the proposed Master Plan Update, depending of the final configuration of facilities in the De Anza Special Study Area. Potential water quality benefits associated with the creation of wetlands at the mouth of Rose Canyon Creek and Tecolote Creek would not be attained.

Existing public safety impacts associated with congestion and the existing patterns of incompatible recreational activities on land and water would continue. The De Anza boat ramp would remain operative. Thus, navigational hazards associated with congestion at the north end of North Pacific Passage would remain as issue. These would be significant effects of the No Project Alternative. The proposed Master Plan Update would mitigate these conflicts.

A continuous pedestrian/bicycle path would not be provided around the Bay and public access to the Bay would continue to be limited in areas such as the De Anza Harbor Resort and the sludge drying beds. Predicted peak parking demands would be unmet by about 5,000 spaces as Park use rises in the future, and necessary roadway improvements would not occur (e.g., the intersection of Sea World Drive and East Mission Bay Drive would continue to operate at LOS F during peak season). These would be significant effects of the No Project Alternative.



## Northern Habitat Restoration Project Alternative

The Northern Habitat Restoration Project Alternative would maximize habitat enhancement throughout the Park, focused primarily within the northeastern quadrant. Compared to the proposed master Plan Update, this alternative would avoid the relocation of the Stoney Point Least Tern Preserve.

Implementation of this alternative would involve the development of 309 acres (number includes existing NWP) of salt-water marshes, the vast majority of which would be located at the Rose Canyon Creek outfall. Smaller marsh areas would be placed at the Tecolote Creek outfall and on Pacific Passage south of the Visitor and Information Center. Three sand bars would be created in north Fiesta Bay. A total of 26 acres of potential additional least tern nesting area would be provided. This alternative represents a substantial increase in the provision of marsh area at the mouth of Rose Canyon Creek and would substantially increase habitat within the Park for California least tern, light-footed clapper rails, and Belding's savannah sparrows. The provision of additional salt-water marsh area would maximize the potential benefit of these marsh areas to improve the Bay's water quality. The additional habitat areas would be provided by filling open water areas and by dredging De Anza Point.

While enhancing passive recreational activities, this alternative would reduce existing opportunities for active recreational pursuits within the northeastern quadrant of the Park. No landing would be allowed on preserve or marsh areas without special permission. Campland's current location would be dredged for the creation of marsh area. Overnight recreational vehicle facilities would be provided north of the proposed marsh area, east of the Rose Canyon Creek inlet. These facilities would have direct access to De Anza Cove.

The northern half of Fiesta Island would be used primarily for existing least tern nesting habitat, salt pan habitat, and additional native landscaping to include maritime succulent scrub and coastal sage scrub. Limited human activity would be allowed, not to include camping, to encourage the development of high quality habitat areas. The existing youth boating facility would be retained at its current location. Neither an open beach area for recreational use nor a pedestrian/bicycle circulation path would be provided around the least tern nesting site on the northern end of Fiesta Island.

Habitat area associated with the Northern Habitat Restoration Project alternative would be increased by up to approximately 13 percent over the proposed project. This would enhance the opportunity for passive recreational activities at the Park. Locating increased habitat areas on Fiesta Island would result in this necessity to provide for regional recreation areas elsewhere in the park (i.e., Crown Point Shores). Six acres of commercial lease area would be lost under this alternative, less than 1.5 percent of the existing commercial leases. This would not be a substantial change and impacts would not be significant.

The increased marsh area adjacent to the NWP would increase the beneficial water quality effects associated with the proposed Master Plan Update. Traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive would still be significant during peak weekends.

Potential impacts to public safety and public services would be similar to those associated with the proposed project except that potential impacts to police services would be reduced by providing fewer overnight guest rooms within the Park, particularly in the northeastern part of the Bay. This alternative would not provide the beneficial impacts to circulation/traffic/public access associated with the proposed removal of regional recreational activities from Crown Point Shores (proposed project), but would reduce traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive by reducing recreational uses on Fiesta Island, as compared to the proposed project.

### **Active Recreational Park Project Alternative**

The Active Recreational Park Project alternative would arrange land uses so as to maximize public enjoyment of the water. New parkland areas would be developed in the southeast quadrant of the Park. This alternative would provide 90 acres of developed regional parkland on Fiesta Island, and 20 acres on South Shores. This would represent an increase of approximately 41 percent in developed regional parkland over the proposed project.

While enhancing the provision of active recreational parkland, this alternative would result in a decrease of between 212 and 177 acres of habitat area as compared with the proposed project. Commercial lease area would be increased by between 130 and 45 acres over the proposed project. Commercial leases would account for 25 percent of the dedicated land area in the Park under this alternative, the maximum allowable. Crown Point Shores would continue to be utilized for regional recreational activities. Therefore, this alternative would represent a decrease of approximately 10 percent in neighborhood recreation area compared with the proposed project.

Only limited "natural" recreation areas would be provided on Fiesta Island. The existing Over-the-Line and youth camp facilities would be retained. Fiesta Island would accommodate two catered-group picnic areas, supported by eight acres of turfed playfields. Implementation of the proposed Master Plan Update would not provide any additional turfed playfields. New RV overnight camping facilities, along with the playfields, would replace the existing sludge drying beds located on the southern half of Fiesta Island.

Overnight RV facilities would remain at their current location, just west of Rose Canyon Creek. The De Anza Harbor Resort could be developed according to future private proposals. It is assumed that development of a hotel at this

location would be at a higher land use intensity than currently exists, resulting in additional traffic at the North Mission Bay Drive/East Mission Bay Drive intersection. However, the anticipated increase in inbound/outbound peak hour traffic associated with a 500 room resort hotel (at full occupancy) would not result in significant traffic impacts to this intersection.

This alternative likely would increase the demand for police services in the Park, as compared to the proposed Master Plan Update, because more overnight guest facilities and parking areas would be provided within the Park.

No additional salt-water marsh areas would be created within the northeast quadrant of the Park; however, 17 acres of salt-water marsh would be created elsewhere in the Park. On-shore eelgrass would be kept off of Santa Clara Point, El Carmel Point, and the northern side of Vacation Isle. The existing least tern nesting site at Stony Point would be relocated. The least tern nesting site on the northern tip of Fiesta Island would be maintained, as would FAA Island, Mariner's Point, the cloverleaf, and South Shores. Overall potential benefits to biological resources would be reduced in comparison to the proposed project. There would be a net increase in habitat areas compared to existing conditions, and provided all existing mitigation commitments are met, biological resource impacts would not be significant. This alternative would not be consistent with the NRMP. This would be a significant planned land use impact. Potential benefits to water quality associated with the creation of additional salt-water marsh areas would not occur.

Although the planned closure of the De Anza boat ramp would occur, PWC activity would continue between north Fiesta Island and De Anza Point. Therefore, potential impacts to public safety would be greater than with implementation of the proposed project. Potential impacts to public services would be similar to those associated with the proposed project. This alternative would not provide the beneficial effects associated with the removal of regional recreational activities from Crown Point Shores, and because of the additional parkland on Fiesta Island, would increase traffic congestion at the intersection of Sea World Drive and East Mission Bay Drive, as compared to the proposed Master Plan Update.

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## I. INTRODUCTION

This Environmental Impact Report (EIR) is being prepared in compliance with the California Environmental Quality Act, as amended (Public Resources code Section 21000 et. seq., herein "CEQA"), to address the site specific environmental effects associated with implementation of the proposed Mission Bay Park Master Plan Update (Master Plan Update).

### A. PURPOSE AND NEED

Mission Bay Park (Park) has for decades been one of San Diego's principal tourism and leisure destinations, providing seven square miles of water and land for recreation and attracting millions of visitors from across the nation and abroad. As more people settle in the region, further recreational demands will be imposed on the Park, responding to new interests, perceptions, and values about how to engage the outdoor environment for relaxation and play. The fundamental goal of the proposed Master Plan Update is to "chart a course for the continuing development of Mission Bay Park that sustains the diversity and quality of recreation, and protects and enhances aquatic wildlife for future generations."

Mission Bay Park encompasses what was once a vast tidal marsh coursed by the braided outflowing channels of the San Diego River. Massive dredging and filling operations in the late 1940s resulted in the conversion of what was viewed as a "useless marsh" into an intensively used aquatic park. The Park was conceived at a time when nature was viewed primarily as a resource to be exploited for the betterment of human life.

In recognition of the present concern over the environment, and the quality of the natural environment of Mission Bay (Bay) in particular, the proposed Master Plan Update incorporates a decisive commitment to environmental health. This would be achieved through two major and comprehensive proposals: the improvement of the Bay's water quality; and the conservation and enhancement of the Park's wetland and upland habitats for the benefit of both wildlife and human beings.

As the watershed that drains into the Bay has become more and more urbanized, the flow of pollution into the Bay's waters has progressively increased. High levels of coliform bacteria are regularly causing closures of portions of the Bay for swimming and other water-contact forms of recreation. In addition, new forms of recreation (e.g., personal watercraft [jet skis], in-line skating) have challenged the safe and equitable distribution of limited water and land area among the various user groups.

The City Charter currently imposes a maximum of 25 percent of the land area in Mission Bay Park to be devoted for commercial and non-profit leases. At present, such leases total about 395 acres, or about 21 percent of the total land area of the Park. Current lease revenue is approximately 12.5 million per year. Recognizing the economic importance of leisure-industry leases, the proposed Master Plan Update promotes the intensification of certain existing commercial leases in order to maximize their revenue potential. It is not the objective of the proposed Master Plan Update to expand dedicated lease areas to the detriment of the public use of the land. Proposed Park improvements would generate substantial revenue for the City in the form of lease revenues, Transient Occupancy Tax (TOT), sales taxes, employment taxes, development fees, etc. The total land lease area proposed under this Plan would remain below the 25 percent cap imposed by the City Charter.

The proposed Master Plan Update is intended as a statement of intent, not necessarily of specific solutions. Implementation of the proposed Master Plan Update would guide the continuing development of Mission Bay Park over at least the next 20 years. Recommendations contained in the proposed Master Plan Update would need to be adjusted and fine tuned over this time period.

## **B. BACKGROUND**

Juan Rodriguez Cabrillo's expedition discovered in 1542 what they called "False Bay;" a vast tidal marsh coursed by the braided outflowing channels of the San Diego River. Little changed in the Bay until 1852, when personnel of the United States Army built a dike on the south side of the San Diego River, eliminating its outfall into San Diego Bay. Late in the 19th century, the Bay's first recreational development occurred -- a ramshackle collection of hunting and fishing buildings that was later obliterated by a flood.

In 1944, a San Diego Chamber of Commerce committee recommended developing Mission Bay into a tourist attraction, as part of an overall effort to diversify the City's largely military economy. In the late 1940s, the conversion of Mission Bay into an intensively used aquatic park began in earnest through massive dredging and filling operations. In 1945 approximately 2,900 acres of land within the Park was granted to the City by a State Tidelands Grant.

The *Master Plan for Mission Bay* was written in 1958. The *Mission Bay Park Master Plan for Land & Water Use* was adopted by City Council in October 1978. This document revised and updated the 1958 *Master Plan for Mission Bay* to conform to the 1972 California Coastal Initiative (Proposition 20) and to meet and satisfy the requirements of the California Coastal Act of 1976. The *Local Coastal Program Addendum for the Mission Bay Park Master Plan for Land & Water Use* was adopted in by City Council 1981. The purpose of the addendum was to specifically identify existing Master Plan language and recommendations

that addressed issues identified during a Coastal Commission review of the land use portion of the 1978 Master Plan.

The *Mission Bay Park Natural Resource Management Plan* (NRMP), adopted and its EIR (DEP No. 89-0225) certified by City Council in May of 1990, was developed by the City following a comprehensive review of Mission Bay Park's biological resources. The NRMP is included under Appendix E of the proposed Master Plan Update.

### C. ENVIRONMENTAL PROCEDURES

This EIR has been prepared by the City of San Diego in compliance with the requirements of the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000, et seq.), the Guidelines for Implementation of CEQA (California Code of Regulations, Section 15000, et seq., herein "State CEQA Guidelines"), and the Guidelines and Format for Environmental Impact Reports (City CEQA Guidelines). The City of San Diego will be the Lead Agency for the proposed project, pursuant to Article 4 of the State CEQA Guidelines. This EIR will be reviewed and considered by the Park and Recreation Board, the Wetlands Advisory Board, the San Diego Planning Commission, and City Council in reviewing the proposed Mission Bay Park Master Plan Update.

This EIR addresses the overall direct and cumulative environmental effects of the proposed Master Plan Update as determined by the City of San Diego Planning Department during the Initial Study process. The following primary environmental concerns were identified to be addressed in this EIR:

- Land Use
- Biological Resources
- Hydrology/Water Quality
- Circulation/Traffic/Public Access
- Public Safety
- Recreational Resources
- Public Services
- Air Quality

A Mitigation Monitoring and Reporting Program has been developed and is included as part of the mitigation measures. Additional environmental review may be required to address project-specific environmental impacts and mitigation measures, subsequent to approval of the proposed Master Plan Update, to meet the standards and policies of the City of San Diego.

A number of environmental issue areas were evaluated in the project Initial Study, with no potential for significant impacts identified. These issues include: Light, Glare and Shading; Natural Resources; Population/Housing; Utilities; Energy; Water Conservation; Geology/Soils; Noise; Visual Quality/Neighborhood Character; Cultural Resources; Paleontological Resources;

Cumulative Impacts; and Growth Inducement. Because of peak season traffic delays at the intersection of Sea World Drive and East Mission Bay Drive, an investigation of future carbon monoxide levels was conducted, which showed that state and federal one-hour carbon monoxide standards would not be exceeded and impacts would not be significant. For a discussion of these issues, see Chapter VI, Effects Found Not To Be Significant.

#### **D. NOTICE OF PREPARATION AND PUBLIC PARTICIPATION**

The City of San Diego is the Lead Agency for this project. In this capacity, the Environmental Analysis Section of the City of San Diego Planning Department (EAS) circulated a Notice of Preparation of an Environmental Impact Report (NOP) to all interested agencies, groups, and individuals on February 1, 1993. All comments received have been considered in preparation of this EIR. The complete NOP and responses are included in Appendix A of this document.

The proposed Master Plan Update was conceived through an active public participation process, promoted through a concentrated media campaign that sought to heighten public awareness and advance notice of opportunities for public input. The Mission Bay Planners (Planners) group was formed as a Council-sanctioned citizen advisory group to help guide the proposed Master Plan Update in accordance with the general public will. Regular Steering Committee meetings were held with directors and management staff from key City departments: Park and Recreation, Planning, Police, Property, Engineering and Development, Water Utilities, and the Manager's Office. A full day public workshop was held on February 29, 1992, and the Wetlands Advisory Board reviewed the proposed Master Plan Update at their July 21, 1992, regularly scheduled meeting.

Under the direct advice and with the full participation of the Planners and Steering Committee members, a comprehensive set of goals and objectives for Mission Bay Park were drafted. These goals and objectives, included as Appendix A of the proposed Master Plan Update, were used in formulating the specific planning concepts contained in the proposed Master Plan Update.

#### **E. USES OF THIS ENVIRONMENTAL IMPACT REPORT**

Environmental Impact Reports are informational documents intended to inform the public decision-makers, other responsible or interested agencies, and the general public of the significant environmental effects of a proposed project. The purposes of this EIR are to provide information regarding environmental resources and constraints of the proposed project site, identify the probable significant environmental effects of the proposed project, identify alternatives to the proposed project that would avoid or lessen significant impacts, and to develop ways to mitigate or avoid significant effects.

The decision-makers will consider the information contained in this document when considering the proposed action. The anticipated discretionary actions for implementation of this project, by responsible agency, may include the following:

City of San Diego Permits/Actions

- Approval of Construction Funds
- Improvement Permit
- Adoption of the proposed Master Plan Update
- Certification of this EIR

California Coastal Commission

- Consistency Certification

Subsequent projects proposed to implement the proposed Master Plan Update would be required to obtain all appropriate permits and/or approvals from local, state, and federal agencies, and would be subject to subsequent environmental review.

**F. TERMS USED IN THIS REPORT**

The following terms and acronyms are used throughout this EIR and are defined below for ease of reference:

"Bay" - Mission Bay.

"CEQA" - California Environmental Quality Act.

"City" - City of San Diego.

"CO" - Carbon Monoxide.

"DEP" - Department of Environmental Planning (City of San Diego).

"EAS" - Environmental Analysis Section of the Development and Environmental Planning Division of the City of San Diego Planning Department.

"EIR" - Environmental Impact Report.

"EMT" - Emergency Medical Technician.

**"Master Plan Update"** - Mission Bay Park Master Plan Update.

**"MLLW"** - San Diego experiences a "Mixed Tide." A mixed tide consists of two high tides and two low tides per 24 hour period. The high tides usually differ in height as do the low tides. The MLLW is the mid-point between the two low tides, the lower low water (LLW) and the higher low water (HLW). The two high tides consist of the higher high water (HHW) and the lower high water (LHW).

**"NOP"** - Notice of Preparation of an Environmental Impact Report.

**"NRMP"** - Natural Resources Management Plan.

**"NWP"** - Northern Wildlife Preserve.

**"Park"** - Mission Bay Park.

**"ppm"** - parts per million by volume.

**"SCH"** - State Clearing House.



## II. ENVIRONMENTAL SETTING

### A. REGIONAL SETTING

Mission Bay Park is located within the City of San Diego, approximately 5 miles north of downtown San Diego, adjoining to the Pacific Ocean. The regional geographic setting of the Park is shown in Figure 2-1. Interstate 5 (I-5) borders the Park to the east and Interstate 8 (I-8) runs east-west just south of the Park.

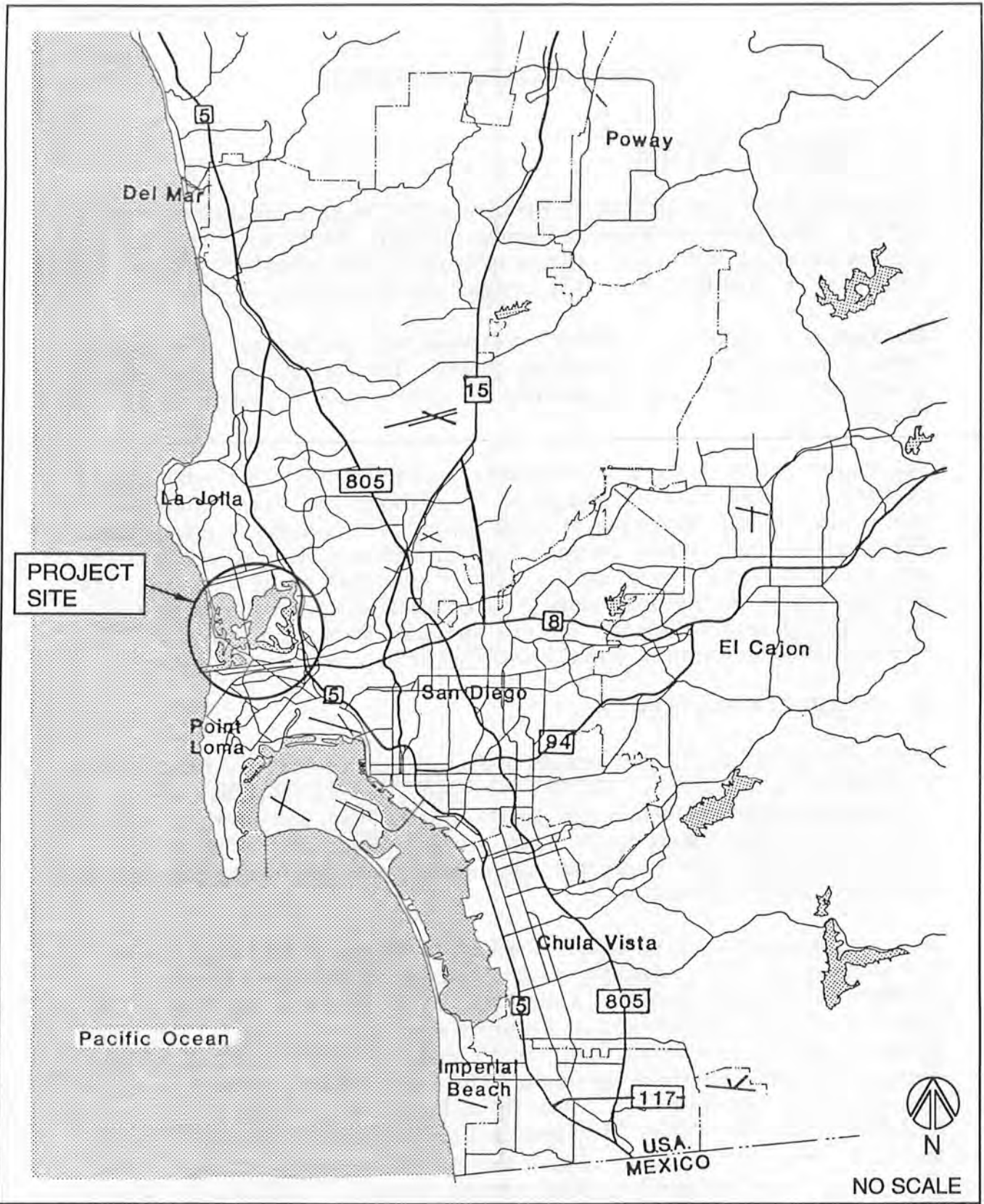
The Park is a unique and valuable recreational resource because of its size, its urban coastal setting, and its diversity of uses. The Park is over seven square miles or 4,600 acres in size, accommodating well over 100,000 people on a peak summer day.

The climate in the area is mediterranean with relatively low total annual precipitation and mild temperatures throughout the year. Rainfall is concentrated in the November to April season, with infrequent precipitation during the summer. Winds are generally light and variable in direction except for persistent westerly winds during summer afternoons along the coast. The strongest winds usually occur during the occasional migrant storms of winter that cross the area. Humidity remains moderate throughout the year. The average annual temperature is in the low 60s with sunshine being abundant.

### B. PROJECT LOCATION

The Park is bound by the communities of Mission Beach and Pacific Beach to the west and north, respectively. The Park is bordered by I-5 at its eastern edge, and by the community of Ocean Beach, south of Robb Field, and I-8 to the south. These surrounding beach communities are urbanized; developed as single-family and multi-family residential communities, with supporting commercial uses, parks, and public facilities.

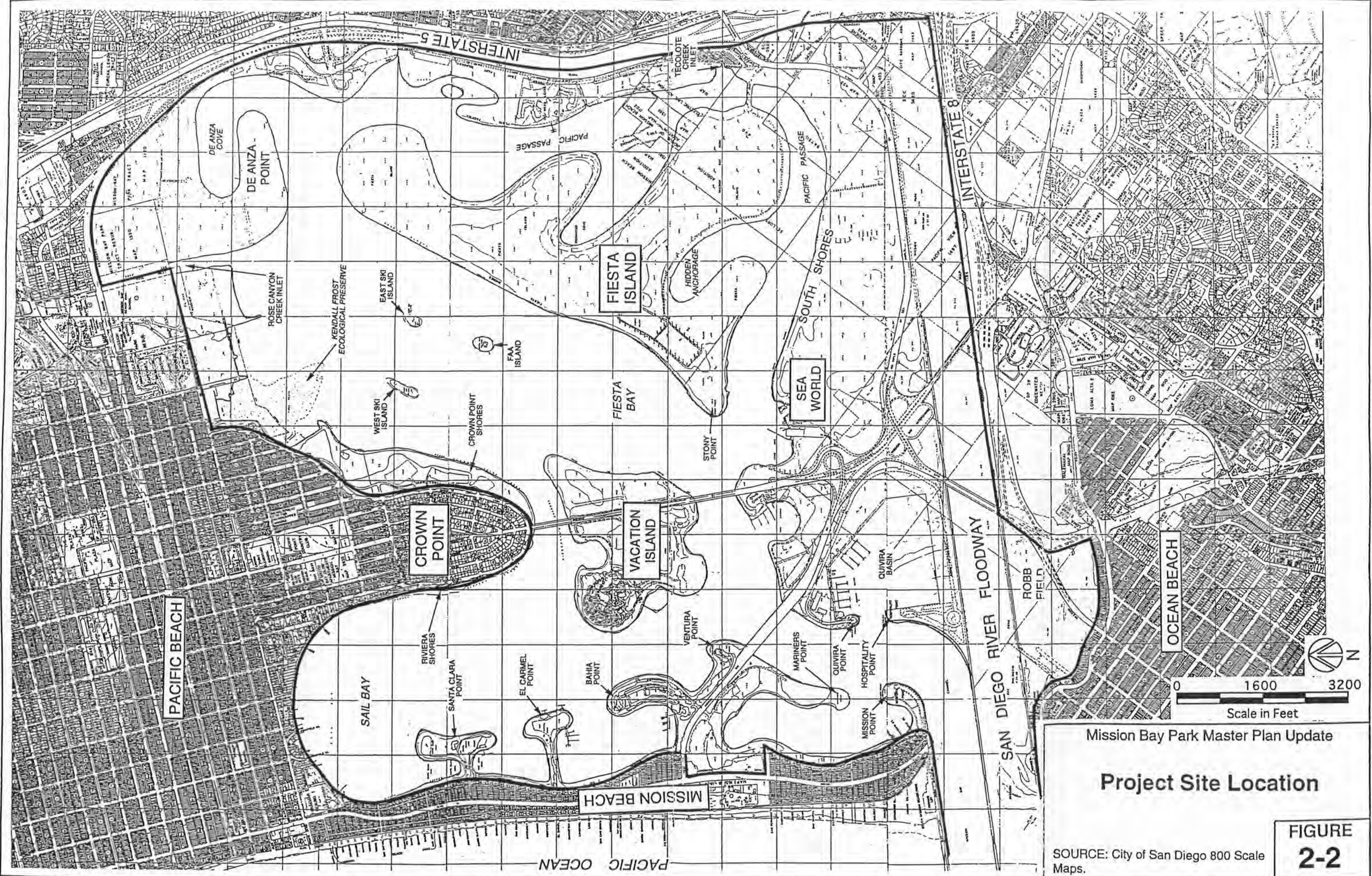
As previously discussed, I-5 borders the Park to the east and I-8 runs east-west just south of the Park, providing access from the regional road system to the southern and eastern portions of the Park. Local access to the Park can be obtained via Mission Boulevard or Ingraham Street from the north; Clairemont Drive, Tecolote Road or Friars Road from the east; and Pacific Highway, Midway Drive, or Sunset Cliffs from the south. The Park's primary internal roadway network consists of West Mission Bay Drive, Ingraham Street, Sea World Drive and East Mission Bay Drive. In addition to providing primary circulation within the Park, these internal roads carry a tremendous amount of through traffic. Because of this prime location, roads running through the Park are considered primary commuter routes (City of San Diego, 1991). This surrounding and internal circulation system is shown in Figure 2-2.



SOURCE:  
The Butler Roach Group.

Mission Bay Park Master Plan Update  
Regional Location Map

FIGURE  
2-1



Mission Bay Park Master Plan Update

### Project Site Location

SOURCE: City of San Diego 800 Scale Maps.

**FIGURE 2-2**

## C. EXISTING LAND USE

In May 1990, the City of San Diego Park and Recreation Department prepared the Mission Bay Shoreline Stabilization and Restoration Project Plan (City of San Diego, 1990b). A detailed description of existing land uses within the Park was included in this plan, and is summarized below.

The City of San Diego owns and operates the Park, which covers approximately seven square miles and includes in excess of 2,100 acres of land; 2,500 surface acres of navigable water; and 27 miles of shoreline. Approximately 1,890 acres of parkland is dedicated for Park uses. In 1945, approximately 2,900 acres of the Park was granted to the City by a State Tidelands Grant. The Tidelands Grant restricts uses within the granted lands to recreational and educational purposes.

The Park contains approximately 200 acres of developed public parks, parking facilities, slips for over 2,500 pleasure boats, and 1,500 dry boat storage spaces. Through City lease arrangements, commercial establishments provide various services to Park visitors. Among the 19 major commercial lessees on Mission Bay are five hotels, 10 small pleasure boat marinas, a campground and golf course, and the 150-acre Sea World Aquatic Theme Park.

While the eastern portion of the Bay is primarily allocated to power boats, the western portion of the Bay is principally developed for sailing vessels. The eastern portion includes an official race course for unlimited hydroplanes, as well as smaller courses that can accommodate eleven classes of power boats.

Small extensions of land or peninsulas intrude into the western portion of the Bay, north of West Mission Bay Drive. These include Ventura Point, Bahia Point, El Carmel Point, and Santa Clara Point. Ventura Point is developed with park and shoreline uses including grass picnic areas and pedestrian walkways. Bahia Point is developed under a City lease with the Bahia Resort Hotel, public parkland, parking beach, and restrooms. The extreme northern point of Bahia Point is not included within the Bahia leasehold and is developed with parking, a public beach, and the turn-around for Gleason Drive.

The Mission Bay Yacht Club is located on the southern portion of El Carmel Point. North of the Mission Bay Yacht Club, the San Diego Rowing Club and Mission Bay Rowing Association Center has been constructed under a City lease. This use provides for some shoreline protection, enhanced public access around the point, and a small boat launch.

The Mission Bay Sports Center leases a portion of north Santa Clara Point adjacent to a multi-sports field and the City's Santa Clara Point Recreation Center. The Mission Bay Aquatic Center, operated by San Diego State University Association, is located on the southern end of Santa Clara Point. This facility provides a variety of classes in aquatic sports for all ages.

Continuing around the northwest portion of the Bay, the Catamaran Hotel is located along the western shore of Sail Bay. The hotel is developed on private property, the beach fronting the hotel and the Catamaran Pier are on City-owned property and operate under a City lease. The eastern shore of Sail Bay is surrounded by residential development and Riviera Shores. Riviera Shores provides for a variety of beach activities, a resting place for catamarans, and a take-off area for board sailors.

Vacation Isle is located in the west central portion of the Park. Ingraham Street bisects Vacation Isle and connects Crown Point and the mainland with the two Ingraham Street bridges. Ski Beach is located along the eastern shore of Vacation Isle and provides water-ski landing and take-off areas, a public dock, and a public boat-launching ramp.

Public park land, with landscaping, picnic facilities, fire rings, restrooms, children's playground equipment, and parking is also located on Vacation Isle east of Ingraham Street. The west side of Vacation Isle provides public swimming areas and parking in the north and south coves; public park land, which is available to youth groups for overnight camping; and a model yacht basin. The Princess Resort Hotel is located on approximately 44 acres of land west of Ingraham Street. This area is under private City leasehold and developed with the Princess Hotel Resort.

Crown Point Shores, on the eastern side of Crown Point, has been developed as a public park. Existing improvements in this area include an access road, landscaping, picnic facilities, parking lots, restroom facilities, fire rings, pathways, and children's playground equipment. The southerly portion of Crown Point Shores has been retained as sand area.

A variety of park uses have been developed along the east shore of the Bay. Similar to Crown Point Shores, the portion of East Shore between De Anza cove and the Information Center has been developed as public park land with landscaping, parking lots, picnic facilities, restrooms, a children's play area, and seasonal lifeguard towers. A public boat-launching ramp is also located north of the Information Center. The Information Center itself is a private corporation, the San Diego Visitor Information Center, which provides information to tourists and area residents. East Shore, south of the Information Center, includes Leisure Lagoon and Paradise Isle. This area is developed similar to the area north of the Visitor Center. The Hilton Hotel, operating under a private City lease, occupies approximately 18 acres in this area. Acreage adjacent to the hotel lease is developed in a manner similar to that of the other public park areas along East Shore.

Sea World occupies a major portion (101 acres) of the South Shore of the Park. Sea World offers both recreational and educational opportunities to visitors of the Park. The remainder of the South Shore area is being developed as a large

open park with picnic areas, restroom facilities, parking lots, and a boat launch ramp.

Quivira Basin, designed primarily for sport fishing, ocean-oriented boating activities, marinas, and shopping facilities, lies just east of the entrance channel into Mission Bay. Hospitality Point, the primary landform within Quivira Basin, is the location of the City's Park and Recreation Department, Coastal Division headquarters. It is also the Lifeguard Services Division and San Diego Police Harbor Unit headquarters.

The last remnant of salt marsh habitat within Mission Bay is located in the northern portion of the Bay. The Northern Wildlife Preserve (NWP) located in this area includes a productive salt marsh that provides breeding, nesting, and feeding areas for sensitive and fully-protected bird species. Other prominent uses in the northern portion of the Bay include a camping area (Campland), mobile home park (De Anza Harbor Resort), and golf course.

Six islands have been created in the north central and southeast portions of the Bay. The largest island, Fiesta Island, encompasses approximately 465 acres and is more than one mile long. Fiesta Island is used by joggers, bikers, dog walkers, fishermen, and youth campers; and provides a spectator area for other activities going on in the Bay. A portion of Fiesta Island is designated as habitat reserve. Under existing plans, Fiesta Island would not be developed with turfed areas.

The only industrial uses in the Park are the City-owned sludge-drying beds located on the southern portion of Fiesta Island. These sludge beds are scheduled for removal in 1997, making this area available for park-related use. In addition, Government Island is leased to the Federal Aviation Administration (FAA) for the purpose of maintaining airway control facilities. Some areas of South Shores and the majority of Fiesta Island are currently vacant land.

#### **D. PHYSICAL CHARACTERISTICS**

The Park encompasses seven square miles of relatively flat coastal area, of what was once a vast tidal marsh coursed by the braided outflowing channels of the San Diego River. Massive dredging and filling operations in the late 1940s resulted in the conversion of the Bay into an intensively used aquatic park. Twenty-five million cubic yards of sand and silt were dredged and used as fill by the early 1960s to create the land forms evident in the Bay today. Most noticeable have been the formations of Fiesta Island and Vacation Isle.

The Bay is a relatively small and shallow body of water of complex shape with water depths ranging from 7 to 20 feet. Partially because of its complex shape, flushing and circulation conditions induced by tidal action are inadequate to transport pollutants out of the Bay. This is especially true of the eastern portion of Mission Bay. Runoff carrying bacteria, pollutants, and sediments enters the

Bay through storm drains, drainage channels, and other discharge points, resulting in periodic closures for public health reasons. Currently, a total of 69 storm drains empty into the Bay. Major watersheds draining into the Bay include the Rose Canyon Creek/San Clemente Creek watershed and the Tecolote Creek watershed. Additional information on pollutant concentrations and water quality is provided in Section IV.D, Hydrology/Water Quality.

The majority of the Park has been developed, either as parkland or for commercial lease. Parkland areas surrounding the Bay include sandy shorelines, large turfed areas, limited "natural" areas, and league play facilities at Robb Field and Pacific Beach Playing Fields. Bicycle and pedestrian paths are located throughout the Park. However, interruptions at key locations along these paths limit the ability of users to safely and conveniently circulate around the Park.

The Park contains a wide range of habitat types including marine, wetland, and terrestrial resources. The NWP, located at the northeastern section of the Park, is considered one of the best examples of coastal salt marsh remaining in Southern California. This NWP is the last remnant of salt marsh in Mission Bay.

The coastal strand habitat of the Park is found among the sandy soils on the central portion of Fiesta Island, north of the Over-the-Line Tournament area, at the southern end of Fiesta Island, and at the South Shores area in a habitat preserve. Much of the coastal strand habitat found on Fiesta Island is growing on old dredge spoil and is of poor quality.

The Park is located within the Pacific Flyway and, therefore, is an important regional habitat for migrating birds. The most significant habitat areas for water birds include the NWP and the Southern Wildlife Preserve. Three endangered bird species (California least tern, Belding's savannah sparrow, and light-footed clapper rail) nest in the Park.

Through enhancement of the physical and biological environment where they occur, eelgrass (*Zostera marina*) vegetated areas function as important habitat to a variety of fish and other wildlife (Phillips, 1988). Their dense rhizome and root structures help to stabilize the substrate. Erect leafy shoots are sufficiently dense to produce an erect leaf mass that forms a leaf baffle. This baffle retards currents and traps particulate matter. Thus, the sediments in an eelgrass bed are nutrient rich. The eelgrass meadow forms a nursery and a refuge for a very high diversity of plants and animals, some of which live on the leaf blades. The leaf blades form the basis for a grazing food chain, while the detritus particles from the dead and decaying leaves form the basis of an extensive detritus food chain. Eelgrass beds support a higher abundance and diversity of fish than comparable non-vegetated soft bottom areas, and are important as a nursery habitat for some commercial species, including both topsmelt (*Atherinops affinis*), and California halibut (*Paralichthys californicus*) (Hoffman, 1986). Therefore, the existence of

eelgrass habitat in Mission Bay, and other coastal bays and estuaries, plays an important role in the production of a large portion of southern California's commercial fish species.



### III. PROJECT DESCRIPTION

#### A. INTRODUCTION

The Master Plan Update is proposed as an updated and continuing development plan for Mission Bay Park. The fundamental goal of the proposed Master Plan Update is "to identify new demands made on the Park and to chart a course for the continuing development of Mission Bay Park. This course would sustain the diversity and quality of recreation, while protecting and enhancing aquatic wildlife for future generations."

A comprehensive set of goals and objectives for Mission Bay Park was established prior to the formulation of specific planning concepts used in the proposed Master Plan Update. These goals and objectives are contained in Appendix A of the proposed Master Plan Update, and are summarized here in Table 3-1.

Distinctive recreational areas would be implemented within a single Park, organized according to "regions" of compatible uses. This approach has thus been labeled the "Parks Within a Park" concept. Four broad types of recreation available at Mission Bay Park have been identified. These include:

Regional: Regional-oriented recreation refers to regional parkland activities such as group picnicking, bicycling, and attendance of special events. Existing undeveloped areas would be either turfed or facilities such as roads, parking lots, or structures such as restrooms would be provided.

Neighborhood: Neighborhood-oriented recreation refers to activities and facilities utilized primarily by local residents, such as game courts and children's play areas.

Commercial: Commercial oriented recreation refers to resort hotels, Sea World, and other commercial operations, including recreational vehicle (RV) camping.

Habitat: Habitat-oriented recreation refers to fully protected habitat preserves with restricted human access (Northern and Southern Wildlife Preserve, habitat area on North Fiesta Island, least tern nesting sites, and Coastal Strand/Nuttal's lotus Preserve) as well as wetland and upland habitats serving more passive activities, including trails for hiking and jogging, or wetland areas for rowing and canoeing. It also includes youth and primitive camping areas.

TABLE 3-1

**Goals and Objectives for Mission Bay Park  
Proposed Mission Bay Park Master Plan Update**

Goals	Objectives
Land Use	<ul style="list-style-type: none"> <li>• An aquatic-oriented park which provides a diversity of public, commercial and natural land uses for the enjoyment and benefit of all the citizens of San Diego and visitors from outside communities.</li> <li>• A park in which land uses are located so as to avoid negative impacts on adjacent areas, providing for ease of access, and according to the particular qualities of different parts of the Bay.</li> <li>• A park which enhances the viability and use of other connected open space areas so as to promote the creation of a comprehensive, integrated open space system.</li> </ul>
Water Use	<ul style="list-style-type: none"> <li>• A park in which the water areas are allocated and maintained to support the diverse aquatic interests of those visiting Mission Bay.</li> <li>• A park which provides adequate and safe access to the waters of Mission Bay.</li> <li>• A park in which the water areas are maintained to assure the maximum enjoyment of aquatic activities consistent with safety, aesthetic, and environmental concerns.</li> <li>• A park in which water areas are maintained to assure continued navigability for designated uses, and in which adequate shoreline access for water use is maintained.</li> </ul>
Circulation and Access	<ul style="list-style-type: none"> <li>• A park which promotes and ensures safe and enjoyable access for all park users and minimizes negative transportation-related impacts on surrounding neighborhoods.</li> <li>• A park that addresses the competing parking needs of area residents, employees, and visitors to Mission Beach, Pacific Beach, and Mission Bay Park, provides necessary parking for park users, and utilizes strategies for protecting neighboring areas from adverse parking impacts.</li> <li>• A park which provides a complete, clearly defined and safe (Class I) bike path that ties in with the existing bicycle network for adjoining neighborhoods.</li> <li>• A park which provides a path system designed and managed so as to safely accommodate both pedestrian and non-motorized wheeled circulation.</li> </ul>

Source: Master Plan Update, 1993.

**TABLE 3-1**  
(Continued)

Goals	Objectives
Economic	<ul style="list-style-type: none"> <li>• A park where private enterprise within appropriate designated areas can prosper in order to support and enhance public use, access, and enjoyment of the Mission Bay Park.</li> <li>• A park which generates sufficient revenue to the City to cover public operations and maintenance costs associated with the park, and help finance and maintain public improvements within the park.</li> <li>• A park which uses economic approaches to efficiently manage use of public areas.</li> <li>• A park which fairly attributes funding responsibility to those who benefit from the facility or services that is funded.</li> <li>• A park in which information regarding ecologically sustainable design and management practices are assessed and used as appropriate.</li> </ul>
Environmental	<ul style="list-style-type: none"> <li>• A park in which aquatic wildlife and natural resources are a major recreational attraction for park users.</li> <li>• A park in which biodiversity is sustained and enhanced through the protection of natural resources and the expansion of habitat areas for sensitive species.</li> <li>• A park which supports ongoing education and research related to the Bay's natural resources.</li> <li>• A park in which achieving the highest possible water quality is a planning, design, and management priority.</li> <li>• A park in which traffic, noise, and air pollution sources, particularly those that are not directly related to the aquatic resources of the park, are reduced to the greatest extent possible.</li> </ul>
Aesthetics and Design	<ul style="list-style-type: none"> <li>• A park whose image, as defined by its landscape architecture and public works, manifests and magnifies its unique and distinctive aquatic nature.</li> <li>• A park comprising an interconnected system of diverse recreational environments, or "parks within a park."</li> <li>• A park that extends beyond its boundaries by offering "image bytes" or encapsulated views of open waters and landscape to surrounding roadways, neighboring streets and distant viewing points.</li> </ul>

Source: Master Plan Update, 1993.

TABLE 3-1  
(Continued)

Goals	Objectives
South Shore	<ul style="list-style-type: none"><li data-bbox="456 373 1325 464">• An intensively used park area that attracts visitors to a variety of public and commercial recreation venues yielding, in aggregate, a summary view of the park's grand aquatic identity.</li><li data-bbox="456 485 1325 548">• A toxic-free recreation area posing no hazard to the health and safety of current and future park users.</li></ul>
Fiesta Island	<ul style="list-style-type: none"><li data-bbox="456 579 1325 669">• An area which supports a diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.</li></ul>

Source: Master Plan Update, 1993.

Implementation of the proposed Master Plan Update would concentrate each of the four recreational use types as shown in Figure 3-1, and as summarized below:

Regional: Eastern South Shores, East Shores, East Vacation Isle, and the southern portion of Fiesta Island.

Neighborhood: West Shore, Sail Bay, Riviera Shores, and Crown Point Shores.

Commercial: Western South Shores, West Vacation Isle, Dana and Quivira basins, Bahia Point and the northeast corner.

Habitat: Southern and Northern Wildlife Preserve areas, the central and northern portions of Fiesta Island, and least tern nesting sites.

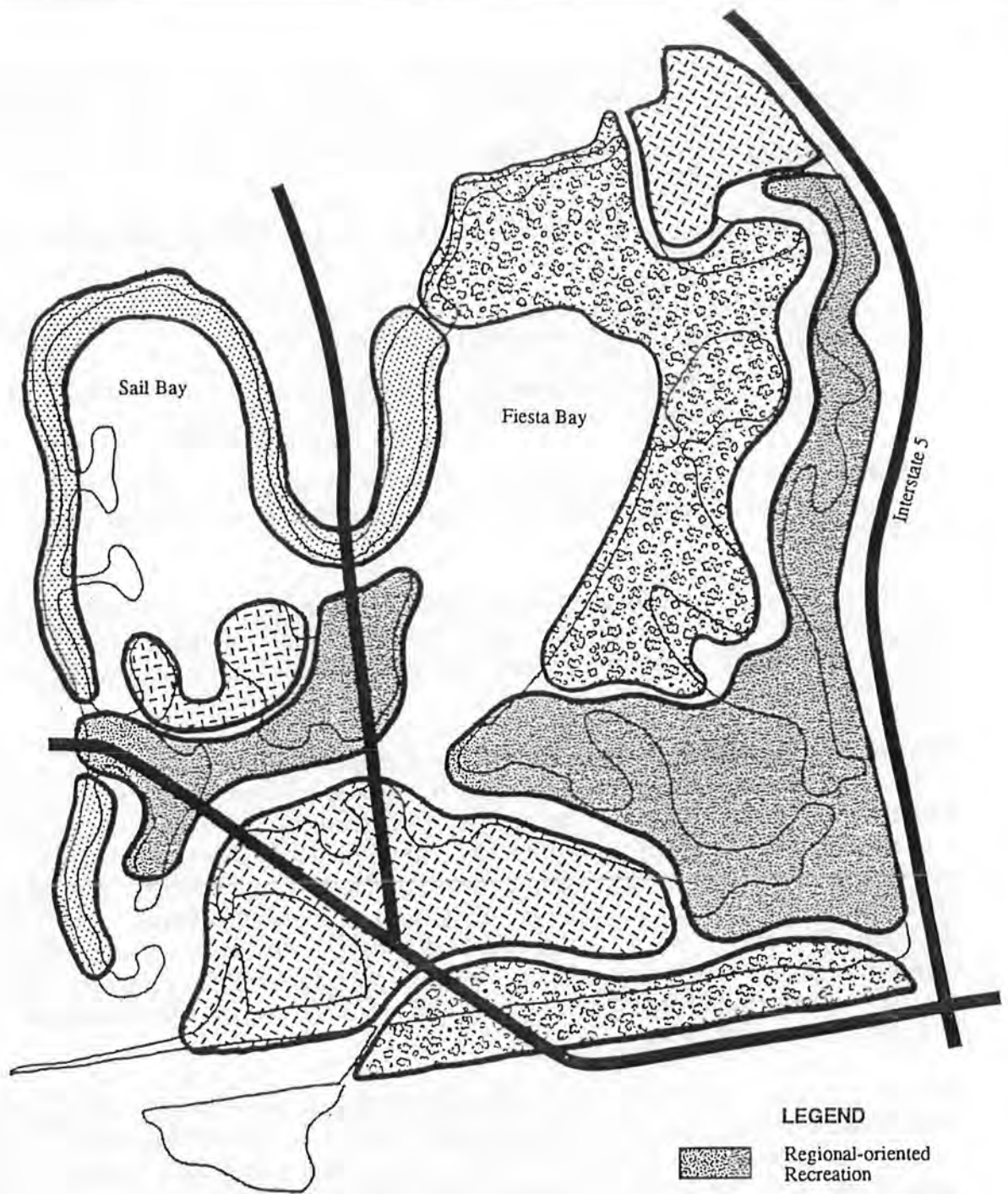
Pedestrian and bicycle paths would be common to all areas. These paths would act as the essential common thread that would integrate the various elements of the Park.

Table 3-2 provides a comparison of existing acreages and proposed acreages included in the proposed Master Plan Update for each of the four recreational area types. Acreage increases would be achieved by developing undeveloped parkland.





The "natural" northeastern quadrant of the Park would be a new distinctive area in Mission Bay, as would the proposed regional parkland areas of south Fiesta Island and South Shores. The northeastern area of the Park would be less populated, more tranquil, suitable for canoeing, swimming, and hiking in a more natural coastal setting; the regional parkland areas would be suited for larger gatherings, group picnicking, turf games, and special events. Activities in the natural quadrant would wind-down at sunset, and would be encouraged to continue through the evening in the regional parkland areas. This arrangement of uses would make optimum use of the Park's existing infrastructure and environmental resources.

Planning concepts for the Park are organized in the proposed Master Plan Update based on the division of issues as they were analyzed, presented, and discussed before the Mission Bay Planners. These issues were grouped as follows: Land Use, Water Use, Environment, Access and Circulation, Fiesta Island & South Shores, Art in the Park, Economics, and Implementation.

An Aesthetics and Design Element is included under separate cover from the proposed Master Plan Update, and is entitled the "Mission Bay Park Design Guidelines." These design guidelines, and the Art in the Park Element are not addressed in this EIR, as discussed under Visual Quality in Chapter VIII, Effects Found Not to be Significant. In addition, the Economic Element of the proposed Master Plan Update is not addressed in this EIR, as it is outside the scope of CEQA review.



**LEGEND**

-  Regional-oriented Recreation
-  Commercial-oriented Recreation
-  Neighborhood-oriented Recreation
-  Habitat-oriented Recreation / Preservation



NO SCALE

SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
Proposed  
"Parks within a Park"  
Concept Plan

**FIGURE**  
**3-1**

**TABLE 3-2**  
**Recreational Area Types**  
**Proposed Mission Bay Park Master Plan Update**

	Existing (Acres)	Proposed (Acres)	Percent Change
Commercial	404	388 to 423	- 4% to + 5%
Habitat (1)			
Salt Marsh/Salt Pan	50.0	153.0 to 188.0 (2)	+ 206% to + 276%
Upland Habitat	<u>56.0</u>	<u>314.0</u> (3)	+ 461%
Total	106.0	467.0 to 502.0 (2)	+ 340% to + 374%
Regional	247	359	+ 45%
Neighborhood	119	123 (4)	+ 3%
Total (acres)	876	1,372	57%

Notes: Acreages do not include beach areas.

- (1) These figures do not include the 200-acre Southern Wildlife Preserve.
- (2) This range is based on the low and high intensity development options for the De Anza Special Study Area.
- (3) This figure includes 212 acres of proposed coastal sage scrub habitat.
- (4) Includes Crown Point.

Source: Wallace Roberts & Todd, 1993.

## B. LAND USE

The overall land use concept plan for the proposed Master Plan Update is illustrated in Figure 3-2.

### Aquatic Orientation

Implementation of the proposed Master Plan Update would incorporate the following guidelines for aquatic orientation:

- Primary Zone: A 300-foot depth would be established as the primary zone of water influence. Within this zone, priority would be given to passive recreational uses or uses compatible with the water setting. Land uses that restrict public access and enjoyment of the shore would be discouraged and avoided to the greatest extent possible.
- Secondary Zone: Beyond the 300-foot zone, measures that would further enhance and preserve critical views of the Bay would be pursued.
- Commercial Access: New commercial development areas and hotel redevelopment projects would be required to provide convenient and secure public access to the water.

### Regional Parkland

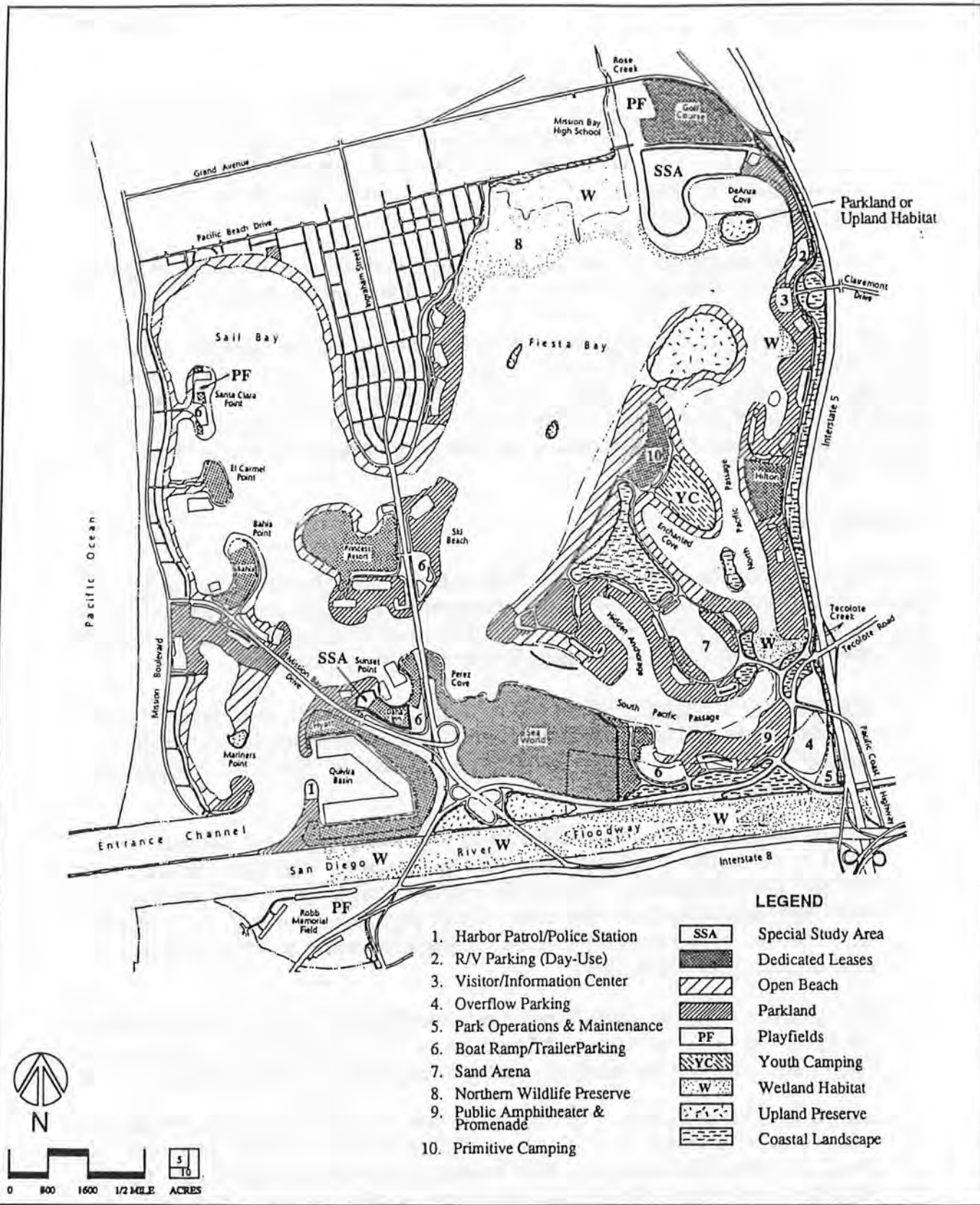
The proposed Master Plan Update would increase the amount of regional parkland area in the Park by approximately 50 percent (existing regional parkland: 247 acres, proposed regional parkland: 359 acres) to meet anticipated future recreational demands. The following guidelines for regional parkland planning are included in the proposed Master Plan Update:

- Southeast Quadrant: Increase in the amount of regional parkland by 50 percent, for a total of 340 acres (acreage calculations do not include support parking and roadways). Most areas designated as Park and Shoreline in the 1978 Master Plan would be turfed and otherwise improved under the Master Plan Update.

Fiesta Island: Development of about 100 acres of new regional parkland on Fiesta Island. This parkland would be located primarily at the current sludge drying bed area at the southern end of the Island. Replacement of the sludge drying beds with parkland would result in the only net gain of new recreational land in the Park. However, undeveloped parkland would be turfed and otherwise improved.

South Shores: Development of about 34 acres of regional parkland on South Shores east of the planned embayment. This development would





SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Land Use**

**FIGURE**  
**3-2**

be consistent with the current development plans for South Shores, although the configuration of roadways, paths, and shore revetments would be altered to improve access and circulation, enhance the water's exposure to the recreational areas, and accommodate a public, multipurpose amphitheater. Also, the areas would be turfed and otherwise improved.

Large Group Picnic: Development of large turfed areas suitable for group picnics and other activities on Fiesta Island and on South Shores.

One-third of the Park's regional-oriented recreation, the largest naturally landscaped upland areas, the major sport and cultural event venues, and the parking and transportation hub would be located within the southeastern quadrant of the Park on Fiesta Island and South Shores. Figures 3-3 and 3-4, respectively, illustrate concept plans for the development of Fiesta Island and South Shores.

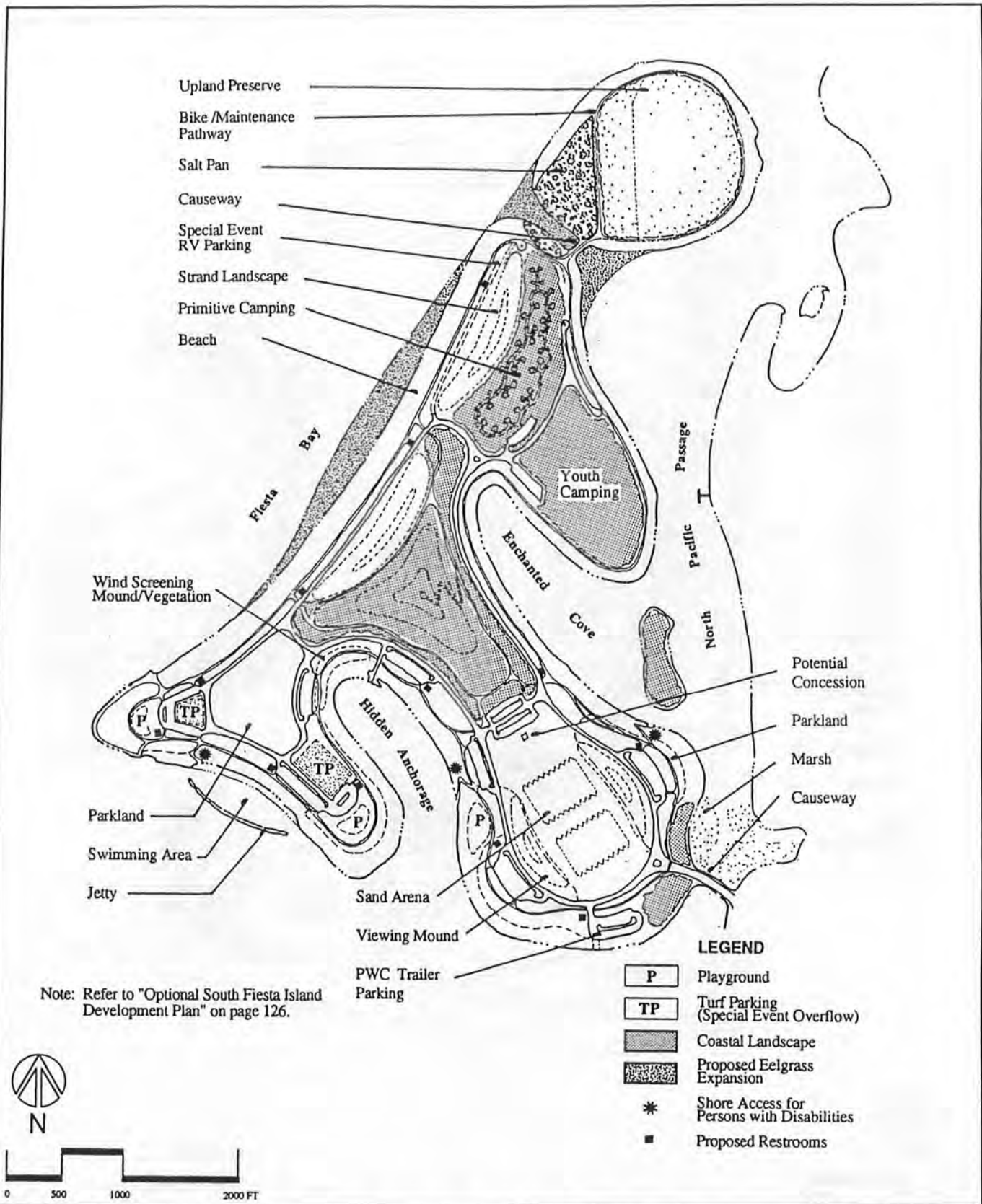
### "Natural" Areas

"Natural" areas in the context of the Park include open beach areas backed by coastal strand vegetation, upland areas vegetated by coastal sage scrub species, and marsh areas. Implementation of the proposed Master Plan Update would place the "natural" areas of the Park in the northeastern quadrant.

- Central Fiesta Island: Half of the central peninsula of Fiesta Island would be used as an upland coastal sage scrub landscape suitable for hiking and biking. This area would be slightly raised in elevation to provide enhanced views of the Bay.
- North Fiesta Island: The north end of Fiesta Island would continue to be used as controlled habitat nesting for the California least tern and as a site for salt pan mitigation. A path for pedestrians, bicycles, and emergency vehicles would encircle this site. Gates and fences would be provided around the least tern and salt pan mitigation sites to restrict access to authorized individuals only.

The proposed Master Plan Update recommends that further consideration be given to constructing a channel, with the provision of a bridge or causeway, between the northern and central portions of Fiesta Island.

- Northern Habitat Area: A wetland habitat of at least 80 acres would be located west and south of the Rose Creek outfall, contiguous with the Northern Wildlife Preserve. This habitat area would include salt marsh, salt pan, and coastal sage scrub plant communities, and would be designed to permit limited public access. The adjacent 34 acre Northern Wildlife Preserve would remain restricted to public access.

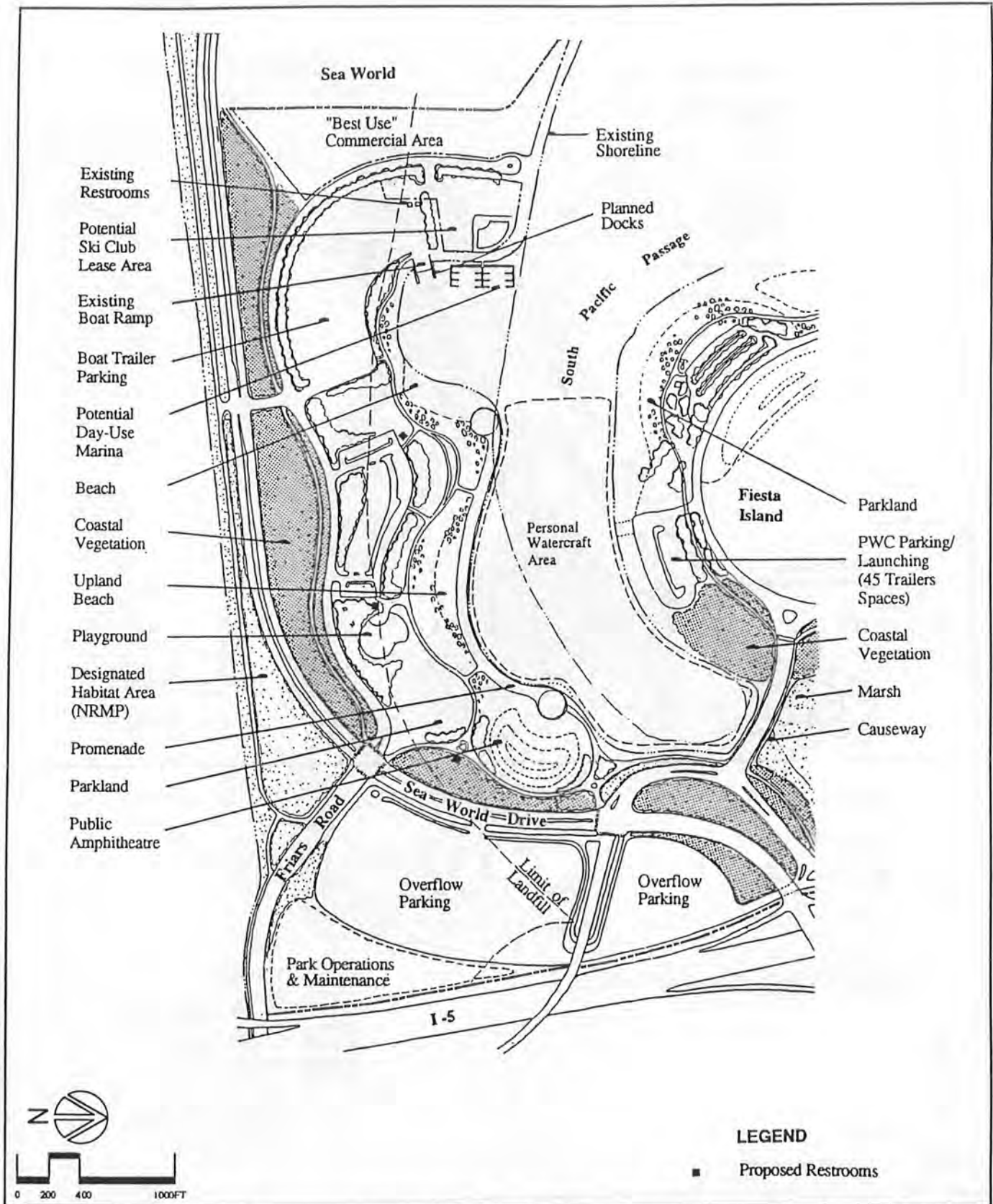


SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update

**Proposed Fiesta Island  
Concept Plan**

**FIGURE  
3-3**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed South Shore  
Concept Plan**

**FIGURE  
3-4**

- "Rustic" Perimeter: The Park would be encircled by a more natural band of vegetation to emphasize its unique coastal setting. This would occur on East Shores in the area between I-5 and the park road. On South Shores, limited areas of coastal sage scrub would be located between a new park road and Sea World Drive. The existing rustic perimeter provided by open sand areas on Sail Bay and Mariner's Basin would be maintained.

In addition, the proposed Master Plan Update recommends the partial substitution of ornamental turf areas with coastal plants elsewhere along the Park's perimeter (e.g., Hospitality Point).

### Dedicated Lease Areas

Hotel uses on the Bay would be expanded by encouraging the redevelopment of underutilized leases and the development of new sites. The new dedicated lease areas included in the proposed Master Plan Update are shown in Table 3-3 and are summarized below:

- Marina Village: 500 hotel rooms, limited retail, conference facilities. Redevelopment of this existing lease would include the gravel parking facing the San Diego River Floodway as an addition to the lease area (approximately 4 acres), creating a 19-acre redevelopment site. Vehicular public access to Hospitality Point would be maintained through the site.
- Knight & Carver Yacht Center: Optional hotel redevelopment. In the event of future redevelopment, the gravel parking area opposite the yacht center, in addition to a portion of Hospitality Point, would potentially be added to the commercial lease area (approximately 6 acres).
- Bahia Hotel (Potential Development Area): 600-room resort hotel. The Bahia Hotel lease would be expanded, at the option of the lessee and by not more than approximately one acre, towards the point of the peninsula.
- De Anza Cove (Special Study Area): Potential development to include any or all of the following uses: recreational vehicle camping; resort hotel; regional parkland; beach; boating concessions; wetland; wetland-related hydrologic improvements; native upland vegetation, and passive recreation such as paths and trails.
- Dana Inn (Special Study Area): Potential hotel development.
- South Shores "Best Use" Parcel: 16.5-acre site. Commercial development; potential expansion of Sea World, 200 room motel, or a water oriented entertainment center.

TABLE 3-3

**Land Lease Changes  
Proposed Mission Bay Park Master Plan Update**

Leases Lost	Acres	Leases Gained	Acres
Campland on the Bay (1) (expires 2017)	24	De Anza SSA	60.0 (2)
De Anza Harbor Resort (expires 2003)	70	Dana Inn SSA	2.5 (2)
		Bahia Hotel	1.0
		South Shores "Best Use" Parcel	16.5
		Marina Village/ Knight & Carver Potential Lease Expansion	10.0
		Ski Club (or other operation)	4.0
		Fiesta Island Primitive Camping	18.0
<b>Total (acres)</b>	<b>94</b>		<b>112.0</b>
<b>Net Dedicated Lease Gain</b>	<b>18 acres</b>		
<b>Current Lease Total</b>	<b>404 acres</b>		
<b>Proposed Maximum Lease Total</b>	<b>422 acres</b>		<b>(approximately 22.6 percent of the total proposed land area of the Park)</b>

## Notes:

- (1) Campland would be relocated to the De Anza SSA.
- (2) Maximum (approximate) available development area under Special Study Area (SSA) development criteria.

Source: Master Plan Update, 1993.

- Ski Club: The current Ski Club location is being rendered obsolete by the sedimentation process on Rose Creek. This 4-acre facility could be relocated to South Shores, west of the planned embayment.
- Primitive Camping: 18-acre site on Fiesta Island.

The proposed Master Plan Update includes plans to dredge approximately 102 acres of land for wetland habitat, swimming, navigation, and eelgrass mitigation purposes. Removal of this area of land would raise the dedicated lease percentage to approximately 24 percent.

### **Special Study Areas**

Special Study Areas (SSA) are "flexible" planning areas, in which a number of potential uses, both public and private, could be accommodated under varying intensities and configurations. Two SSA's are identified in the proposed Master Plan Update: De Anza Cove and Dana Inn at Sunset Point. The planning procedure associated with these SSA's is discussed in Appendix B of this EIR. The proposed Master Plan Update provides specific development criteria for the Special Study Areas. Further discussion is provided in Section 4.A, Land Use, of this EIR.

### **Active Recreation**

The proposed Master Plan Update includes the following provisions and planning guidelines for the accommodation of active recreational pursuits at the Park:

- Sand Arena Sports: The Fiesta Island sand arena would be relocated to the eastern end of Fiesta Island's central peninsula. Turfed viewing mounds would be provided at either side of the arena.
- League Play: Facilities for league play would not be provided, other than the existing facilities provided at Robb Field and Pacific Beach Playing Fields. A joint use agreement with Mission Bay High School would be pursued to further expand the availability of athletic playing fields.
- Open Play Areas: Large open areas would be provided on East Vacation Isle (one field); South Shores (two fields); and the parkland area of Fiesta Island (three fields). Partial regrading and the relocation of trees could be necessary at the East Vacation Isle site.
- Parking on Play Areas: Open play areas could potentially be used for temporary, peak-day parking.

## Recreational Vehicles

Overnight RV facilities are currently provided at Campland on the Bay and the De Anza Harbor Resort. The latter is scheduled to be abandoned in the year 2003, or to be redeveloped in accordance with De Anza SSA criteria. Campland's lease expires in 2017 and it would be relocated to De Anza Cove as a provision of the De Anza SSA. RV clean-up and pumping stations would be provided at all boat ramp facilities except the Santa Clara boat ramp. RV "day-use" parking facilities are discussed in this Chapter under Access and Circulation.

## C WATER USE

The proposed Master Plan Update includes managerial and physical measures to improve the Bay's ability to meet the demands of all water users. Water use allocations and water access limitations are shown in Figures 3-5 and 3-6, respectively.

### Water Leases

Implementation of the proposed Master Plan Update would result in no new water leases beyond optional day-use slips at the South Shores embayment, and existing proposals to expand the Bahia Hotel and Mission Bay Yacht Club water lease areas. As shown in Table 3-4, these lease expansions would bring the total water lease area to 87.34 acres, or 4 percent of the Park's water area.

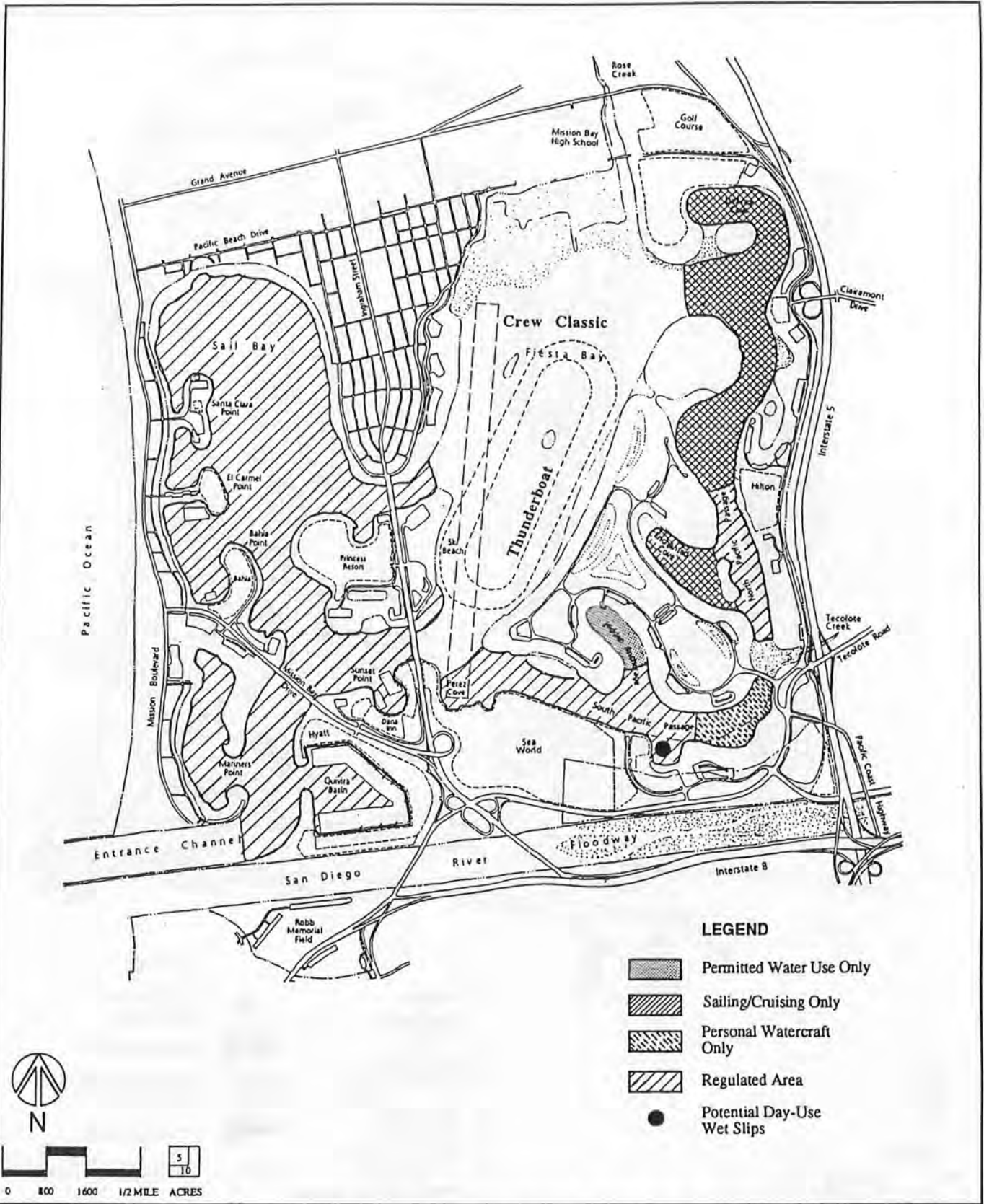
### Shore Treatment

In accordance with the Mission Bay Park Shoreline Stabilization and Restoration Plan (SSRP), the East Island on Fiesta Bay would be eliminated by dredging. This would allow for modification of the Thunderboat race course and would eliminate a serious boating hazard.

The proposed Master Plan Update includes several modifications to the SSRP. Figures 3-7 and 3-8, respectively, illustrate proposed shoreline treatments and dredge/fill areas.

- South Shores: An approximately 8-acre area would be dredged on South Shores towards the east end of South Pacific Passage.
- Fiesta Island, West Shore: An approximately 18-acre area would be dredged on the west shore of Fiesta Island.
- Fiesta Island Channel: An approximately 12-acre area would potentially be dredged to create a channel between Fiesta Bay and North Pacific Passage.

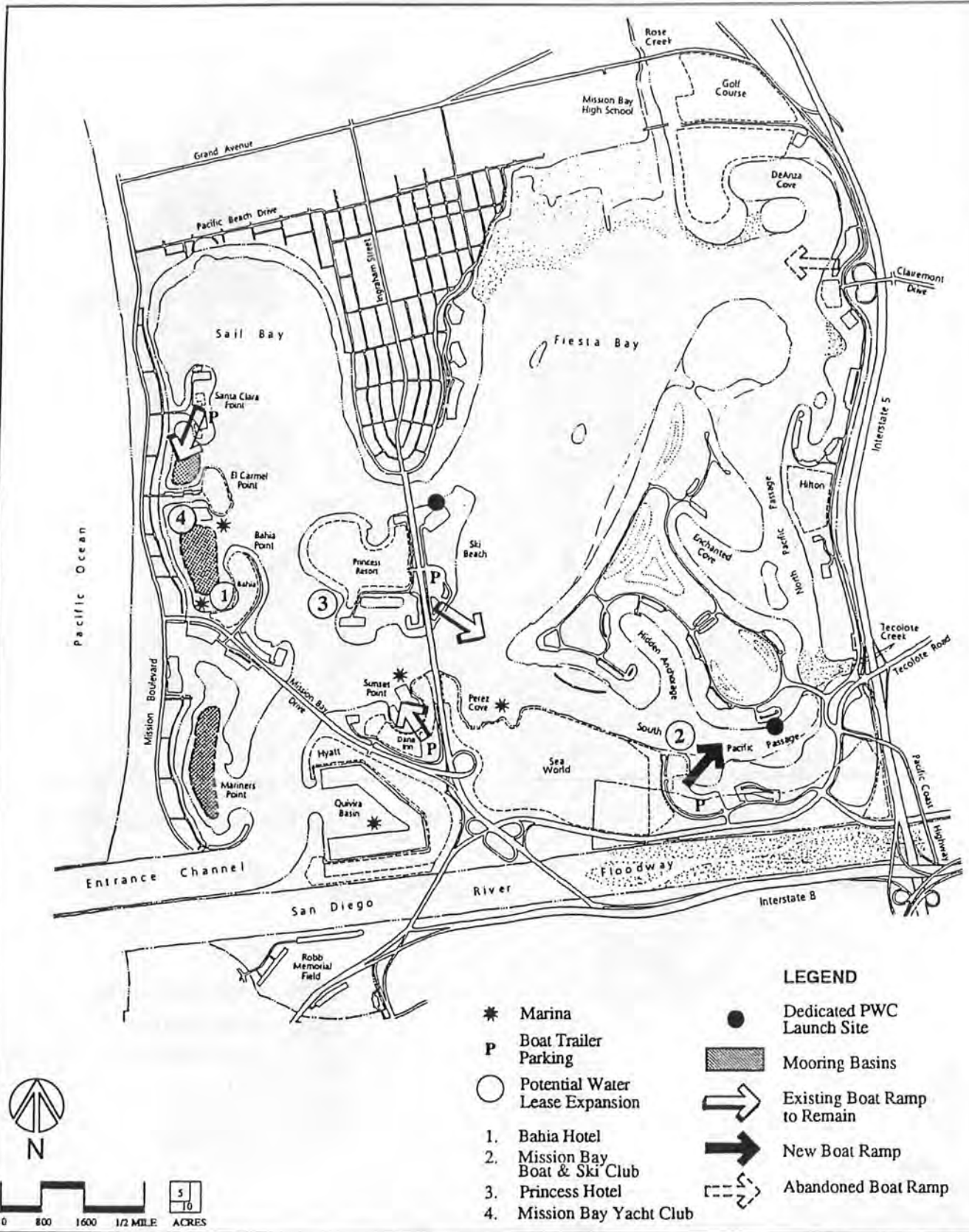




SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Water Use Allocation**

**FIGURE**  
**3-5**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Changes in  
Water Access**

**FIGURE  
3-6**

TABLE 3-4

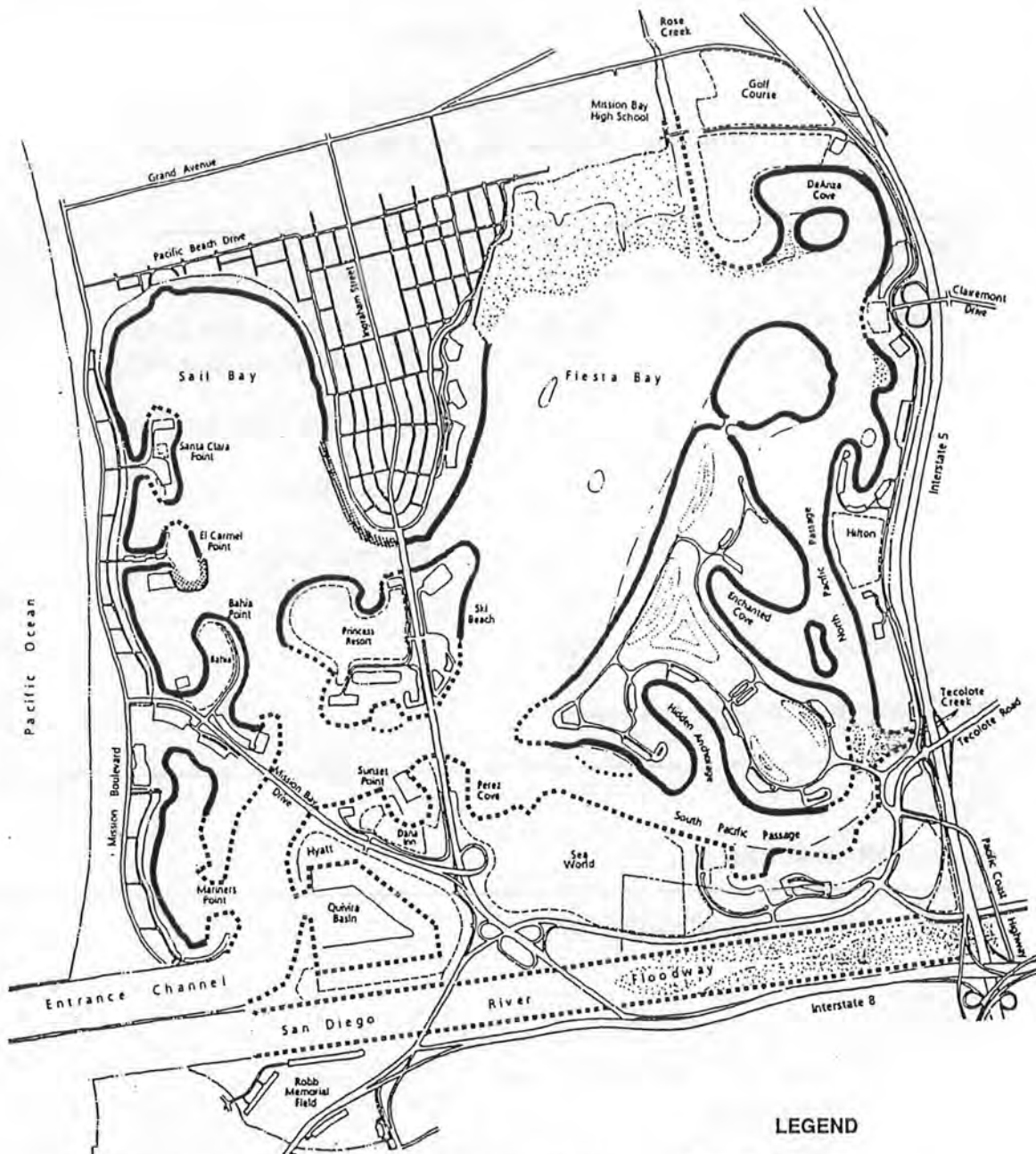
**Water Lease Changes**  
**Proposed Mission Bay Park Master Plan Update**

Leases Lost	Acres	Leases Gained	Acres
Campland on the Bay (West of Rose Creek) (expires 2017)	5.76	Campland on the Bay (Part of the De Anza SSA)	5.76
		Mission Bay Yacht Club	0.6
		Bahia Hotel	2.0
	—	South Shores Day-Use Slips	<u>1.0</u> (1)
<b>Total (Acres)</b>	<b>5.76</b>		<b>9.36</b>
<b>Net Dedicated Lease Gain (Acres)</b>			<b>3.6</b>

Note:






(1) Potential use.

Source: Master Plan Update, 1993.



- Notes: (1) This plan includes the shoreline treatment as proposed in the Mission Bay Park Shoreline Stabilization and Restoration Plan, as modified
- (2) The Precise configuration of the marsh boundary will be determined by following further detailed studies.

**LEGEND**

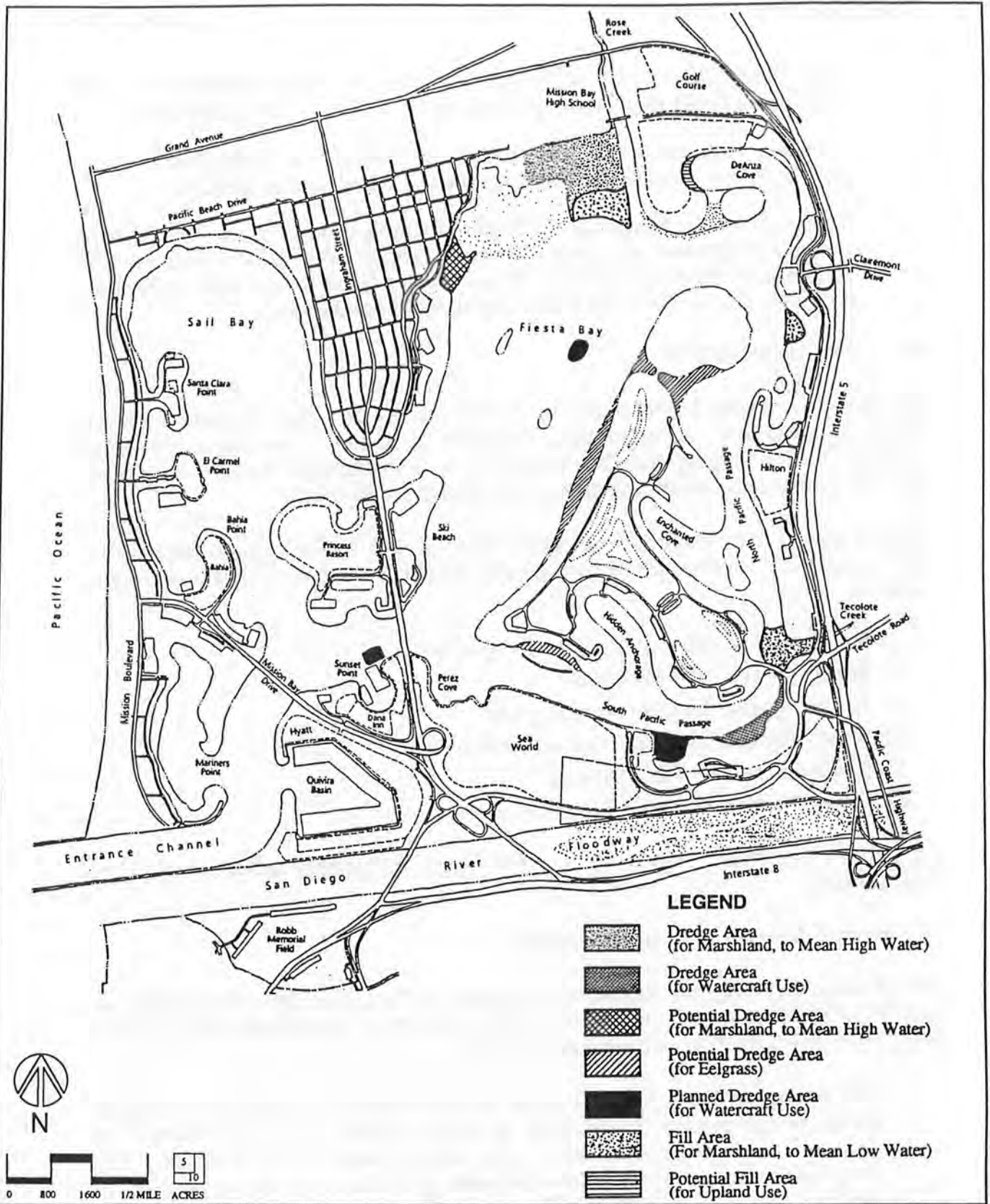
-  Beach
-  Marsh Habitat
-  Bulkhead/Rip Rap
-  Beach with Bulkhead
-  Jetty



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Shoreline Treatment**

**FIGURE**  
**3-7**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
Proposed Dredge & Fill Areas

FIGURE  
3-8

- Rose Creek Outfall: 30- to 50-acre dredge area. The creation of a new marsh area could require the removal of 30 to 50 acres of upland area.
- De Anza Channel and Cove: A channel through De Anza Point would potentially be implemented to improve the Cove's water quality.
- De Anza Special Study Area: Potential filling of part of the Cove's west end, up to 150 feet out from the current shore. This would shift the SSA eastward by the same distance, allowing for a larger marsh area at the Rose Creek Outfall and a more concentrated development area.

#### **D. ENVIRONMENT**

The Environmental Element of the proposed Master Plan Update includes planning measures and guidelines targeted to improve the Bay's ecological health while enhancing the Park's viability as a habitat for human recreation. Key environmental recommendations are shown in Figure 3-9.

Certain areas of the Park will be restricted to all but limited human activity by authorized individuals. These biologically sensitive areas (Preserves) will be as follows:

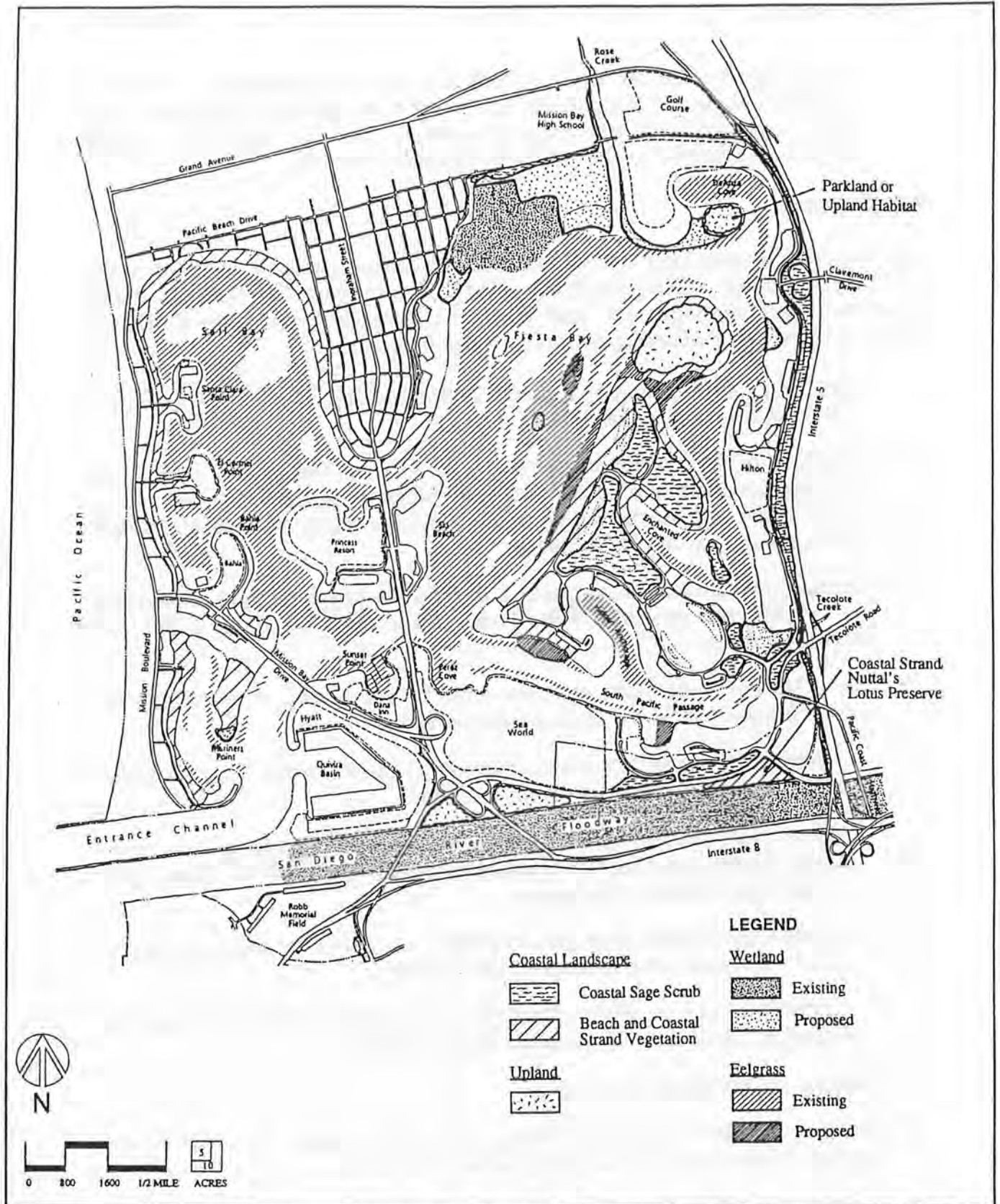
- 1) Kendall-Frost Mission Bay Marsh Reserve
- 2) Southern Wildlife Preserve
- 3) All designated least tern nesting sites
- 4) North Fiesta Island Salt Pan Mitigation Site
- 5) South Shore Salt Pan Preserve
- 6) Coastal Strand/Nutall's Lotus Preserve

Other natural recreation areas would be available for passive recreational use by Park visitors.

#### **The Natural Resource Management Plan**

The Mission Bay Natural Resource Management Plan (NRMP) was adopted in May of 1990. Planning measures included in the proposed Master Plan Update differ from the NRMP in two significant ways:

- The proposed Master Plan Update would establish no mitigation/habitat areas on the southern peninsula of Fiesta Island, with the exception of eelgrass beds associated with new embayments for swimming. The proposed Master Plan Update includes guidelines for the expansion of wetland areas immediately adjacent to the Northern Wildlife Preserve, along with a smaller wetland at the outfall of Tecolote Creek.



SOURCE:  
Mission Bay Park Master  
Plan Update,  
November, 1993.

Mission Bay Park Master Plan Update

## Key Environmental Recommendations

FIGURE  
**3-9**

- The proposed Master Plan Update includes the expansion of upland preserves along the levee of the San Diego River Channel and at De Anza Point and other upland areas associated with the proposed wetland expansion adjacent to the Northern Wildlife Preserve.

### Water Quality

The proposed Master Plan Update includes conceptual methods to improve the Bay's water quality. These methods would be implemented through public education, park management, and mechanical, hydrological, and biological improvements. The following methods would be used:

- Introducing and sustaining a public awareness campaign to curb pollution within Mission Bay's watershed.
- Provision of information encouraging the safe use and control of fuel, oil, cleaning products, paints and solvents, bilge water, boat exhaust, etc. at every water access site in the Park. RV pumping stations and waste collection areas would be increased.
- Continuation and improvement of a program to reduce and control the use of contaminants within the Park. This would apply to public and private facilities.
- The following upstream controls would be pursued to minimize the contamination of the Bay from outside sources:
  - Placement of sediment traps or basins at the Rose and Tecolote Creek outfalls, or at suitable upstream locations.
  - Removal of concrete lining on Rose and Tecolote Creeks to slow down flood flows and allow contaminants to be absorbed by fresh water marsh and riparian vegetation.
  - Placement of flow equalization reservoirs (above or below grade) to reduce the incoming volume of flood waters.
  - Control of storm sewer discharges, as mandated by the National Pollution Discharge Elimination System (NPDES).
- Creation of wetlands in the Park.
- Opening of tidal channels through De Anza Cove (and potentially through Fiesta Island), to improve water circulation.
- A system of tide-activated gates equipped with "flapper" valves would be considered as a potential, long-term measure, should more feasible measures fail to improve the tidal exchange in Pacific Passage and



De Anza Cove. These gates would be placed at the south and north ends of Pacific Passage (under a bridge to Fiesta Island on the south, and between Fiesta Island and De Anza Cove on the north).

### **Biological Improvements**

The proposed Master Plan Update includes measures to improve the Park's wildlife habitats through the maintenance and establishment of wetland habitat, submerged (benthic) habitat, and upland habitat. Mitigation banking, a technique used to improve the resource value of wetland and benthic mitigation projects, is also included as part of the proposed Master Plan Update. Existing and proposed habitat areas are shown in Figure 3-9.

#### Wetland Habitat

The following new wetland habitat areas would be established:

- Rose Creek outfall: at least 80 acres
- Tecolote Creek outfall: approximately 12 acres
- Pacific Passage, south of the Visitor Center: approximately 5 acres

#### Submerged (Benthic) Habitat

Additional eelgrass beds would be created in the Bay. These sites include:

- West Shore of Fiesta Island: approximately 18 acres
- South Fiesta Island Embayment: approximately 4 acres (potential to enlarge to approximately 9 acres)
- Fiesta Island Channel: a potential 12 acres

In addition, the following less frequented beaches would be targeted for the establishment of "on-shore" eelgrass (i.e., areas of beach where washed up eelgrass would not be removed): northern part of Fiesta Island, south tip of Crown Point Shores, and the isthmuses to El Carmel and Santa Clara Points.

#### Upland Habitats

Least tern preserves identified in the NRMP would remain as follows: on the north shore of the San Diego River Channel near Sea World Drive, by the Ingraham Street intersection; at the tip of Mariner's Point; on FAA Island on Fiesta Bay; and on the northern peninsula of Fiesta Island.

The Stony Point NRMP preserve site would be replaced. The planned replacement site is on north Fiesta Island.

### Mitigation Banking

One technique for improving the resource value of wetland and benthic mitigation projects is the mitigation bank. A mitigation bank is created when an organization acquires degraded habitat, enhances the habitat value, or creates new habitat, and then makes habitat mitigation credits available for purchase by developers who need to compensate for fish and wildlife habitat losses that result from their development projects.

The bank differs from a mitigation project in that it is designed to provide compensation for habitat losses that will result from several development projects, not just one. Though each such project may affect only a few square feet of habitat, their cumulative impacts may affect many more acres. In contrast, a mitigation project is tailor-made to meet the mitigation needs of one specific development project. A mitigation bank is established in advance of the impacts that will result from development projects. The increase in habitat value, quantified by applying a methodology such as the USFWS's Habitat Evaluation Procedure (HEP), is tallied as mitigation "credits". Following enhancement of the site, these credits are available for purchase by developers to satisfy off-site mitigation requirements which have been determined by the appropriate permitting agency.

Mitigation options for impact to or loss of eelgrass and wetland habitats are limited in the Park. Mitigation banks seem the most economical and viable means of mitigating these habitat impacts. Mitigation banks actually allow for more habitat to be created than is currently required. This allows impacts from future projects to be mitigated without additional habitat creation. A project would "purchase" the area of habitat needed to mitigate its impact from the developer of the bank. This is assuming the bank has available the acreage that is required and that the project wishing to purchase the mitigation habitat meets the required criteria. The Department of Fish and Game "Guidelines for the Establishment of Wetland Mitigation Banks" is contained in **Appendix E-1**. Available areas within Mission Bay Park that could potentially be used for the mitigation banking of benthic and wetland habitat are as follows:

#### Submerged (Benthic) Habitat

- Approximately 18 acres would be dredged on the west shore of Fiesta Island for eelgrass planting.
- Approximately 4 acres would be used for eelgrass planting at the South Fiesta Island Embayment. Should it prove necessary from a mitigation standpoint, this embayment could potentially be enlarged to approximately 9 acres.

- An optional area of approximately 12 acres could potentially be dredged to create a channel between Fiesta Bay and North Pacific Passage (This should be considered, depending on the need and cost-effectiveness of increasing the Park's habitat and/or mitigation areas).

#### Wetland Habitat

- Approximately 12 acres of coastal salt marsh habitat is to be revegetated at the Tecolote Creek Outfall area.
- Approximately 5 acres of coastal salt marsh habitat is to be revegetated in the Pacific Passage, south of the Visitor Center.
- At least 80 acres of coastal salt marsh habitat is proposed to be revegetated at the Rose Canyon Creek Outfall area.

Table 3-5 compares potential wildlife habitat acreages available for mitigation banking. A comparison is given of the NRMP to the proposed Master Plan Update.

One of the most difficult challenges in establishing a mitigation bank is acquiring the necessary funds to construct the benthic and wetland habitats. Potential funding sources available to agencies and organizations establishing mitigation banking programs are as follows:

- Bonds (General Obligation or others)
- General Fund Revenues
- Fiesta Island Sludge Bed Mitigation Fund (with California Coastal Commission Approval)
- Multiple Species Conservation Plan
- Grants (Government or Private)

#### **E. ACCESS AND CIRCULATION**

The Access and Circulation Element of the proposed Master Plan Update includes measures to reduce traffic congestion in the Park and to further enhance its mission as a regional recreational attraction. The following is a summary of planning concepts and measures included in the Access and Circulation Element of the proposed Master Plan Update.

##### **Regional Access**

Development of recreational attractions and special event venues would be focused at the southeast area of the Park. These attractions would be placed in

TABLE 3-5

**Potential Wildlife Habitat Acreages Available for  
Mitigation Banking within Mission Bay Park  
Comparison of Mission Bay Park Natural Resource Management Plan  
and Mission Bay Park Master Plan Update**

Wildlife Habitat Areas	NRMP	Master Plan Update
Salt Marsh	112 (1)	100 to 135 (2)
Eelgrass Bed Habitat	26	15 (3) to 32 (4) (5)

## Notes:

Because specific project data are not available, the figures presented in this table are estimates of the total acreage of wildlife habitat that may be available for mitigation banking. In addition, the numbers on this table are different than Table 4.C-3 because they only include bankable habitat acreages.

- (1) Includes 105 acres of proposed salt marsh on South Fiesta Island, and 7 acres of proposed salt marsh at Crown Point Shores. The potential 46 acres salt marsh at campland is not included.
- (2) This range is based on the low and high intensity development options for the De Anza Special Study Area. These figures include 76-111 acres of additional salt marsh adjacent to the Northern Wildlife Preserve, 12 acres of salt marsh at Techolote Creek, 7 acres at Crown Point Shores, and 5 acres of salt marsh at North Pacific Passage.
- (3) Includes 18 acres at west shore of Fiesta Island plus four acres at South Fiesta Island Embayment less seven acres that may be required to mitigate eelgrass losses at De Anza Cove and north Pacific Passage.
- (4) Includes five acres of optional eelgrass plantings at the South Fiesta Island Embayment and 12 acres of potential eelgrass plantings at the potential North Fiesta Island Channel.
- (5) A maximum of 39 acres of eelgrass may be established if eelgrass mitigation is not required at De Anza Cove and north Pacific Passage.

Source: The Butler Roach Group, Inc., 1993.

close proximity to the region's roadway network (I-5 and I-8) to facilitate access to the Park and to minimize congestion. Large group picnics and most events would be directed to South Shores and the southern end of Fiesta Island. These activities would be steered away from Park areas adjacent to residential districts (e.g., Crown Point Shores). Areas such as Crown Point Shores would still be used for viewing events such as the Thunderboat and crew classic.

### Parking

Implementation of the proposed Master Plan Update would require that a total of 11,801 standard automobile parking spaces be provided at Mission Bay Park to accommodate the total anticipated demand for land-based regional recreation. This would require the provision of 5,015 new parking spaces to satisfy the anticipated peak day-use demand.

New parking facilities to accommodate land-based recreation would be provided as follows:

#### Fiesta Island/South Shores Parking:

- |  |              |              |
|--|--------------|--------------|
| • Paved parking lots                     | 1,620 spaces |              |
| • Overflow parking on turfed areas       | 500 spaces   |              |
| • Roadside parking on decomposed granite | 450 spaces   | 2,570 spaces |

Overflow Parking Facility (eastern end of South Shores)		2,800 spaces
--	--	--------------

Total		5,370 spaces
-------	--	--------------

Required New Parking:		5,015 spaces
-----------------------	--	--------------

Potential Surplus of Parking Spaces:		355 spaces
--------------------------------------	--	------------

Curbside parking on Park roadways would be prohibited to the extent possible. On East Mission Bay Drive, the removal of curbside parking would be subject to operation of a tram service along East Mission Bay Drive, and the replacement of lost parking at the overflow lot. A traffic study would be required. Priority would be given to the removal of vehicles from the eastern curb of the road. The expansion of the Pacific Passage parking lot off East Mission Bay Drive and south of the Hilton Hotel would be considered as a means to offset the loss in parking convenience.

Parking provisions to accommodate boat trailers, personal watercraft (PWC) trailers, and recreational vehicles would be in addition to the parking provisions discussed above. With closure of the De Anza Ramp (144 spaces), 631 total boat trailer spaces would be provided at the Park following current development

plans. This would be consistent with the recommended provision, based on the desired capacity of the Bay waters, of up to 600 boat trailer parking spaces. The proposed Master Plan Update proposes that up to 45 PWC trailer spaces be provided at the proposed PWC area located at the east end of South Pacific Passage.

Recreational vehicles often use boat trailer spaces for day-use parking. It is estimated that on peak days about 50 percent of all boat trailer parking spaces are occupied by RV's. The proposed Master Plan Update includes provisions for an adequate number of trailer spaces to serve both boaters and RV day users. In addition, where appropriate new parking lots would incorporate a water-facing, parallel, day-use RV parking lane. With abandonment of the De Anza boat ramp about 120 spaces of the existing trailer spaces at the boat ramp would be maintained for RV usage. Implementation of the proposed Master Plan Update would provide approximately 420 spaces to accommodate RV day-use parking. Additional day-use RV facilities would be located on Fiesta Island, on Vacation Island, at South Shores, and at Sunset Point Park.

All circulation, access, and parking facilities in Mission Bay Park would comply with the federal Americans with Disabilities Act (ADA) of 1990. Paths and areas where persons with disabilities could access the shore would be provided.

### **Roadway Improvements**

Implementation of the proposed Master Plan Update would require the construction of new roadway infrastructure and improvements to existing roads to support new development. The proposed roadway system is discussed in greater detail in Section IV.D, Circulation/Traffic/Public Access, of this document.

### **Bicycle and Pedestrian Paths**

Bicycle and pedestrian path improvements included in the proposed Master Plan Update are shown in Figure 3-10. A combined use path would be constructed around the Park, consisting of a clearly marked, 8-foot walkway and 8-foot bicycle and skating way. Where separated, the bicycle way would be nine feet in width to allow circulation by park maintenance and emergency vehicles. Dedicated bicycle lanes would be provided on Park roads to accommodate the higher speeds of touring cyclists and skaters to the extent possible.

The following are identified as key linkage improvements:

- Provision of a grade-separated pathway spanning Sea World's entrance.
- Provision of a pedestrian and bicycle bridge over Rose Creek.



- Provision of a raised path or boardwalk under the Ingraham Street Bridge at Crown Point Shores.
- Widening of the East Mission Bay Drive Bridge at Tecolote Creek.

### **Public Tram**

The proposed Master Plan Update proposes that a tram be operated during peak periods to provide service between the overflow parking lot and regional parkland areas, and possibly beyond to Mission Beach. Several route options include:

- Peak-day use only between Fiesta Island and the overflow parking lot.
- Service between Fiesta Island and the overflow parking lot, and northward and westward from the overflow parking area.
- Comprehensive system, looping around the Park through Pacific Beach with a stop at the planned Morena Boulevard light-rail trolley station.

Under all of the above options, the tram would run on Park roads. Where it would be necessary for the tram to run on Sea World Drive or other city streets, the provision of dedicated tram lanes would be evaluated.

### **Signage**

The proposed Master Plan Update recommends the use of electronic information displays at the main Park entrance roads (Clairemont Drive, the juncture of Sea World Drive and I-5, Friars Road, and Ingraham Street) to inform motorists of special event venues, location of available parking, and access to the Park's tram.

## **F. IMPLEMENTATION**

The proposed Master Plan Update represents a continuing development plan for the Park that would be implemented over a twenty year period. Recognizing the long-term nature of this project, it would be necessary to make adjustments to the proposals and recommendations included in the proposed Master Plan Update during the years of project implementation.

The following long-term leases at Mission Bay Park would have an effect on implementation of the proposed Master Plan Update.

- De Anza Trailer Resort: 2003 Lease Termination Date.
- Campland on the Bay: 2017 Lease Termination Date.
- Sludge Drying Beds: 1997 Estimated Abandonment.



The proposed Master Plan Update identifies development priorities based on what can be accomplished to the immediate benefit of the public, without incurring excessive "up-front" costs, or causing undue environmental impacts. These priorities include:

South Shores Development: The proposed parkland areas of South Shores would proceed immediately following the adoption of the proposed Master Plan Update and certification of this EIR.

De Anza Ramp: Reutilization of the De Anza Ramp and trailer parking as a partial RV day-use facility would proceed following the opening of the South Shores Ramp.

Overflow Parking: Approximately 75 percent of the overflow parking provisions would not be needed until after development of the Fiesta Island parkland areas. This would occur following abandonment of the sludge drying beds. Until that time, parking provisions would remain on Fiesta Island, as currently provided. To serve the new parkland areas on South Shores, 500 or so spaces would be developed at the southern portion of the overflow parking area, which would remain unpaved. The South Shores boat ramp parking could be used to accommodate evening events at the amphitheater. Tram service would not be required during this initial phase.

Mitigation Areas: Initial park improvements could require mitigation prior to the development of the main habitat area located in the northeast quadrant of the Park. The following sites would be available for the development of natural habitats immediately following adoption of the proposed Master Plan Update and certification of this EIR:

- Tecolote Creek marsh: 12 acres.
- Marsh expansion at north end of Crown Point Shores: 7 acres.
- Marsh area south of Visitor and Information Center: 5 acres.

Bicycle and Pedestrian Paths: New bike and pedestrian paths would be developed as part of the South Shores implementation. The following additional path improvements would receive priority:

- Sea World Drive overpass.
- Crown Point Shores boardwalk.
- Tecolote Creek path widening.

These improvements would leave the Rose Creek bridge as the only remaining link towards completing a pathway system around the Park.

Commercial Developments: The following commercial recreation sites could be redeveloped immediately following adoption of the proposed Master Plan Update and certification of this EIR:

- Marina Village: 500-room hotel and conference center.
- South Shores 16.5-acre "best-use" development.

The proposed Master Plan Update includes two lease areas designated as Special Study Areas: De Anza Cove and Dana Inn at Sunset Point. Any future projects at these sites or other areas of the Park would have to be consistent with the proposed Master Plan Update; or an amendment to the proposed Master Plan Update, requiring future environmental review and public participation.

## IV. ENVIRONMENTAL ANALYSIS

### A. LAND USE

#### Existing Conditions

##### Existing Land Uses

A detailed description of existing land uses in Mission Bay Park is provided in Chapter II, Environmental Setting. This description is briefly summarized below.

Mission Bay Park (Park) contains over seven square miles and is approximately 4,247 acres in size. Approximately 2,900 acres of parkland was granted to the City of San Diego (City) in 1945 by a State Tidelands Grant. The Tidelands Grant restricts uses within the granted lands to recreational and educational purposes.

The Park contains approximately 1,888 acres of land and 2,359 acres of navigable surface water. Two hundred acres of the Park are set aside as biological preserves. The largest portion of the Park (45 percent) is public parkland and shoreline. The 2,359 acres of water in the Park support recreation activities including, but not limited to, water-skiing, rowing, fishing, kayaking, general power boating, swimming, personal motorized water craft (i.e., Jetskis), board sailing, and the annual hydroplane races.

Areas designed for lease development are focused primarily in the south, central (Vacation Isle), and western parts of the Bay. There is also a lease area on Tecolote Shores (Hilton Hotel) and the northeastern corner of the Park (De Anza Harbor Resort). The City Charter currently imposes a limit on the amount of Mission Bay Park that can be devoted to commercial and non-profit leases. This limit is 25 percent of the total land area. Additionally, in 1988, the citizens of San Diego voted to restrict land leases to 25 percent of the land area within Mission Bay Park (City of San Diego, 1990b). At present, such leases total approximately 404 acres or 21 percent of the total land area. Water leases were restricted to 6.5 percent of the water areas within the Park.

The only industrial use in the Park is the City-owned sludge drying beds on Fiesta Island. Mechanical sludge dewatering equipment is being used to dry some of the sludge delivered to Fiesta Island allowing the closure of the sludge drying beds located east of Fiesta Island Drive. The remaining sludge drying beds are scheduled for removal from the Park in 1997. The remaining land is parceled among the wildlife preserves and vacant land still found in some areas of South Shores and the majority of Fiesta Island. As shown in the Mission Bay Park Natural Resource Management Plan (NRMP), the wildlife preserves include the following:

- Northern Wildlife Preserve including the University of California, San Diego (UCSD) Kendall-Frost Mission Bay Marsh Preserve, located in the northern portion of the Bay, between Crown Point Shores and Campland on the Bay.
- Southern Wildlife Preserve, located in the San Diego River Flood Control Channel, east of West Mission Bay Drive Bridge.
- Seven (7) least tern nesting sites (FAA Island, North Fiesta Island, Stony Point, cloverleaf, South Shores, Crown Point Shores, and Mariner's Point).
- Two (2) salt pan habitat preserves (North Fiesta Island, adjacent to and west of the least tern site; and South Shores, adjacent to and east of the South Shores least tern site).
- Coastal Strand/Nuttall's Lotus Preserve, south of the intersection of Sea World Drive and Friars Road.

Existing land uses within Mission Bay Park are shown on Figure 4.A-1.

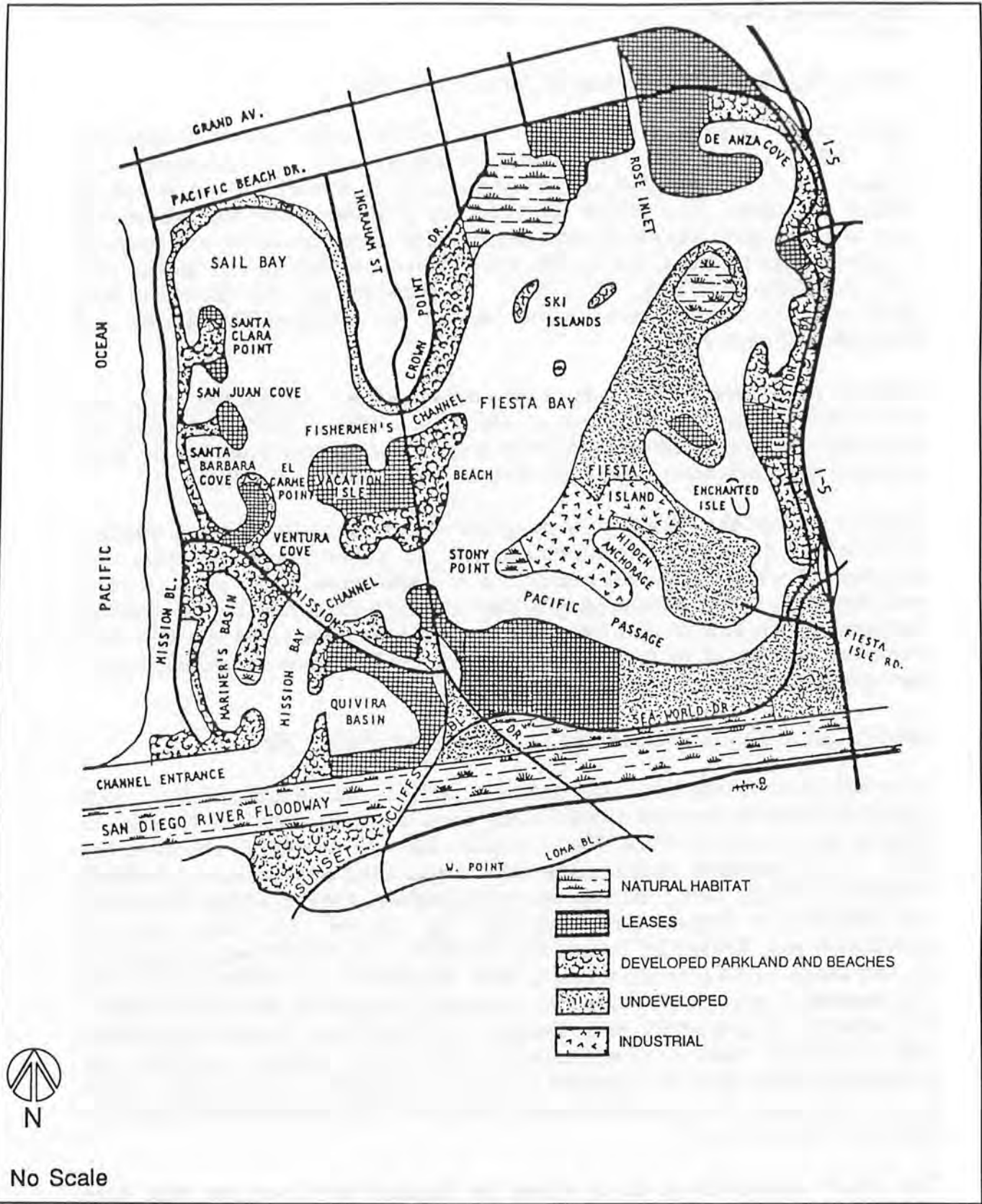
#### Adopted Plans and Policies

Development of Mission Bay Park is subject to the goals and objectives of four planning documents. These include the *City of San Diego Progress Guide and General Plan* (1989), *Mission Bay Park Natural Resources Management Plan* (1990), *Mission Bay Shoreline Stabilization and Restoration Project Plan* (1990), and the *Sail Bay Master Plan* (1978). The following is a discussion of the applicable land use plans and policies that guide development of Mission Bay Park.

#### *San Diego Progress Guide and General Plan*

The *City of San Diego Progress Guide and General Plan* (approved by the City of San Diego City Council, 1989; herein, "General Plan") contains 16 elements, four of which are applicable to Mission Bay Park. These include the Land Use Element; Recreation Element; the Conservation Element, relative to beaches, shorelines, and water resources; and the Urban Design Element. The basic goal of the General Plan is the "fostering of a physical environment in San Diego that will be most congenial to healthy human development." The General Plan also identifies goals, guidelines, standards, and recommendations for each element.

The General Plan designates Mission Bay Park as a "Resource-based Park." According to the General Plan, resource based parks are located at the site of distinctive scenic or natural cultural features and are intended for City-wide use (City of San Diego, 1989b).



SOURCE:  
 City of San Diego, 1978.  
 and  
 The Butler Roach  
 Group, Inc., 1994.

Mission Bay Park Master Plan Update  
 Existing Land Use Map

FIGURE  
 4.A-1

### Mission Bay Park Natural Resource Management Plan

The primary purpose of the *Mission Bay Park Natural Resource Management Plan* (NRMP) is to allow the continued improvement and maintenance of Mission Bay Park and still ensure viable productivity of the Park and its various natural resources. The NRMP provides for comprehensive management of sensitive biological resources, and ensures that these resources are properly considered during the planning and development of projects and master plan areas in Mission Bay Park. The NRMP was approved by City Council in May 1990, and was accompanied by the *Mission Bay Shoreline Stabilization and Restoration Project Plan*.

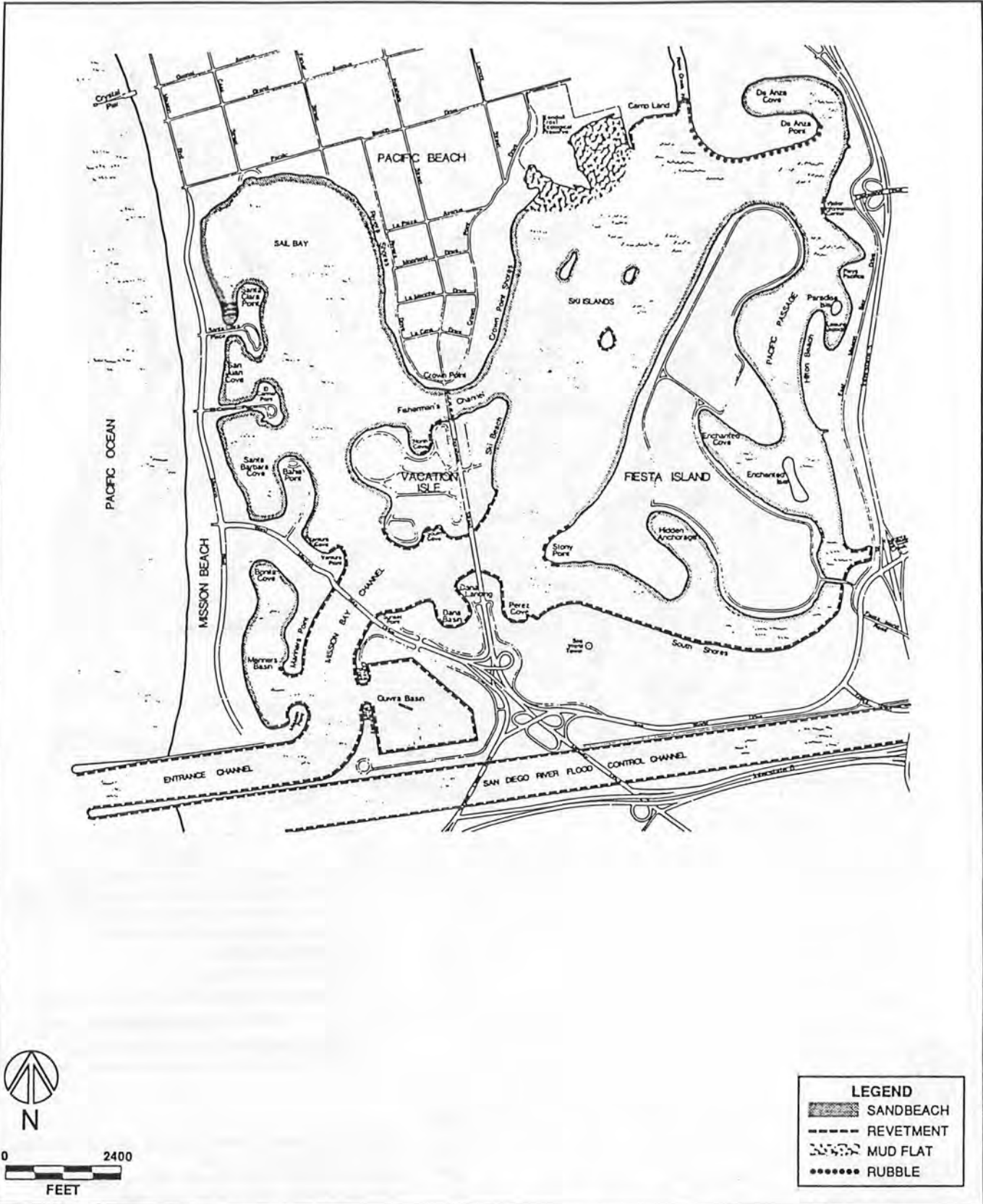
A major goal of the NRMP is to demonstrate the City's recognition of the rich and varied biological resources of the Park. The NRMP highlights the recreational fishing, bird-watching, and aesthetic enjoyment provided by these resources, and recognizes them as an integral part of Mission Bay Park.

Another goal of the NRMP is to designate environmentally sensitive habitats and establish development requirements for: 1) enhancement and restoration activities; 2) maintenance programs; and 3) appropriate buffer areas or other restrictions on urban encroachments that conflict with protection of sensitive resources. The NRMP also provides for agreements between the City and resource agencies as to the maintenance responsibilities for regional natural resources, such as least terns and eelgrass.

### Mission Bay Shoreline Stabilization and Restoration Project Plan

A variety of softscape (i.e., sand beaches, mudflats) and hardscape (i.e., rock riprap revetments, concrete rubble) areas currently exist along the 27 miles of Mission Bay Park's shoreline (Figure 4.A-2). Mission Bay Park's shoreline has been, and is currently experiencing erosion and sand accumulation problems (City of San Diego, 1990b). In response to this problem, the City of San Diego Park and Recreation Department prepared the *Mission Bay Park Shoreline Stabilization and Restoration Project Plan* (SSRPP). The SSRPP was adopted by the San Diego City Council on May 7, 1990, (Resolution No. 275666 and 275667) and presented recommendations and conceptual designs for the entire Mission Bay shoreline to protect the park, beaches, and bluffs from further degradation and to ensure safe navigation within the Park. Where possible, the recommendations aim to maximize existing recreational opportunities within Mission Bay Park and protect sensitive habitats. The recommended SSRPP is shown on Figure 4.A-3.

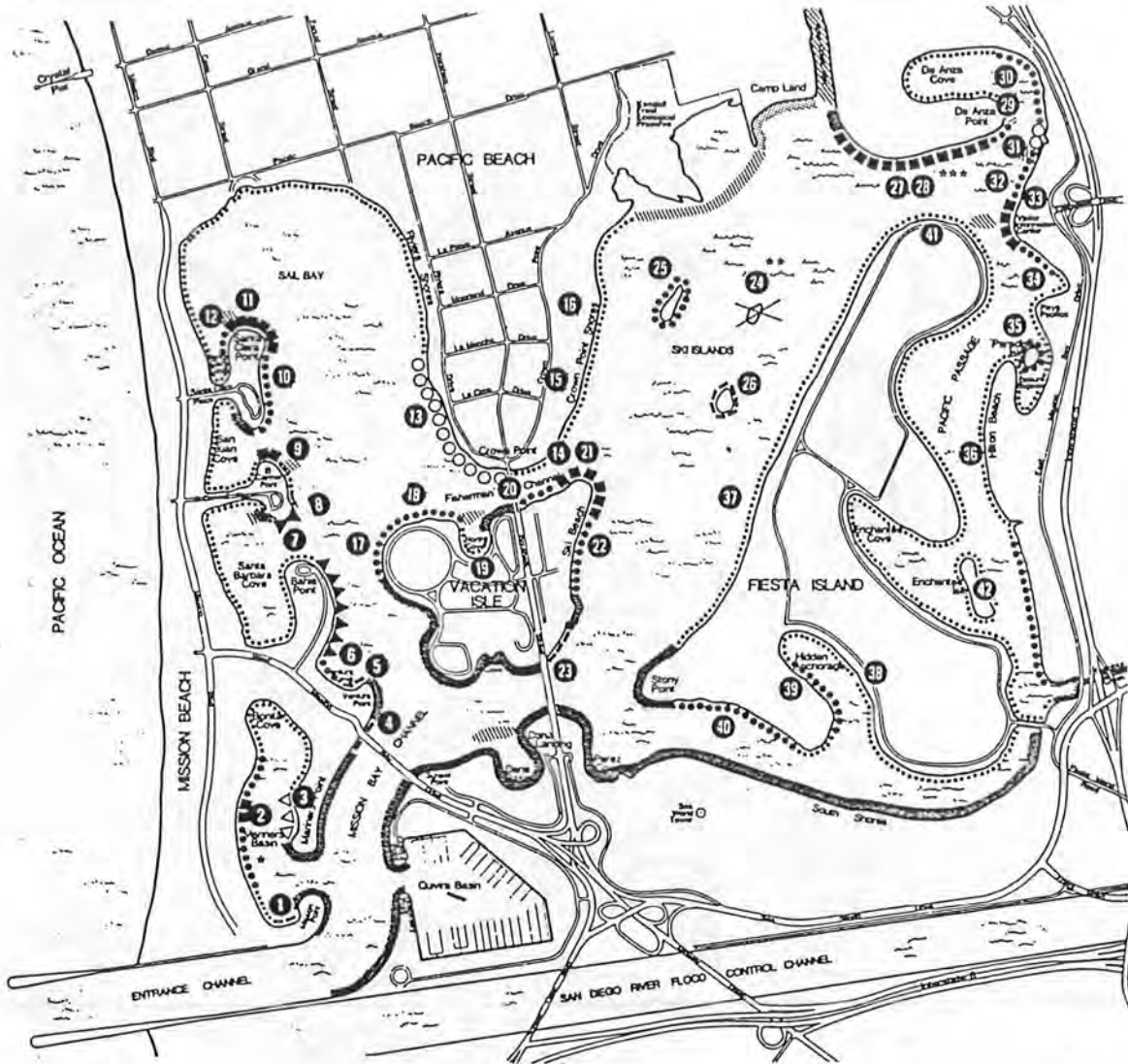
The SSRPP identified 41 areas along the Mission Bay shoreline that were experiencing erosion or sand accumulation problems and identified specific recommendations for each problem area (City of San Diego, 1990b). In general, the recommendations consisted of the replenishment of existing sand beaches



SOURCE:  
City of San Diego, 1990b.

Mission Bay Park Master Plan Update  
Existing Shoreline Conditions

FIGURE  
4.A-2



**LEGEND**

- ROCK REVETMENT REHABILITATION
- △△△△ ROCK REVETMENT WITH FILTER BLANKET
- SAND BEACH WITH LARGER GRAIN SIZE (A)
- ▲▲▲▲ SAND BEACH WITH BULKHEAD
- ■ ■ ■ BULKHEAD
- ○ ○ ○ PERCHED BEACH
- ▬▬▬▬ RETAIN/REPAIR EXISTING HARDSCAPE
- ..... RETAIN/REPAIR EXISTING SOFTSCAPE
- ▨ DREDGING OR SAND RECLAMATION



**NOTE:**  
 2\* Bulkhead to be located only adjacent to existing pump station.  
 24\*\* Refers to elimination of island.  
 28\*\*\* Refers to potential future use for DeAnza, South Shore.  
 (A) Plan was adopted without larger grain size.

SOURCE:  
 City of San Diego, 1990b.

Mission Bay Park Master Plan Update

**Shoreline Stabilization and  
 Restoration Project Plan Recommendations**

**FIGURE  
 4.A-3**



with a coarser grain size sand (sand with a particle size of 1.2 to 1.4 millimeters); regrading of existing beaches, replenishment with native sand and/or more frequent maintenance; the addition of coarser sand beaches in certain location in combination with a bulkhead; the repair of existing deteriorated revetments within Mission Bay; the addition of one new revetment at Mariners Basin; and the addition of new bulkheads in six locations where warranted by existing erosion problems. It should be noted; however, that City Council's adoption of the SSRPP excluded all coarse grain sand projects (City of San Diego, 1990b).

### Sail Bay Master Plan

The purpose of the *Sail Bay Master Plan* (SBMP) was to explore alternative physical designs for Sail Bay's shoreline. As shown on Figure 4.A-1, Sail Bay is located in the northwest quadrant of the Park. The Plan was developed as a policy guideline to provide the City with design criteria, cost estimates, and phasing recommendations for walkways, recreation facilities, planted areas, walls, benches, parking, and other related park amenities (City of San Diego, 1978). The SBMP was prepared in 1978 and was adopted by the City Council on May 27, 1980 (Resolution No. R-251913). The goals and objectives of the SBMP are to remove private docks, bulkheads, and other significant private construction that encroach onto the public beach; extend the walkway from the current end of the Bayside Walk to Riviera Shores; and to provide walkway and recreational areas along the beach that would be usable under all tide conditions.

The SBMP called for a concrete walkway 10 feet in width. By Council direction, this walkway was not designed for bicycle use, but was designed to accommodate Park maintenance vehicles and wheelchairs. It also called for future landscaped zones, pedestrian access points, parking at the Fanuel Street Park, a restroom, lawn play areas, and picnicking areas along the Sail Bay shoreline. The SBMP included the westward extension of Moorland Drive and the provision of additional parking in this area, however, these features were deleted by Council Resolution R-251913.

### Kapiloff Bill (Assembly Bill 447-1981)

The Kapiloff Bill (Assembly Bill 447) specifically addresses the rights of members of the public who have made De Anza Point their residence. This bill became law in 1981. Assembly Bill 447 (AB 447) is contained in Appendix C. The major points of AB 447 are summarized below:

- The City of San Diego (City) entered into a 50-year lease agreement with the State of California for the development of De Anza Point as a tourist and trailer park. This lease is scheduled to expire on November 23, 2003.
- AB 447 acknowledged that the state legislators intended the De Anza Point area be used for public recreation and related support facilities. AB 447

also stated that the state legislators found the mobile home park (De Anza Trailer Park) to be in conflict with the area's intended uses. However, in recognition that the trailer park has been the long time residence for many members of the public, AB 447 permitted residential tenants to stay in the mobile home park until the lease expires. AB 447 confirmed that after the lease's scheduled expiration date (November 23, 2003), the land shall be developed for park and recreation purposes consistent with the Mission Bay Park Master Plan.

**Issue:** *Would the proposed project implement the goals, objectives, and recommendations of the City of San Diego Progress Guide and General Plan, the Natural Resource Management Plan, and other existing plans (e.g., Mission Bay Shoreline Stabilization and Restoration Project Plan and Sail Bay Master Plan) related to the development and protection of Mission Bay?*

## Impacts

### Existing Land Use

The proposed Master Plan Update consists of an updated and continuing development plan for Mission Bay Park. Under the proposed Master Plan Update, existing uses in the Park would be modified to sustain the diversity and quality of recreational uses within the Park, which protect and enhance the aquatic environment. Proposed land uses identified in the Master Plan Update are shown on Figure 3-2.

Four distinct types of recreational uses are currently provided within the Park. These include regional recreation, neighborhood recreation, commercial recreation, and habitat-related recreation. Under the proposed Master Plan Update, the total area devoted to regional recreation would be increased by approximately 45 percent to meet the anticipated future needs. Neighborhood recreational uses would be increased by 3 percent, commercial recreation would change by between -4 percent to +5 percent, and habitat-related recreation would be increased by at least 340 percent (Table 3-2). Overall, the combined recreational uses within the Park would be increased by at least 57 percent over existing levels. Pedestrian and bicycle paths would be common to all areas of the Park.

The proposed Master Plan Update would also increase educational opportunities within the Park. Specifically, the Master Plan Update proposes to develop a nature center in the vicinity of the Northern Wildlife Preserve. This center would provide interpretive and educational information for the general public, as well as educational organizations. It could also serve as the research base from which Mission Bay's environmental health could be monitored. The Master Plan Update also proposes to implement a park-wide interpretive sign program to inform the public of the Park's unique environment.

Hotel uses would be expanded under the proposed Master Plan Update, by encouraging redevelopment of underutilized existing lease areas at Marina Village, the Knight and Carver Yacht Center, and the Bahia Hotel. Under the proposed Master Plan Update, new lease areas such as the De Anza Cove Special Study Area (SSA), the Dana Inn SSA, and the South Shores Commercial Parcel would also be developed.

The proposed dedicated lease areas are shown on Figure 4.A-4. Table 4.A-1 presents the map codes shown on this figure. The proposed lease areas are described in Chapter III, Project Description, and are presented on Table 3-1. As shown on Table 3-1, the lease for Campland on the Bay would be lost, as would the lease for the De Anza Harbor Resort. Under the proposed Master Plan Update, the total amount of dedicated lease areas would increase from 93.96 acres to 112.0 acres, a total of 18.04 acres. Upon completion, the total lease area within the Park would be approximately 388 to 422 acres, 20.8 to 22.6 percent of the proposed land area within the Park. This would be below the City Charter's 25 percent limit for land leases.

The Master Plan Update proposes to abandon the existing overnight recreational vehicle (RV) facilities and the mobile-home park at the De Anza Trailer Resort. The lease for these uses is scheduled to terminate on November 23, 2003. Under the proposed Master Plan Update, Campland on the Bay, which also provides overnight RV facilities and whose lease expires in 2017, would be displaced by the wetland habitat proposed for this area. RV facilities would continue to be provided in Mission Bay Park with the proposed relocation of Campland on the Bay to the De Anza Special Study Area (Figure 3-2).

#### Adopted Plans and Policies

The following provides a discussion of the overall project's consistency with environmental and development goals identified in the *San Diego Progress Guide and General Plan*, the *Mission Bay Park Natural Resource Management Plan*, the *Mission Bay Shoreline Stabilization and Restoration Project Plan*, the *Sail Bay Master Plan*, and AB 447.







#### *San Diego Progress Guide and General Plan*

The proposed Master Plan Update would be consistent with the *Progress Guide and General Plan* in that it would maintain, increase, and enhance the recreational use of the Park, consistent with Mission Bay Park's "Resource-based Park" designation.

Specifically, the Master Plan Update proposes to increase the area designated for the four types of recreation uses in the Park by approximately 496 acres. This represents a 57 percent increase over existing recreational uses.



**LEGEND**

-  Lease Area to Remain
-  Potential New Lease Area
-  Abandoned Lease Area
-  Special Study Area
-  DeAnza
-  Dana Inn

Map Code Shown on Table 4.A-1



SOURCE:  
Mission Bay Park Master  
Plan Update, 1993.

Mission Bay Park Master Plan Update  
**Proposed Dedicated Lease Areas**

**FIGURE**  
**4.A-4**

TABLE 4.A-1

**Proposed Dedicated Lease Areas Map Codes <sup>(1)</sup>  
Proposed Mission Bay Master Plan Update**

<b>Map Code</b>	<b>Commercial and Non-Project Leases</b>
1.	Dana Landing
2.	Mission Bay Aquatic Center <sup>(2)</sup>
3.	Stern Wheelers
4.	Youth Aquatic Center <sup>(2)</sup>
5.	Dana Inn
6.	Catamaran's Pier
7.	Sportsman's Seafood
8.	San Diego Princess Resort
9.	Mission Bay Golf Center
10.	San Diego Rowing Club & Mission Bay Rowing Association <sup>(2)</sup>
11.	Bahia Hotel Resort
12.	San Diego Visitor and Information Center
13.	Sea World
14.	Seaforth Sport Fishing and Boat Rental
15.	Everingham Brothers Bait Co.
16.	Mission Bay Sports Center
17.	San Diego Hilton Beach and Tennis Resort
18.	Hyatt Islandia
19.	Knight & Carver Yacht Center
20.	Marina Village
21.	Mission Bay Yacht Club <sup>(2)</sup>
22.	Primitive Camping (Private or Public)
23.	Best Use Commercial Parcel
24.	Mission Bay Boat & Ski Club or Other Commercial Use <sup>(2)</sup>
25.	Marina Village/K&C Potential Lease Expansion

Notes: (1) Proposed Dedicated Lease Areas shown on Figure 4.A-4.

(2) Non-Profit Leases.

Source: Mission Bay Park Master Plan Update, August 1993.

The proposed Master Plan Update would also provide for a greater separation between incompatible recreational water uses (e.g., swimmers, personal watercraft, and boats), which would provide greater safety for the recreational user.

The proposed project's consistency with the goals of the General Plan Elements that are applicable to Mission Bay Park (i.e., Recreation, Conservation, and Urban Design) is presented on Table 4.A-2.

#### Mission Bay Park Natural Resource Management Plan

The basic intent of the NRMP is to allow no net reduction of wildlife habitat within the Park, and to improve the overall quality of the habitat. The proposed Master Plan Update includes recommendations for the creation, enhancement, and preservation of natural habitat areas within the Park. However, the recommendations in the proposed Master Plan Update differ slightly from those in the NRMP in two particular aspects. This discussion focuses on these differences.

- 1) Under the proposed Master Plan Update, no mitigation/habitat areas are proposed in the southern peninsula of Fiesta Island, with the exception of the eelgrass beds associated with new embayments for swimming. Instead, the proposed Master Plan Update proposes a substantial expansion of wetland areas immediately adjacent to the Northern Wildlife Preserve along with a smaller wetland at the outfall of Tecolote Creek. Compared to the NRMP, the proposed Master Plan Update would move the planned coastal salt marsh area from the sludge beds on Fiesta Island to the area near the Northern Wildlife Preserve. This was done in an attempt to concentrate natural resources in the northern part of the Bay, away from intense recreational uses.
- 2) The Master Plan Update proposes the expansion of upland preserves along the levee of the San Diego River Channel and, potentially in De Anza Point and other upland areas associated with the wetland expansion adjacent to the Northern Wildlife Preserve.

These changes respond to the Master Plan Update's overall objective of maximizing the benefit of all habitat areas by placing such areas in as large and contiguous sites as possible.

The proposed Master Plan Update would result in a net loss, of approximately 10 acres or a net increase of approximately 25 acres of planned wetlands, compared to the NRMP (Table 3-5). This inconsistency could be a significant planned land use impact. However, the proposed Master Plan Update's addition of salt marsh habitat (to be located primarily west of Rose Creek) likely would be of greater value to wildlife than an equal amount of salt marsh habitat on the

**TABLE 4.A-2**  
**GENERAL PLAN CONSISTENCY**  
**Proposed Mission Bay Park Master Plan Update**

GENERAL PLAN GOALS	CONSISTENCY DISCUSSION
<p><b>Recreation Element</b></p> <ul style="list-style-type: none"> <li>• Provide a range of opportunities for active and passive recreation, educational activities and neighborhood identification, in all parts of the City, adapted to the needs and desires of each neighborhood and community.</li> <li>• Enhance the urban scene by development of an extensive and varied system of opportunities and recreational facilities.</li> <li>• Acquire and preserve all beaches for public uses.</li> </ul>	<p><b>A. Recreation Element</b></p> <ol style="list-style-type: none"> <li>1. By increasing, enhancing, and continuing the use of Mission Bay Park (MBP) as a resource-based park, neighborhood park, natural preserve, and educational resource, the proposed MBP Master Plan Update would provide a range of active and passive recreational opportunities.</li> <li>2. See Consistency Discussion A.1.</li> <li>3. The proposed MBP Master Plan Update would preserve all existing beaches for public use and includes recommendations to provide approximately two-thirds of a mile of additional shoreline, thereby creating additional water front opportunities.</li> </ol>
<p><b>Conservation Element - Beaches and Shoreline</b></p> <ul style="list-style-type: none"> <li>• Accessibility and availability of all beaches and shoreline for public use.</li> <li>• Conservation of beaches and shoreline to maintain and enhance their benefit for present and future San Diego residents and visitors.</li> </ul>	<p><b>C. Conservation Element - Beaches and Shoreline</b></p> <ol style="list-style-type: none"> <li>1. See Consistency Discussion A.3.</li> <li>2. The proposed MBP Master Plan Update includes shoreline treatment recommendations and shoreline monitoring and water monitoring recommendations that would correct existing shoreline erosion and sand accumulation problems; provides additional water front opportunities; and enhances the function of Mission Bay's shoreline.</li> </ol>
<p><b>Conservation Element - Water Resources</b></p> <ul style="list-style-type: none"> <li>• Achievement and maintenance of a high level of water quality in all water bodies under jurisdiction of City of San Diego.</li> </ul>	<p><b>C. Conservation Element - Water Resources</b></p> <p>The proposed Master Plan Update includes recommendations to improve the Bay's water quality.</p>
<p><b>Urban Design Element - Shoreline</b></p> <ul style="list-style-type: none"> <li>• Preserve the natural base of the City, the valley, canyons, hillsides and shoreline by encouraging development to respect a vanishing resource.</li> </ul>	<p><b>D. Urban Design Element - Shoreline</b></p> <p>The proposed Master Plan Update contains an Aesthetics and Design Element that includes development guidelines to direct the design and implementation of future Park improvements towards an aesthetic that captures and manifests the Bay's aquatic environment.</p>

Source: Butler Roach Group, Inc., August 1993.

southwest side of Fiesta Island because it would be contiguous to the NWP, substantially increasing the size of marsh and allowing natural migration of marsh species to the new marsh areas and likely would experience less human intrusion. Please refer to Section 4.C of this EIR for a more detailed discussion of habitat quality and biological impacts. Therefore, while the proposed Master Plan Update would not be consistent with the NRMP, the proposed project would result in a net increase in the amount of total habitat acreage within the Park, would improve the quality of the existing habitat areas, and would provide new habitat areas that likely would be of greater habitat value than those proposed in the NRMP.

Mission Bay Shoreline Stabilization and Restoration Project Plan

The proposed Master Plan Update includes several shore treatment recommendations that would modify Mission Bay's shoreline. The proposed Master Plan Update basically incorporates the shoreline treatment recommendations included in the SSRPP, with several minor exceptions. Implementation of the proposed Master Plan Update would add approximately two-thirds of a mile of shoreline to the Bay, thereby creating additional waterfront opportunities. In addition, the proposed Update also includes a shoreline and water monitoring recommendation. This recommendation provides for periodic bathymetric (i.e., depth of water levels) and beach profile data collection surveys to be conducted to monitor the conditions of the Park's shorelines and navigable areas. This would ensure that adequate depths and water access are maintained in support of all the Park's water uses.

The affected shoreline areas where the proposed Master Plan Update and the SSRPP differ include the following: South Shores; Fiesta Island, West Shore; Fiesta Island Channel; Rose Creek Outfall; De Anza Channel and Cove, and De Anza Special Study Area. Table 4.A-3 presents a comparison of the recommendations shown in the proposed Mission Bay Park Master Plan Update and the SSRPP for the affected areas. The following discussion focuses on these areas.

South Shores. As shown on Figure 4.A-2, the existing shoreline treatment of the South Shores area consists of rock riprap revetment. The SSRPP did not identify South Shores as an area that is experiencing erosion or accretion problems and recommended the retention/repair of the existing hardscape. The Master Plan Update's recommendations for the South Shore area (Table 4.A-3) differ slightly from the SSRPP in that a sand beach would be installed to the east of the proposed dredging area. However, this would not be significant. The Master Plan Update's recommendation for South Shore would increase the area dedicated for personal water craft, which would be a beneficial impact. In addition, implementation of the Master Plan Update's shoreline and water monitoring recommendations would achieve the basic goal of the SSRPP by monitoring the condition of the Park's shoreline to ensure that adequate depths



TABLE 4.A-3

**Comparison of Mission Bay Park Shoreline Stabilization and Restoration  
Project Plan and Mission Bay Park Master Plan Update Recommendations**

**Proposed Mission Bay Park Master Plan Update**

Location/Area	Mission Bay Shoreline Stabilization Plan	Mission Bay Park Master Plan Update
South Shores	<ul style="list-style-type: none"> <li>• Recommends retention/repair of existing hardscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends dredging a portion of South Shores near the east end of South Pacific Passage. Install riprap west of the dredge area and a sand beach to the east.</li> </ul>
Fiesta Island, (1) West Shore	<ul style="list-style-type: none"> <li>• Recommends retention/repair of existing softscape and more frequent maintenance to maintain existing beach slope.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends dredging an area on the west shore of Fiesta Island.</li> </ul>
Fiesta Island Channel	<ul style="list-style-type: none"> <li>• No specific recommendations. Retention/repair of existing softscape is recommended for the majority of Fiesta Island.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposes to dredge approx. 12 acres to create a channel between Fiesta Bay and North Pacific Passage.</li> </ul>
Rose Creek Outfall	<ul style="list-style-type: none"> <li>• Recommends dredging or sand reclamation.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends dredging approx. 30 to 50 acres to create a new marshland area.</li> </ul>
De Anza Channel and Cove	<ul style="list-style-type: none"> <li>• Recommends retention/repair of existing softscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends creating a channel through De Anza Point.</li> </ul>
De Anza Special Study Area	<ul style="list-style-type: none"> <li>• Recommends retention/repair of existing softscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends consideration of filling part of Cove's west end up to 150 ft. from the current shore.</li> </ul>

Notes: (1) Identified in SSRPP as a specific problem area.

Source: Butler Roach Group, Inc., August 1993.

and water access are maintained. Therefore, this difference would not be significant.

*Fiesta Island, West Shore.* The existing shoreline treatment for the Fiesta Island West Shore area consists of sand beaches. The SSRPP identified this area as one that is currently experiencing erosion and sand accumulation problems. The proposed Master Plan Update is generally consistent with the SSRPP's recommendation for the Fiesta Island West Shore area. Under the Master Plan, the shoreline treatment would remain a sand beach and a small area near the northern portion of the island would be dredged. This recommendation would enhance the function of the shore for swimmers and special event viewing and would have a beneficial impact on the Park.

*Fiesta Island Channel.* The Master Plan Update includes, as an option, dredging approximately 12 acres on Fiesta Island to create a channel between Fiesta Bay and the North Pacific Passage (Figure 3-8). Under the proposed Master Plan Update, the areas surrounding the channel would remain as sand beaches.

The SSRPP does not include a specific proposal for the Fiesta Island Channel, but instead recommends retention and repair of existing beaches. Thus, the proposed Master Plan Update would generally be consistent with the SSRPP recommendation for this area. No significant impacts would result.

*Rose Creek Outfall.* The Master Plan Update proposes to dredge approximately 30 to 50 acres within the Rose Creek Outfall area and treat the creek shoreline with bulkhead/riprap (Figure 3-8). This is consistent with the recommendations of the SSRPP, which also recommends dredging portions of this area.

*De Anza Channel and Cove.* Existing shoreline treatment within the De Anza Cove area consists of sand beaches. The SSRPP recommends that this shoreline treatment be retained and repaired. The proposed Master Plan Update recommends creating a channel through to De Anza Point (Figure 3-8). While the Master Plan Update's recommendation would not strictly be consistent with the SSRPP, the Master Plan Update would provide sand beaches around De Anza Point and along the west side of De Anza Cove. The Master Plan Update proposes to close the De Anza Boat Ramp and to generally move wake-producing activities away from De Anza Point. This proposal will help to reduce existing erosion of the De Anza Point and North Fiesta Island beaches. In addition, creating a channel would improve the water quality within De Anza Cove, which would have a beneficial impact on the Park. Therefore, implementation of the Master Plan Update's recommendation for De Anza Cove and Channel, while not strictly consistent with the SSRPP, would not result in a significant planned land use impact.

*De Anza Special Study Area.* The proposed shoreline treatment recommendations for this area include a provision for filling part of De Anza

Cove's west end, up to 150 feet out from the current shore. This would shift the De Anza Special Study Area (SSA) eastward by up to 150 feet, thereby allowing for a larger marsh area at Rose Creek Outfall. In addition, the Master Plan Update recommends that the shoreline treatment for the area surrounding De Anza Cove consist of riprap along the west and south side of the SSA, with beaches to the east of the SSA. This would be consistent with the SSRPP's recommendations for this area. Therefore, the possible filling of a portion of De Anza Cove's west end, and the accompanying eastward shift of the SSA, would not result in significant land use impacts.

#### South Shores Master Plan

Development of South Shores under the Proposed Master Plan Update would be similar to development proposed by the South Shores Master Plan. The South Shores embayment and the Boat and Ski Club lease would be provided under both plans. Much of the parking proposed for South Shores would be provided in the overflow parking lot proposed by the Master Plan Update. The South Shores Master Plan would have increased commercial leases within the Park to 25 percent. Fewer acres of commercial lease land would be provided under the proposed Master Plan Update. As originally proposed, the South Shores Master Plan included a guest housing lease area. However, this lease was removed by the subsequent General Development Plan for South Shores. The proposed Master Plan Update includes overflow parking and a Park maintenance facility on this site.

#### Sail Bay Master Plan

The proposed Master Plan Update would be consistent with and would implement the goals and objectives of the *Sail Bay Master Plan*. The proposed Master Plan Update designates the Sail Bay area for neighborhood-oriented recreation facilities such as game courts and children's play areas. This would generally be consistent with the *Sail Bay Master Plan* which recommended the provision of pedestrian nodes, restrooms, lawn play areas and picnic areas along the Sail Bay shoreline. In addition, the proposed Master Plan Update also recommends installing a raised path or boardwalk under the Ingraham Street bridge at Crown Point. However, it should be noted that the *Sail Bay Master Plan* included a recommendation for the provision of a parking reserve near Moorland Drive. The proposed Master Plan Update does not include such a provision because the City Council deleted this recommendation from the *Sail Bay Master Plan* prior to its adoption (Resolution R-251913).

The proposed Master Plan Update also includes a proposal to retain and expand the combined pedestrian/bicycle path around Sail Bay to the southern tip of Crown Point. The City Council directed that this path around Sail Bay be designed for bicycle use (Resolution #221913/May 27, 1980). The path would allow for uninterrupted pedestrian/bicycle circulation from Fiesta Bay to Sail

Bay. These improvements would be consistent with the *Sail Bay Master Plan* and would improve circulation within the Park.

The proposed Master Plan Update includes recommendations for time, space, and speed allocations for recreational water uses within the Park. The Master Plan proposed Update includes a recommendation to retain the swimming areas near the shores of Sail Bay.

*Kapiloff Bill (AB 447, 1981)*

The Master Plan Update proposes to develop the area addressed by the Kapiloff Bill (De Anza Trailer Resort) with shoreline habitat and the various recreational uses allowed within the De Anza SSA. These uses include an expanded athletic field; a guest house leasing area with RV parking and a resort hotel; public parking; and upland habitat or parkland.

The De Anza Trailer Resort currently supports a mobile home park and overnight RV facilities. AB 447 found that while the California Legislature intended for the De Anza Trailer Resort area to be used for public recreation and recreational-support facilities that could encompass transient-type guest housing, the area has been developed with permanent sites for mobile homes. AB 447 also found that these mobile homes are not public guest housing facilities and are in conflict with the Legislature's intended use of the area. However, AB 447 permitted the existing mobile home park use to remain until the scheduled expiration of the lease on November 23, 2003.

The Master Plan Update proposes to abandon the existing mobile home park and overnight RV facilities in the year 2003. Removal of the existing uses would make this area available for park and shoreline uses that would be consistent with the Legislatures intentions. Therefore, the proposed replacement of the De Anza Trailer Park would be consistent with AB 447, provided it does not occur until after November 23, 2003, the scheduled lease expiration date.

*De Anza and Dana Inn (Sunset Point) Special Study Areas*

The proposed Master Plan Update also includes two Special Study Areas (SSAs) referred to as the De Anza SSA and the Dana Inn (Sunset Point) SSA. These SSAs are located in the northern and southern portions of the Bay, respectively (Figure 3-2). The Special Study Areas are flexible planning areas in which a number of potential uses, both public and private, would be allowed. The City of San Diego Park and Recreation Department has established the planning procedures that would be used to guide the future planning efforts within the SSAs. These procedures are included in Appendix B of this EIR. The proposed Master Plan Update also includes development criteria for both of the SSAs, which are presented on Table 4.A-4.

TABLE 4.A-4

**Special Study Area (SSA) Development Criteria  
Proposed Mission Bay Park Master Plan Update**

De Anza SSA	Dana Inn (Sunset Point) SSA
<p>The SSA should not exceed approximately 60 acres in lease area if a commercial lease is determined to be the most appropriate use of the land. The 60 acre lease area should be viewed as a maximum, not a target.</p>	<p>The SSA should expand the current leasehold by not more than approximately 2.5 acres.</p>
<p>The SSA should not be developed to the detriment of the existing and/or future adjacent habitat areas. Foremost in consideration, should be the extent to which the SSA can contribute to the Park's water quality.</p>	<p>Development proposals should enhance pedestrian, bicycle, emergency, and maintenance circulation around Sunset Point in accordance with the Master Plan Update's Design Guidelines.</p>
<p>The SSA should facilitate the implementation of hydrologic improvements aimed at safeguarding the viability of marsh areas in its vicinity.</p>	<p>All required private parking should be provided within the leasehold area.</p>
<p>The SSA should be developed to enhance the public use of this area of the Park. Recreational features such as a waterfront trail, picnic areas, overlooks, canoe launching sites, etc., should be considered as an integral part of any development.</p>	<p>Development intensification should minimize the impact to Sunset Point Park users. The waterfront areas of the Sunset Point should remain accessible to the public as required by the Master Plan Update's Design Guidelines.</p>

Source: Mission Bay Park Master Plan Update, 1993.

Several development options have been developed for the De Anza SSA. The high intensity, moderate intensity, and low intensity development options are presented on Figures 4.A-5, 4.A-6, and 4.A-7, respectively. These development options differ by the amount of contained and open marsh area that would be provided west of the De Anza SSA, and the amount and type of uses that would be developed within the De Anza SSA itself. The development option for the Dana Inn SSA is shown on Figure 4.A-8.

De Anza SSA. The proposed Master Plan Update identifies that any or all of the following uses could be developed within the De Anza SSA:

Recreational Vehicle Camping	Resort Hotel
Regional Parkland	Beach
Boating Concessions	Wetland
Wetland related hydrologic improvement	Paths and trails
Upland habitat	

Dana Inn (Sunset Point) SSA. The principle use within the Dana Inn (Sunset Point) SSA would remain a hotel, although the lessee, at their option, could pursue other interim uses. It is estimated that an additional 80 rooms could be added on Sunset Point, within the SSA boundaries.

The land uses allowed within the De Anza SSA and Dana Inn SSA are quite similar to the type of uses that are currently located within the Park. The range of uses that would be allowed in the De Anza SSA would be consistent with the General Plan in that they would continue and expand existing uses. The various development options for De Anza SSA would allow for the creation of new marsh areas west of the SSA and would also provide a buffer between the adjacent "natural" and "developed" areas.

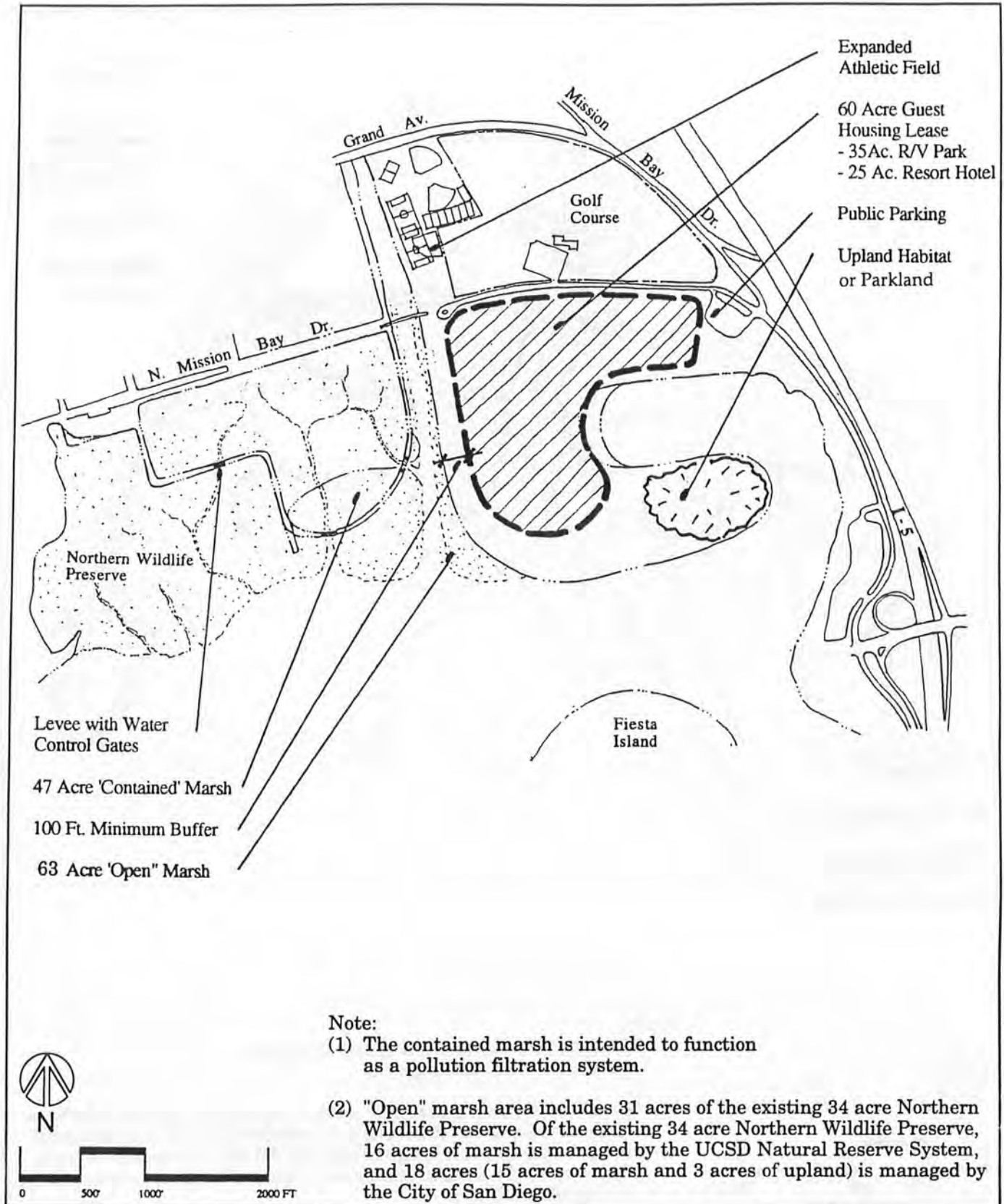
The De Anza SSA development criteria require that the SSA be developed in a manner that would not be detrimental to the existing or adjacent habitat areas. This would be consistent with the NRMP.

With respect to the SSRPP, the range of uses allowed in the SSA would not hinder or preclude implementation of the shoreline treatment recommendations in the SSRPP.

The hotel uses that would be allowed in the Dana Inn (Sunset Point) SSA are identical to those currently located in this area and would be consistent with the adopted plans for Mission Bay Park.

### Significance of Impacts

The proposed Master Plan Update would result in beneficial existing land use impacts. Specifically, implementation of the proposed Master Plan Update



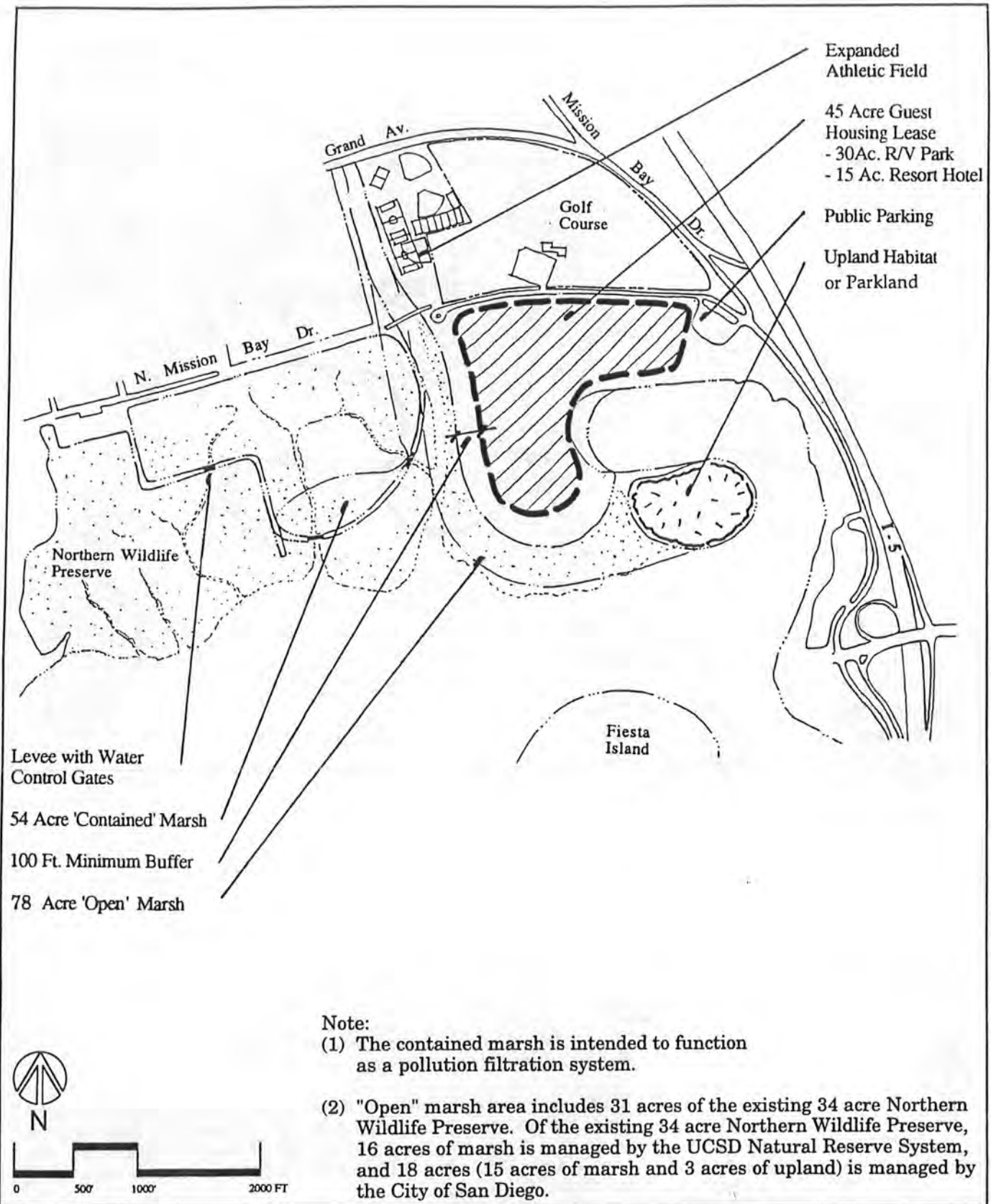
**Note:**

- (1) The contained marsh is intended to function as a pollution filtration system.
- (2) "Open" marsh area includes 31 acres of the existing 34 acre Northern Wildlife Preserve. Of the existing 34 acre Northern Wildlife Preserve, 16 acres of marsh is managed by the UCSD Natural Reserve System, and 18 acres (15 acres of marsh and 3 acres of upland) is managed by the City of San Diego.

**SOURCE:**  
Mission Bay Park Master Plan Update, 1993.

Mission Bay Park Master Plan Update  
**De Anza Special Study Area,  
High Intensity Development Option**

**FIGURE  
4.A-5**

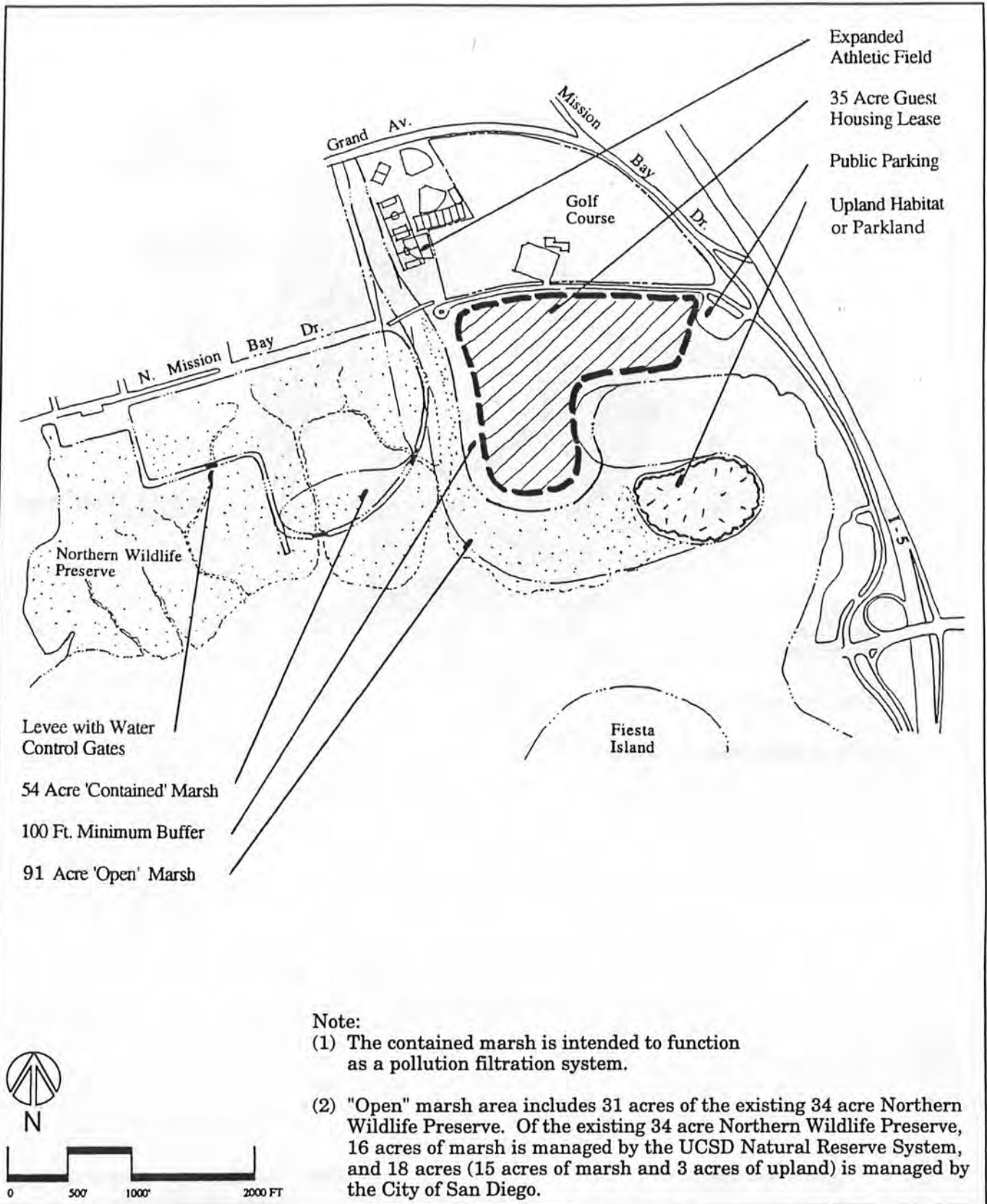


SOURCE:  
Mission Bay Park Master  
Plan Update, 1993.

Mission Bay Park Master Plan Update  
De Anza Special Study Area,  
Moderate Intensity  
Development Option

FIGURE  
4.A-6





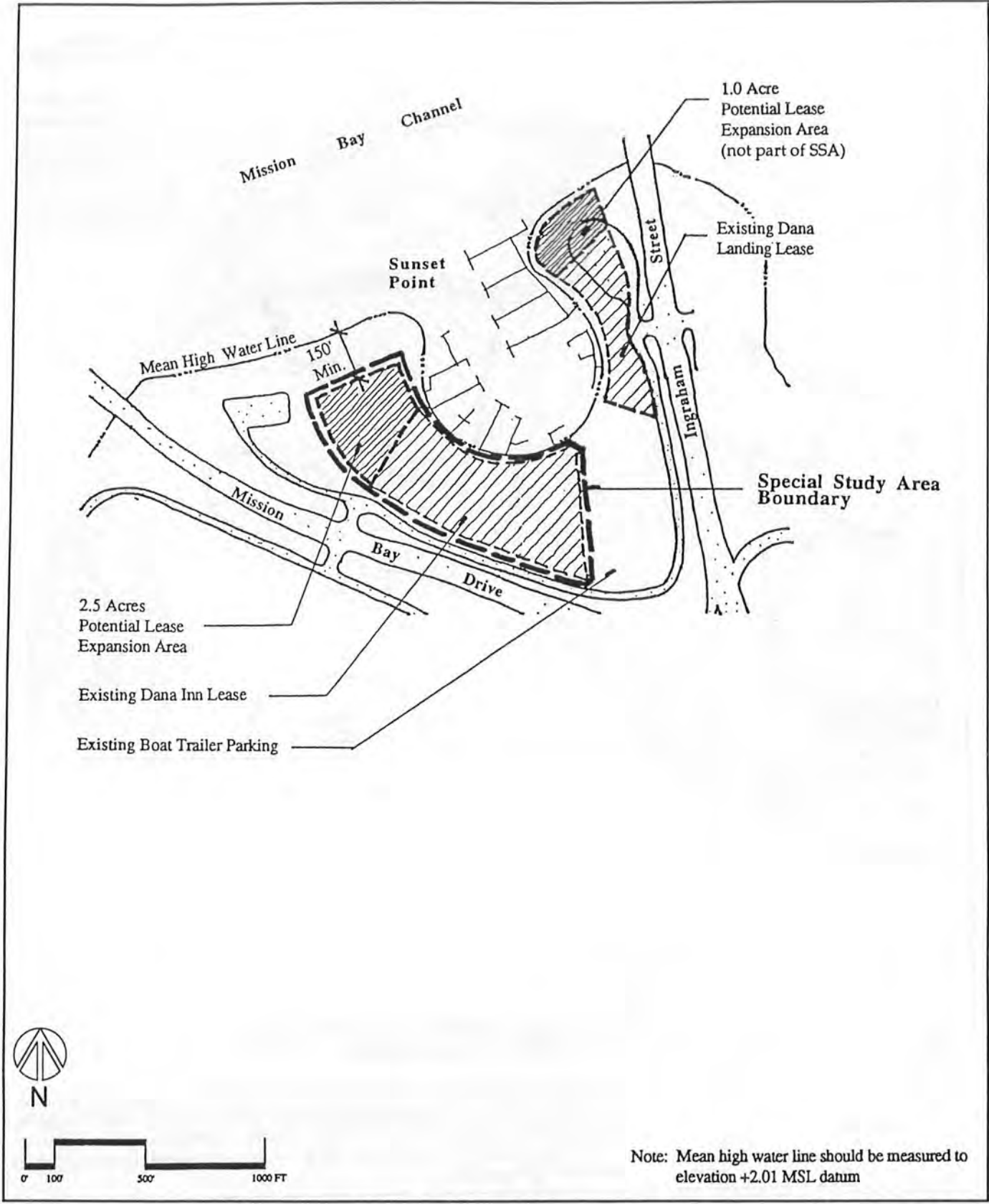
**Note:**

- (1) The contained marsh is intended to function as a pollution filtration system.
- (2) "Open" marsh area includes 31 acres of the existing 34 acre Northern Wildlife Preserve. Of the existing 34 acre Northern Wildlife Preserve, 16 acres of marsh is managed by the UCSD Natural Reserve System, and 18 acres (15 acres of marsh and 3 acres of upland) is managed by the City of San Diego.

SOURCE:  
Mission Bay Park Master  
Plan Update, 1993.

Mission Bay Park Master Plan Update  
**De Anza Special Study Area,  
Low Intensity Development Option**

**FIGURE  
4.A-7**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
November, 1993.

Mission Bay Park Master Plan Update  
**Dana Inn Special Study Area/  
Dana Landing Development Area**

**FIGURE  
4.A-8**

would increase the amount of regional recreational parkland by approximately 50 percent to accommodate future demand for this use. It would also increase the amount of neighborhood, and habitat-related recreational uses. However, with the implementation of the low intensity development option for the De Anza Special Study Area, there would be a decrease of approximately six acres of commercial lease area within the park. In addition, the proposed Master Plan Update would provide approximately two-thirds of a mile of additional shoreline, thereby increasing waterfront opportunities; it would preserve, enhance, and increase the total acreage devoted to natural habitat within the Park, and would facilitate the correction of existing erosion and sand accumulation problems. The proposed Master Plan Update would also provide for a greater separation between incompatible recreational water uses (e.g., swimmers and personal watercraft), which would provide greater safety for the recreational user. The total acreage of dedicated lease areas proposed by the Master Plan Update would vary between 20.8 percent and 22.6 percent, depending on the final configuration of the De Anza Special Study Area. Commercial lease areas would not exceed the 25 percent limit established in the City Charter. Impacts would not be significant.

The proposed Master Plan Update would be consistent with the San Diego General Plan as well as the SSRPP. The proposed Master Plan Update would also be consistent with AB 447, provided that the De Anza Trailer Park is not replaced prior to the expiration of the De Anza Point lease (November 23, 2003). However, the proposed Master Plan Update could result in a net loss of approximately 10 acres of planned wetlands, or may result in a net increase of 25 acres of planned wetlands. This would not be a significant planned land use impact because the wetlands creation proposed under the Master Plan Update likely would be of higher quality because of its proximity to the NWP.

#### **Mitigation, Monitoring and Reporting**

Mitigation, monitoring, and reporting would not be required because land use impacts would not be significant.

## B. RECREATIONAL RESOURCES

On a peak summer day, well over 100,000 people use Mission Bay Park, engaging in a diverse range of activities from group picnicking, sailing, and visiting Sea World to swimming, fishing, jogging, and bicycling. The fundamental goal of the proposed Master Plan Update is to identify future recreational demands and to chart a course for the continuing development of the Park that would sustain the diversity and quality of recreation while protecting and enhancing aquatic wildlife for future generations.

### Existing Conditions

An *Existing Conditions Report* for the proposed *Mission Bay Park Master Plan Update* was prepared in February 1993 (City of San Diego, 1993). This document is hereby incorporated by reference; sections relative to this discussion are summarized below:

Mission Bay Park encompasses seven square miles of water and land. The Park has been developed as a recreational and tourist destination. Very little of the original natural landscape of the Bay remains. The Kendall Frost Preserve is the only significant extant area of marsh habitat. The existing pattern of land, shoreline, and water is a result of a substantial reduction of natural habitat areas.

The parkland areas of the Park focus primarily on passive recreational uses. Regional parkland areas consist of mostly sandy beaches, backed by ornamental turf, vegetation, and support parking. These areas receive intensive use for region-wide, land-based recreation, and are located primarily on East Shore, Bonita Cove, Crown Point Shores, and Vacation Isle. While more than half of the Park area is comprised of open water, the majority of Park visitors engage the water as a setting for land-based recreation (i.e., walking, jogging, bicycling, and picnicking, etc.).

Most of the significant public parkland areas are equipped with restrooms and picnic tables; many are equipped with fire rings.

Over the years, the Park has developed such that incompatible recreational uses have been congregated within the Park. Congestion and over-crowding are primary concerns on peak summer weekends. In addition to safety hazards created by patterns of water access (addressed in Section IV.F, Public Safety, of this EIR), existing access facilities do not always adequately meet the demand for water use. New recreational activities have further stressed the ability of the Park to accommodate all of its users (e.g., increasing demand for limited water area by personal watercraft (PWC) users, water skiers, and sailors; the high-speed dimension added to the Park's network of paths by in-line skaters, etc.). In addition, the accommodation of large group activities within areas of the Park

adjacent to residential areas has resulted in traffic and parking conflicts for local residents.

### Active Recreation

The most notable exception to the passive use focus of parkland in Mission Bay is Robb Field, located south the San Diego River channel in Ocean Beach. This portion of the Park forms a discrete unit, separated from the main water-oriented portion of Mission Bay. Robb Field includes a variety of active recreation facilities including tennis, basketball, baseball and football fields. A community recreation facility, serving the Mission Beach community, is located on Santa Clara Point. There are twenty one volleyball (primarily sand) and four basketball courts provided throughout the Park.

There is an extensive system of paths throughout Mission Bay Park. This system is shared by bicyclists, pedestrians, joggers, and skaters. These paths are typically ten-feet wide. Many conflicts with the existing bicycle circulation system have been identified. The path system within the Park, and in particular, the path that is gradually being developed to connect around the Bay's water edge, is widely believed to be too narrow for the level and diversity of use. The pathway is often fragmented, forcing users to move onto the street system to complete a loop of the Park. Numerous approach roads to the Park do not include adequate bicycle and pedestrian access provisions.

### Water Recreation

A wide variety of aquatic recreation is practiced in Mission Bay. The current space allocation varies both daily and seasonally. A set of regulations for the use of the Bay waters, referred to as the *Mission Bay Regulations*, has been established over the years, and includes time, space, and speed allocations for the use of various water areas. These regulations are contained in Appendix D of this EIR.

Water skiing activity area covers Sail Bay, Fiesta Bay, and a designated water-skiing-use-only area in Hidden Anchorage. PWC users utilize Fiesta Bay and two designated personal-watercraft-use-only areas. PWC users use all speed zones as well. Rowing activities occur primarily between 5:30 A.M. and 9:00 A.M.; the time period when calm water conditions are observed over Mission Bay. Requiring similar conditions, paddle sport activities occur between 6:00 A.M. and 9:00 A.M. Sailing and windsurfing activities take place primarily in the late morning and afternoon, when wind conditions are suitable. Windsurfing activities occur in certain areas of Sail Bay and in the North Pacific Passage.

### Commercial Recreation

An integral part of Mission Bay Park's recreational value lies in its tourist-serving facilities, such as the resort hotels, Sea World, and various camping facilities. A complete list of commercial recreational facilities and the activities and services provided is included as Appendices A and B of the *Existing Conditions Report*. Overnight Recreational Vehicle (RV) facilities are currently provided at Campland on the Bay and at the De Anza Harbor Resort. Many RVs use boat trailer spaces to access the Park for temporary parking or "day-use" accommodations. It is estimated that up to 50 percent of all boat trailer spaces may be taken by RVs during peak summer weekends.

**Issue:** How would the Master Plan effect the quality or quantity of existing recreation resources?

### **Impact**

The proposed Master Plan Update includes guidelines and specific measures aimed toward yielding the "maximum sustainable benefit" from the Park's limited resources. In pursuit of the "maximum sustainable benefit", the proposed Master Plan Update organizes the Park according to "regions" of compatible uses. This planning approach, in effect, creates distinctive recreational areas within the Park, and is referred to in the proposed Master Plan Update as the "Parks Within a Park" concept. The four recreational regions described in the proposed Master Plan Update include:

- Regional-oriented: Parkland areas that would accommodate regional parkland activities such as group picnicking, bicycling, and attendance of special events, such as the Over-the-Line tournament.
- Neighborhood-oriented: Parkland areas that would accommodate local recreation, including facilities like game courts and children's play areas.
- Commercial-oriented: Parkland areas that would accommodate resort hotels, Sea World, and other commercial operations, such as recreational vehicle camping.
- Habitat-oriented: Parkland areas that would provide wetland and upland habitats serving more passive activities, including trails for hiking and jogging, or wetland areas for rowing and canoeing.

These recreational orientations would be concentrated in the areas shown in Figure 3-1:

Table 4.B-1 provides a comparison of existing and proposed acreages and the proposed net change for each of the four recreational area types.

TABLE 4.B-1

Net Change in Recreational Area Acreages  
Proposed Mission Bay Park Master Plan Update

	Existing (Acres)	Proposed (Acres)	Net Change
Commercial	404	388 to 422	-16 to +19 acres (-4% decrease to 5% increase)
Habitat	106	467 to 502	+361to +396 acres (340% to 374% increase)
Regional	247	359	+ 112 acres (45% increase)
Neighborhood	119	123	+ 4 acres (3% increase)
TOTAL	876	1,372	+496 acres (57% increase)

Note: Acreages do not include beach areas.

Source: Wallace Roberts & Todd, 1993; The Butler Roach Group, 1993.

### Regional Parkland

With implementation of the proposed Master Plan Update, there would be an overall increase in regional park areas by almost 50 percent, resulting in a total of 359 acres. These new areas would be concentrated within the southeastern quadrant of the Park, primarily on Fiesta Island (100 acres) and at South Shores (40 acres). The areas to be developed on Fiesta Island are currently natural, or used to dry sludge. These areas would be turfed or otherwise improved to support regional recreation. The areas on South Shores are either natural or were recently disturbed to construct the facilities associated with the South Shores Master Plan. The areas that would have remained in a natural state at South Shores would be turfed or otherwise improved under the Master Plan Update. The distribution of regional-oriented park areas within Mission Bay Park is shown in Figure 4.B-1. Over one third of regional-oriented recreation, the largest naturally-landscaped upland areas, and major sport and cultural event venues, would be located on Fiesta Island and on South Shores. Figures 3-3 and 3-4 illustrate concept plans for Fiesta Island and South Shores, respectively.

No additional league-play fields would be developed. League play would continue to be accommodated at Robb Memorial Field and Pacific Beach Athletic Fields. The present site for the Ski Club is being rendered obsolete by the sedimentation process on Rose Creek. The proposed Master Plan Update recommends that this facility be relocated to a site of equal size, west of the planned embayment on South Shores.

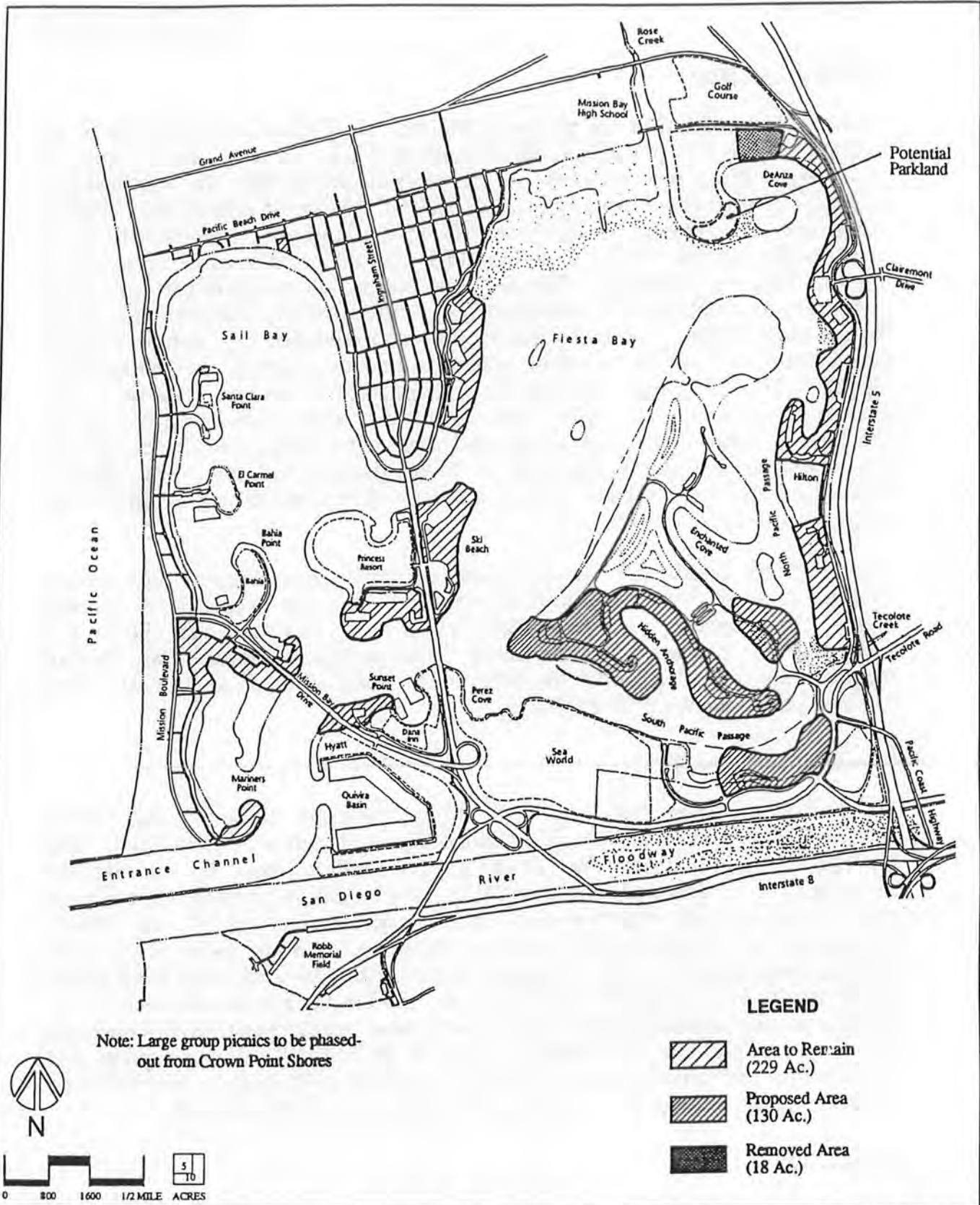
### Recreational Vehicles

The proposed Master Plan Update identifies overnight, "day-use", and special event parking facilities to accommodate RVs, as shown in Figure 4.B-2. The existing Campland on the Bay overnight RV facility would be relocated to De Anza Cove. Dedicated "day-use" RV parking would be provided to minimize conflicts with boaters and to provide more amenable areas for RV use. Where appropriate, new parking lots would be designed with a water-facing RV parallel parking lane. Approximately 120 spaces of the existing De Anza boat ramp trailer spaces would be maintained for RV day-use (the De Anza boat ramp and trailer parking would be transferred to the South Shores embayment, as discussed in Section IV.A, Land Use, of this EIR). In all, 547 dedicated RV day use spaces and an additional 300 parking spaces that would be shared with boat trailers would be provided. This is forecast to meet future RV day use parking demand.

### Special Events

Special events, including the Thunderboats Race, the Crew Classic, and the Over-the-Line tournament, would continue to be accommodated at the Park. East Island, located on Fiesta Bay, would be dredged in accordance with the planned

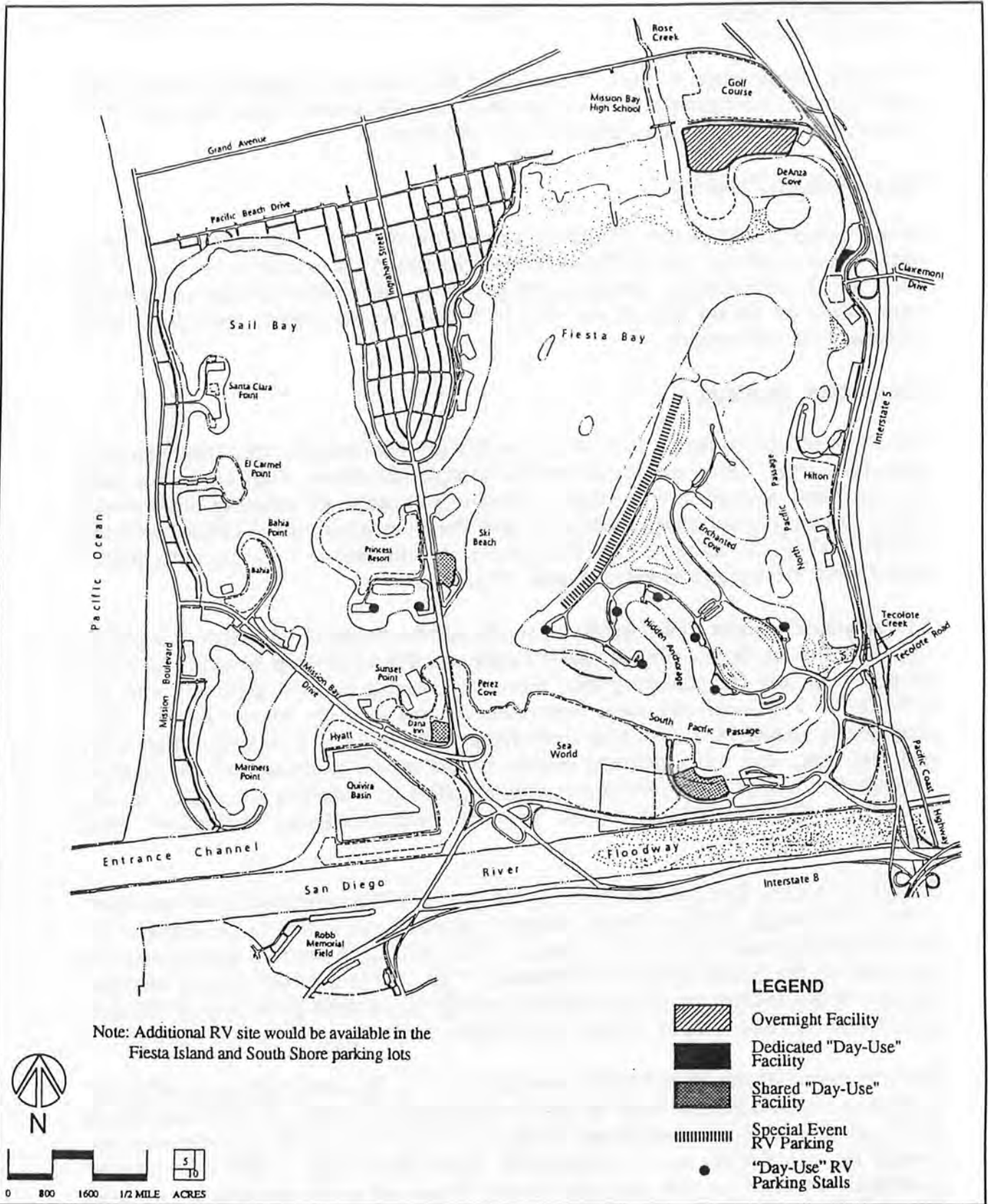




SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Changes in  
Regional Parkland**

**FIGURE  
4.B-1**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
**Proposed Recreational  
Vehicle Facilities**

**FIGURE  
4.B-2**

shoreline stabilization project. This would eliminate a navigational hazard, and would permit the thunderboats to race on a 2.0 mile course rather than a 2.5 mile course, consistent with the desires of race coordinators.

### Neighborhood Parkland

Large group picnic events would be phased away from neighborhood-oriented park areas, such as Crown Point Shores, to minimize conflicts between Park users and local residents. These events would be transferred to regional-oriented park areas on Fiesta Island and South Shores, where access would be most efficient and convenient.

### Commercial Parkland

The Park would continue to host a number of economically important leisure-industry leases. Implementation of the proposed Master Plan Update would provide new recreational facilities, promote relocation of existing commercial leases to congregate compatible uses, and the intensification of certain existing commercial leases to maximize their revenue potential in balance with public recreational needs and environmental objectives.

The proposed Master Plan Update provides for the potential addition of a public amphitheater on South Shores (turfed area capable of seating several thousand people; available for general public recreation during non-use periods), and the addition of a one-quarter mile waterfront promenade on South Shores. This promenade would be suited as a stage for public displays, civic gatherings, craft and arts fairs, and other planned events for the winter months, and would thus enhance the year-round recreational opportunities provided by the Park. An 18-acre site on Fiesta Island would provide nature-oriented "primitive" tent camping sites.

Campland on the Bay (lease expires in the year 2017) is proposed to be relocated to the eastern side of Rose Creek, where it would have access to De Anza Cove for swimming and watercraft rentals. The Ski Club would potentially be relocated to the South Shores embayment. This location, which would increase the size of the facility by about one acre, would be in close proximity to Hidden Anchorage on Fiesta Island, where water skiers currently practice and compete.

The proposed Master Plan Update provides for the potential expansion of guest housing accommodations; high as well as moderately priced. A 16.5-acre site in the South Shores area, considered marginal for use as a public recreation area, would be developed as a commercial recreational site. This site would potentially be used for the expansion of Sea World, or as the location for a motel or water-oriented entertainment center.

### Habitat/Natural Parkland

There has been an increasing public demand for the provision of more natural landscape settings for recreational pursuits (i.e. coastal vegetation and coastal wetlands for wildlife observation, hiking, canoeing, etc.) at Mission Bay Park. The proposed Master Plan Update includes planning measures to ensure that future development of the Park would include additional opportunities for interaction with Mission Bay's natural habitats. The establishment of additional natural habitat would increase the diversity of recreational experiences available at the Park.

One of the main features of the "Parks Within a Park" concept is the consolidation of natural resources in the northeast quadrant of the Park, partly on Fiesta Island and partly in the areas west of the Rose Creek outfall. These newly created habitat areas would function as low-intensity, nature-oriented recreational resources. Figure 4.B-3 shows the proposed distribution of natural recreational areas within the Park, including upland areas, wetland areas, and open beach areas.

The north half of Fiesta Island is proposed to remain essentially in a natural state, with large areas in coastal sage scrub available for hiking, jogging, bicycling, and primitive camping. The wetland areas proposed at the Rose Creek outfall would provide a natural setting for kayaking, rowing and canoeing.

### Water Recreation

#### Water Use Allocation

Implementation of the proposed Master Plan Update would maintain the current time, space, and speed allocations included in *The Mission Bay Regulations*, with the following exceptions:




- South Pacific Passage: Establishment of a "no-wake" zone in the Passage, primarily west of the planned embayment, to facilitate use of South Pacific Passage by rowers. The South Shores boat ramp would begin operation at 8:30 A.M. (Hidden Anchorage could be accessed before 8:30 A.M. from other boat ramps on the Bay.)
- North Pacific Passage: Dedication of a large portion of North Pacific Passage for sailing and rowing craft. A "no-wake" zone would be established north of the Hilton pier to allow personal watercraft and other motorized craft use of the south end of the Passage.
- Personal Watercraft Area: The eastern end of South Pacific Passage would remain a dedicated PWC area. An additional 8 acres of water would be



Note: Existing Northern Wildlife Preserve area is not intended as a recreation area beyond its aesthetic and educational values.



**LEGEND**

-  Upland Area
-  Wetland Area
-  Open Beach

SOURCE:  
Mission Bay Park Master  
Plan Update,  
November, 1993.

Mission Bay Park Master Plan Update  
**Proposed "Natural" Recreation Areas**

**FIGURE  
4.B-3**

created for exclusive use by PWC through the reconfiguration of the South Shores shorelines.

Water use allocation, as outlined in the proposed Master Plan Update, is shown in Figure 3-5. The use of the Bay's waters would continue to be monitored and "fine-tuned" by the Water Users Ad Hoc Citizen Committee, along with the appropriate public bodies, as new demands are made on the Bay.

#### Water Access

Implementation of the proposed Master Plan Update would provide access to the Bay's waters as shown in Figure 3-6. Modifications to existing water access provisions would include the following:

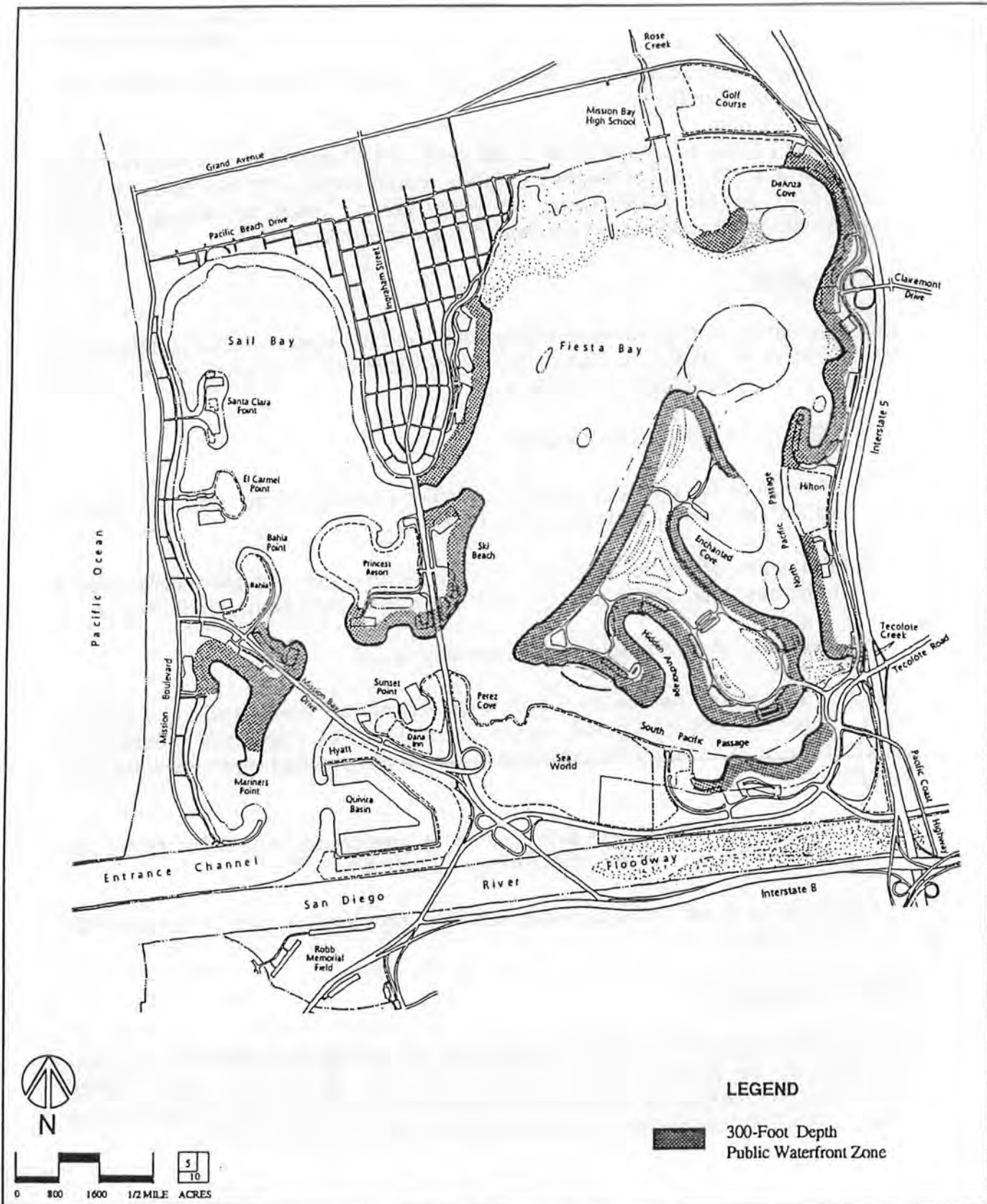
- Closure of De Anza boat ramp.
- Provisions for up to 631 total boat trailer parking spaces (with the closure of the De Anza ramp) within the Park.
- Provision of up to 45 PWC vehicle/trailer spaces at the Fiesta Island launching site. PWC access would also be available from South Shores.
- Provision of a variety of beach launching sites.

The recreational and navigational use of the Bay waters are valued substantially more than the dedication of water areas for wet slips and anchorage. Accordingly, no new slip or mooring areas are recommended, with the following exceptions:

- Provision of current wet slip expansions proposed by the Bahia Hotel, the Princess Resort, and the Mission Bay Yacht Club.
- Provision of up to 24 day-use wet slips, provided as part of the new Ski Club docks.

#### Aquatic Orientation

The proposed Master Plan Update establishes 300-feet (measured landward from the water) as the primary zone of water influence. Within this zone, priority would be given to passive recreational uses or uses compatible with the water setting. This 300-foot public waterfront zone is shown in Figure 4.B-4.



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update  
Proposed Aquatic Orientation

FIGURE  
4.B-4

### Swimming

Existing and proposed supervised public swimming areas are shown in Figure 4.B-5. New swimming areas would be located adjacent to existing or proposed active parkland areas, and in areas of the Park with relatively good water quality.

### Active Recreation

The proposed distribution of parkland areas for the accommodation of land-based active recreational pursuits at Mission Bay Park is shown in Figure 4.B-6. This allocation would include the following provisions:

- Sand Arena Sports: Relocation of the Fiesta Island sand arena (accommodates sand volleyball, Over-the-Line tournament, etc.) to the eastern end of Fiesta Island's central peninsula.
- League Play: Mission Bay Park would not be targeted as a location for organized league play beyond the existing facilities at Robb Field and Pacific Beach Playing Fields. Pursuit of a joint use agreement with Mission Bay High School could be made to further expand the availability of athletic playing. When and if the Ski Club lease area was to be vacated, the Pacific Beach Playing Fields could potentially be expanded onto this site.
- Open Play Areas: Flat, turf, open areas, equivalent to the size of a soccer field, are proposed on East Vacation Isle (one field), South Shores (two fields), and within the parkland area of Fiesta Island (three fields).

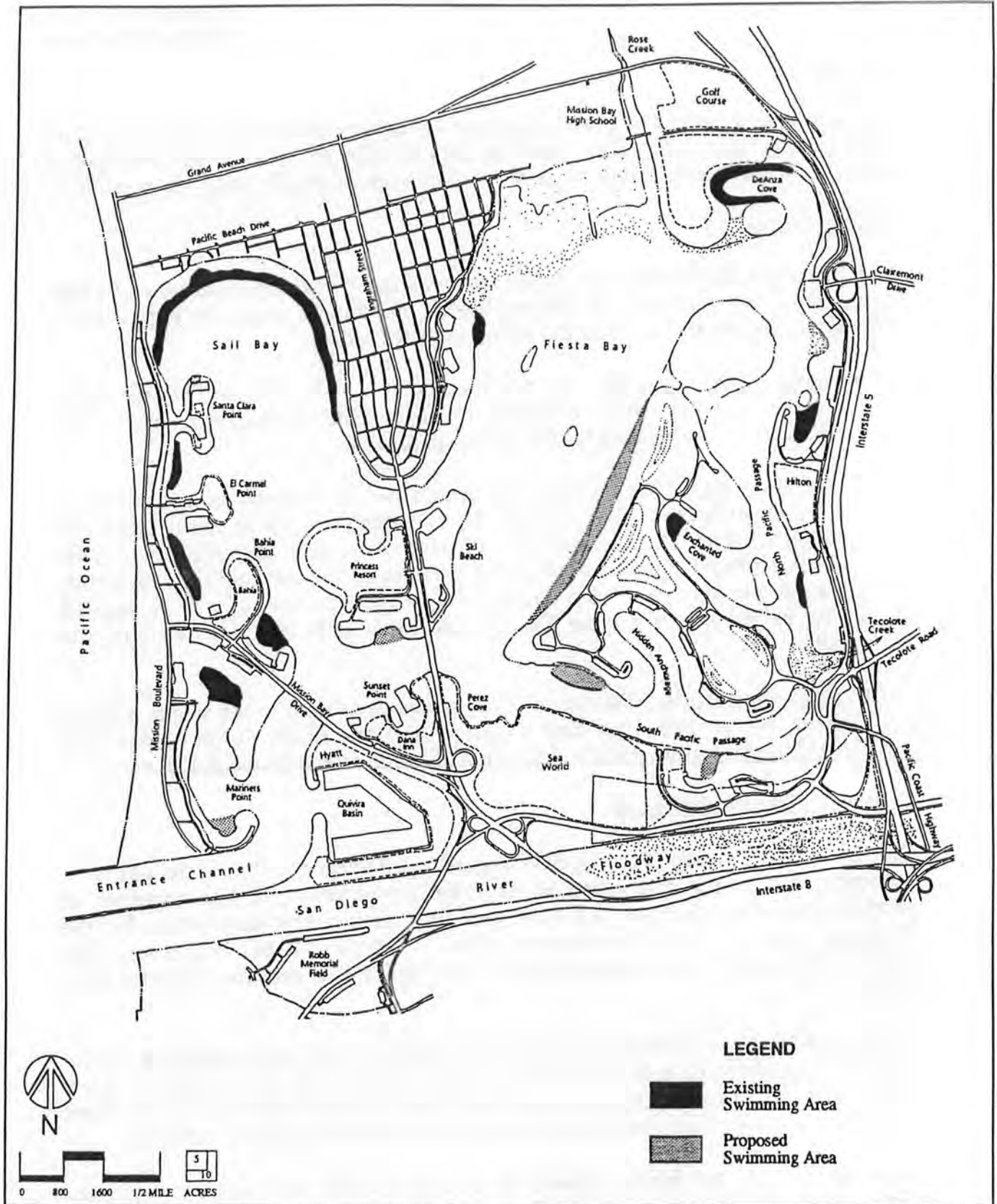
### Pedestrian/Bicycle Pathways

The proposed Master Plan Update regards pedestrian and bicycle paths as common to all areas, providing an essential tie necessary to link together all recreational orientations of the Park and providing a key destination for the regional system of recreational paths. Figure 3-10 illustrates the pedestrian/bicycle path improvements included in the proposed Master Plan Update.

A combined path would be implemented around the Park, consisting of a clearly marked, 5 mile-per-hour 8-foot walkway and an 8-foot bicycle and skating way. Where desirable to separate the courses, the bike/skating course would be 9 feet in width to allow circulation by Park maintenance and emergency vehicles.

To accommodate the higher speeds of touring cyclists and skaters, dedicated bicycle lanes would be provided on Park roads to the extent possible.



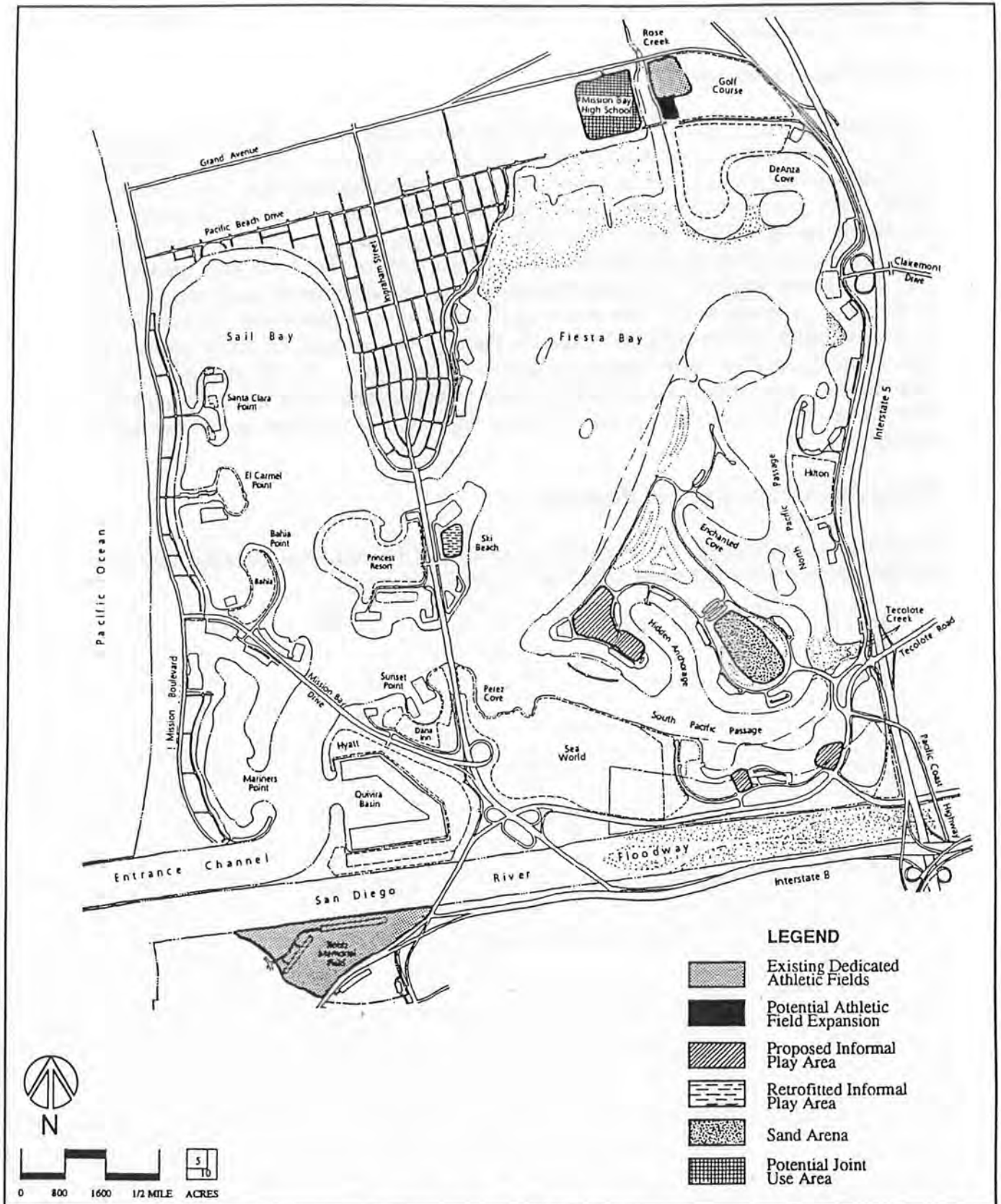


SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update

**Existing and Proposed  
Supervised Public Swimming**

**FIGURE  
4.B-5**



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update

## Existing and Proposed Active Recreation Areas

FIGURE  
**4.B-6**

### **Significance of Impacts**

Implementation of the proposed Master Plan Update would result in increased recreational opportunities throughout the Park, achieved through implementation of the "Parks Within a Park" planning concept. As shown in Table 4.B-1, land-based recreational areas would be increased by 57 percent. The proposed Master Plan Update identifies and responds to new and anticipated future demands placed on the recreational resources of the Park, and recognizes that a balanced approach between recreation, the environment, and commerce is necessary to ensure the diversity and quality of recreation in the Park. Implementation of the proposed Master Plan Update would result in an overall beneficial impact to recreational resources in the Park. All identified existing recreational uses and desired water-oriented recreational uses are provided for. Therefore, there would be no adverse, significant impacts to recreational resources.

### **Mitigation, Monitoring, and Reporting**

Mitigation, monitoring, and reporting would not be required because adverse, significant recreational resource impacts would not occur.

## C. BIOLOGICAL RESOURCES

The following existing conditions section includes information found in the Mission Bay Park Natural Resource Management Plan (1990). In addition, several supplemental studies have been completed for the Mission Bay Park Area. These studies include: the *Mission Bay Eelgrass Inventory and Marine Habitat Surveys*, prepared by Pacific Southwest Biological Services in September 1988 and September 1992; the *Mission Bay Park Bird Survey*, prepared by the City of San Diego, in 1989; the *Mission Bay Park Least Tern Foraging Study*, prepared by Southwest Research Associates Incorporated in December 1992; the *Light-Footed Clapper Rail Census and Study*, prepared by Richard Zembal, U.S. Fish and Wildlife Service, in 1993; and a *Report of Findings Mission Bay Beach Stabilization Sand Test Project*, prepared by Group Delta Consultants, Pacific Southwest Biological Services, and Ogden Environmental and Energy Services, on March 13, 1992. These reports are hereby incorporated into this document by reference and summarized where applicable.

### Existing Conditions

Mission Bay Park contains a wide range of habitat types including marine, wetland, and terrestrial resources. The following section briefly describes these habitat types, and the species that occur within each habitat.

#### Marine Resources

Five different marine communities occur in Mission Bay: sandy bottom, mud bottom, rocky shore, eelgrass meadow, and pelagic.

#### Sandy Bottom Community

Sandy bottom habitat is found along shoreline intertidal zones (area between extreme high and low tides) and in high energy water movement areas, such as the Entrance Channel, the bay bridge channels, and at the mouth of the Flood Control Channel.

Typical invertebrates found in this habitat include a variety of polychaete worms, the armored sand star (*Astropecten armatus*), the swimming crab (*Portunus xantusii*), the sea pansy (*Renilla kollikeri*), the sea pen (*Stylatula elongata*), and the sand dollar (*Dendraster excentricus*). Fish associated with sand bottoms in the Bay include the California halibut (*Paralichthys californicus*), the diamond turbot (*Hypsopsetta guttulata*), the barred sand bass (*Paralabrax nebulifer*), and the spotted sand bass (*Paralabrax maculatofasciatus*).

### Mud Bottom Community

The dominant subtidal (below the area of tidal fluctuation) habitat in the Bay is mud bottom. Mud bottom habitat also occurs within the intertidal zone, and is found as mudflats in the Northern Wildlife Preserve (NWP), in the Southern Wildlife Preserve (SWP), and as a narrow fringe along shorelines throughout the Bay. This habitat contains a more stable substrate with a higher organic content than sand. It is present in areas of slow water movement and seasonal sediment deposition.

Typical species found in this habitat include moon snails (*Polinices* and *Natica* spp.), the California bubble snail (*Bulla gouldiana*), a variety of polychaete worms, swimming crabs, a ghost shrimp (*Callinassa* spp.), a mud shrimp (*Upogebia puggnetensis*), a tubicolous anemone (*Pachycerianthus* spp.), and a light-bulb tunicate (*Clavelina hunsmani*). In addition, the fleshy stalked bryozoan (*Zoobotryon verticillatum*) densely populates some areas during the summer. Fish frequenting mud bottom habitats include the California halibut, diamond turbot, bat ray (*Myliobatis californica*), butterfly ray (*Gymnura marmorata*), and long-jawed mudsucker (*Gillchthys mirabilis*). Round rays (*Urolophus halleri*) are also abundant in this habitat. Shallow (less than three feet), protected subtidal areas with either mud or sand bottoms are important as nursery areas for juvenile California halibut.

### Rocky Shore Community

Rocky shore habitat in Mission Bay is associated with a hard manmade substrate, such as riprap, bridge and pier pilings, docks, or concrete storm drains. Organisms in the Entrance Channel, west of West Mission Bay Drive bridge, are found in greater numbers than in other hard substrate areas of the Bay. This is due to the preference for the cooler, less turbid water, the more intense water motion, and the less variable salinity conditions found in the Entrance Channel.

Species commonly occurring in this habitat include: low-growing coralline algae (*Corallina vancouveriensis*, *Bossiella orbignina*, *Gigartina* spp.); giant kelp (*Macrocystis pyrifera*), sea fans (*Muricea californica* and *M. fruticosa*); sea stars (*Pisaster giganteus*, *P. ochraceus*); sea urchins (*Strongylocentrotus franciscanus* and *S. purpuratus*); and mollusks (*Astraea undosa*, *Aplysiavaccaria* spp., *Haliotis* spp.). Fish associated with the Entrance Channel riprap are garibaldi (*Hypsypops rubicundus*), kelpfish (*Gibbonsia* spp.), giant kelpfish (*Heterostichus rostratus*), and kelp surfperch (*Brachyistius frenatus*). The sheltered rocky shore bottom habitat in the Bay is dominated by bay mussel (*Mytilus edulis*), rock scallop (*Hinnites multirugosus*), barnacles (*Tetracita squamosa* and *Balanus amphitrite*), algae (*Egredia laevigata* and *Gigartina*, spp.) and macroalgae (*Sargassum muticum* and *Codium fragile*). Fish associated with the rocky shore community in the Bay include kelp bass (*Paralabrax clathratus*), barred sand bass (*Paralabrax*

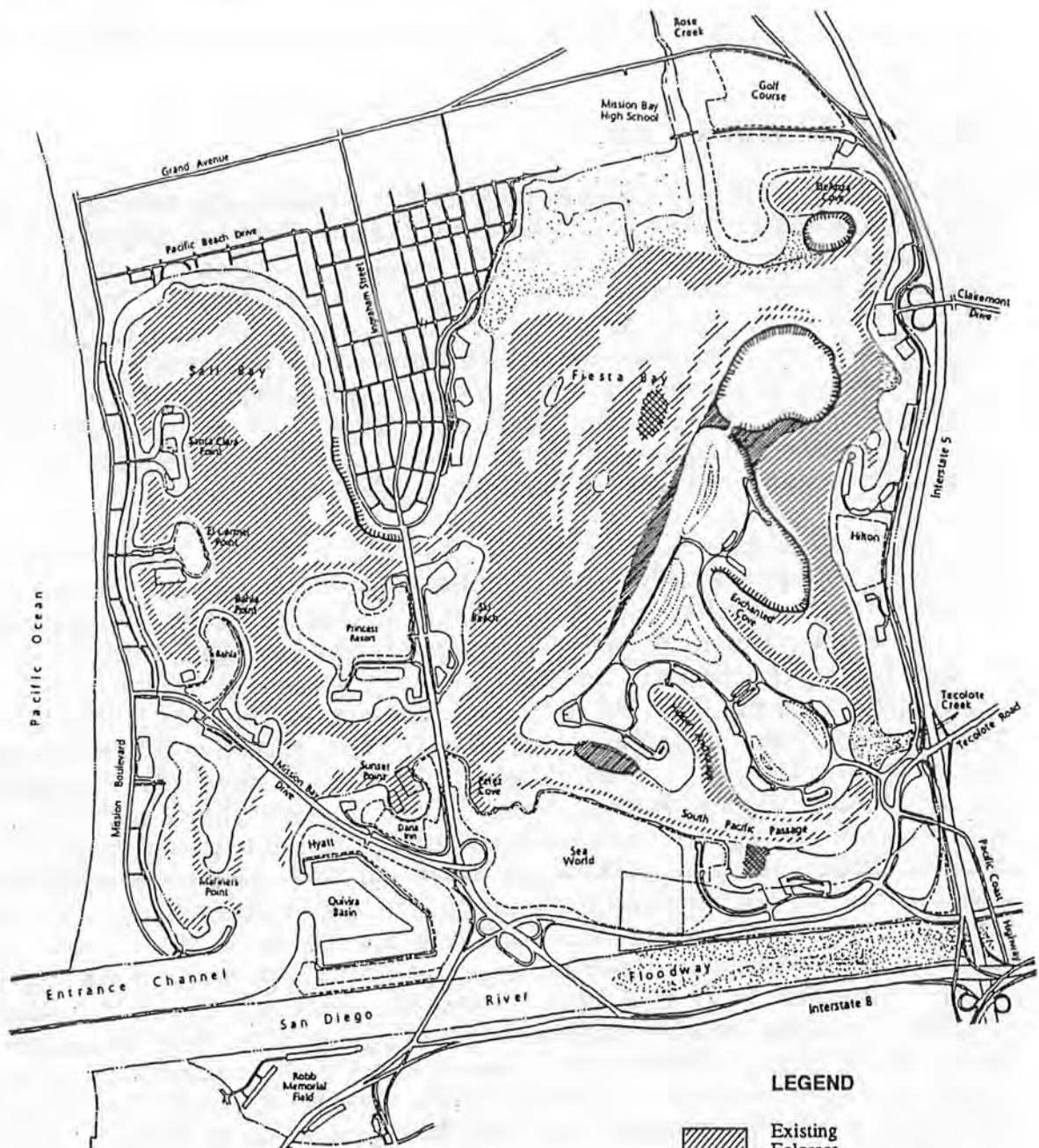
*nebulifer*), California scorpionfish (*Scorpaena guttata*), and opaleye (*Girella nigricans*).

### Eelgrass Meadow Community





Eelgrass (*Zostera marina*) is an aquatic grass that grows on low intertidal to high subtidal substrates of the Bay and the Flood Control Channel. Eelgrass plays a particularly important role in the marine ecology of bay and channel waters. Eelgrass is a direct food source for some fish and bird species. Invertebrates attached to eelgrass serve as a food source for many fish species inhabiting eelgrass beds. Disintegrating eelgrass supports amphipods and phytoplankton populations, which are sources of food for fish in the water column. In addition to a primary and secondary food producer, eelgrass plays an important role by providing a structural component to bay and channel bottoms. Eelgrass beds also provide protection for shrimp, crabs, scallops, and juvenile fish.

The extent of eelgrass beds in Mission Bay and the Flood Control Channel fluctuates in response to seasonal conditions and water quality. Factors that affect eelgrass distribution include light, water quality (turbidity), and substrate. Eelgrass grows in water as shallow as +1 Mean Lower Low Water (MLLW) down to -6 MLLW where the water temperature is warm and the light is good. At depths between -6 and -9 MLLW, eelgrass scatters widely across the bottom due to marginal conditions. In deeper water, eelgrass does not receive the temperature and light needed to grow. Years of heavy rainfall create more turbid conditions and discourage eelgrass growth. Shading from dock structures and boats has been shown to prevent eelgrass growth in the Bay. Turbidity caused by propeller action in shallow water may also impact normal growth. Eelgrass distribution is also impacted by dredging and construction activities in shallow areas. The last major eelgrass beds in Southern California are found in Mission Bay and San Diego Bay. This limited distribution increases the importance of the eelgrass habitat in Mission Bay. It is believed that Mission Bay supports the largest acreage of eelgrass meadow habitat for its size of any bay, inlet or lagoon in Southern California. The Bay is believed to have the second highest total eelgrass acreage of all Southern California bays. Only San Diego Bay has a greater abundance of eelgrass; however, San Diego Bay is more than ten times the size in total surface area. Figure 4.C-1 shows the location of existing eelgrass in Mission Bay (1992).

Pacific Southwest Biological Services performed eelgrass surveys in 1988 and 1992 for the City of San Diego. The eelgrass abundance for 1988 and 1992, and the net change between years, is shown in Table 4.C-1. A comparison of eelgrass distribution patterns between the 1992 survey and the 1988 survey suggests an overall improvement of Bay health. The increase in eelgrass cover may reflect lower levels of turbidity that appeared to result from reduced runoff into the Bay during the recent drought years. In total, eelgrass has expanded by 172.6 acres (18%) from 949.3 acres to 1,122.9 acres in 1992. The majority of the



**LEGEND**

-  Existing Eelgrass
-  Proposed On Shore Eelgrass
-  Proposed New Eelgrass Beds
-  Planned Eelgrass Bed



SOURCE:  
Mission Bay Park Master  
Plan Update,  
November, 1993.

Mission Bay Park Master Plan Update  
**Existing, Planned, and  
Proposed Eelgrass Beds**

**FIGURE  
4.C-1**

TABLE 4.C-1

## Eelgrass Distribution and Abundance for 1988 and 1992

Percent Cover	1988 Coverage in Acres	1992 Coverage in Acres	Net Change in Acres
<25%	346.4	170.5	-175.9
26-50%	85.7	122.4	36.7
51-75%	85.6	275.9	190.3
76-100%	431.6	553.1	121.5
Total	949.3	1,121.9	172.6

Source: Pacific Southwest Biological Services, 1992.



increase in eelgrass cover has occurred within the northern and central Fiesta Bay regions (approximately 100 acres), although substantive increases have also occurred in Sail Bay. Minimal changes in total cover occurred within Rose Canyon Creek, De Anza Cove, or south of the Fiesta Island Causeway. The inherently more stable environmental conditions (e.g., circulation and water clarity) of the western Bay have resulted in less overall change in eelgrass distribution than the more dynamic inner Bay regions.

Dominant organisms found in eelgrass beds include algae (*Ceramium flaccidium*), stalked bryozoan (*Zoobotryon verticillatum*), epiphytic bryozoan (*Membranipora* spp.), and broad-eared scallop (*Leptopecten latiauratus*). Small gastropods (such as chink snail, *Lacuna marmorata*, and painted limpet, *Notacmea depicta*) graze in the epiphytic (attached to but causing no harm) growth on the eelgrass blades. Sea hares (*Aplysia californica*) also graze in the eelgrass. Twenty species of fish are also known to occur in the Mission Bay eelgrass beds. The most abundant species include arrow goby (*Clevelandia ios*), topsmelt, and California halibut. Other representative species include bay pipefish (*Syngnathus griseolineatus*), dwarf surfperch (*Micrometrus minimus*), giant kelpfish, and bay blenny (*Hysoblennius gentilis*).

#### Pelagic Community

Many organisms are not restricted to specific habitats in the Bay and the Flood Control Channel; these are called pelagic or water column species. Phytoplankton and zooplankton (microscopic plants and animals which move passively with the tides) in Mission Bay include diatoms, dinoflagellates, polychaete and gastropod larva, copepods, cladocerans, and urochordates. High densities of moon jelly fish (*Aurelia aurita*) have been documented periodically in Mission Bay. Pelagic fish in the Bay and the Channel include schools of topsmelt, striped mullet (*Mugil cephalus*), anchovies (*Engraulis mordax* and *Anchoa* spp.), and queenfish (*Seriplus politus*).

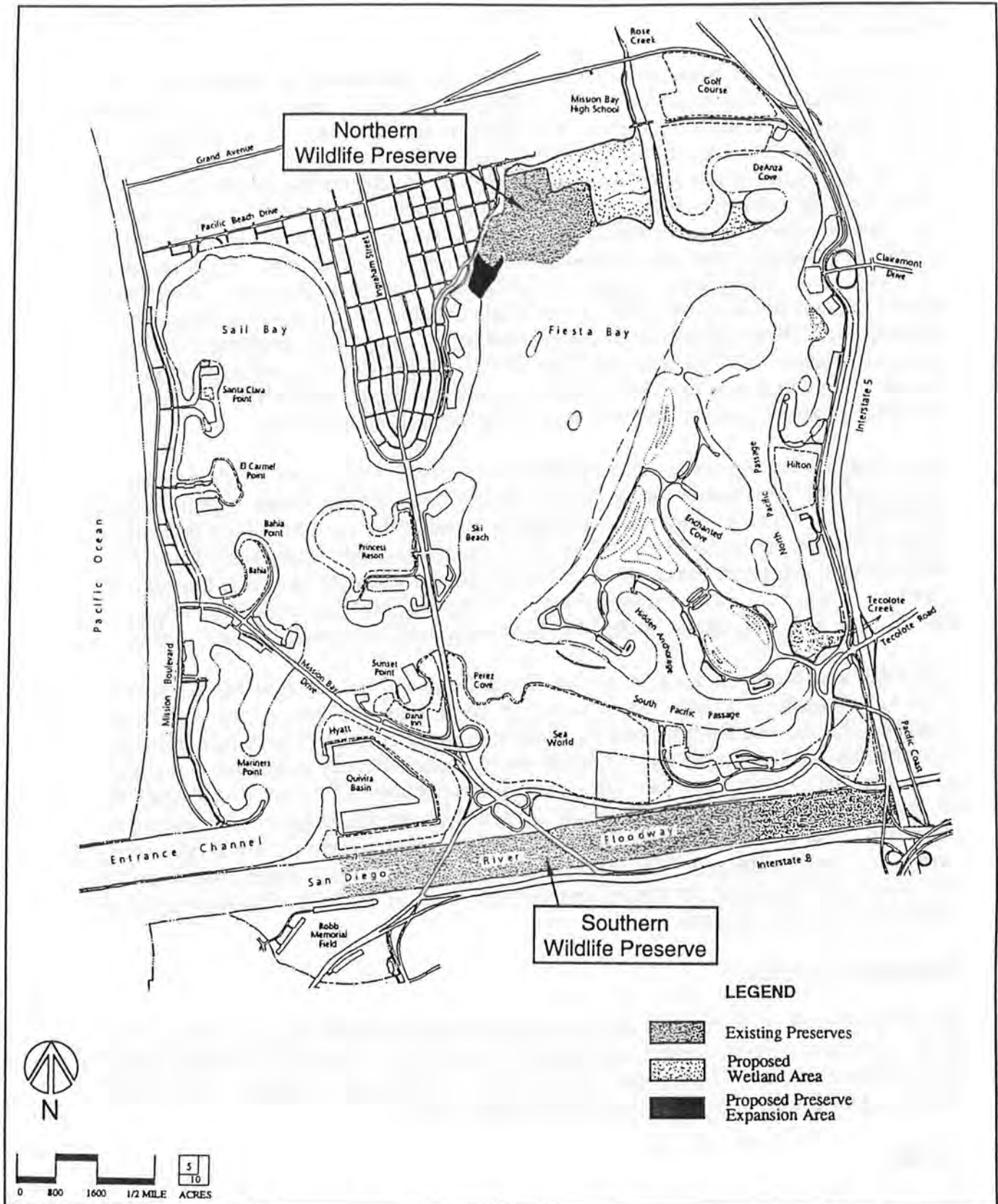
Several sportfish, including California halibut, kelp bass, barred sand bass, California barracuda (*Sphyraena argentea*), and Pacific bonita (*Sarda chiliensis*), also inhabit Mission Bay.

#### Wetland Resources

Only one type of wetland habitat occurs in the Park: coastal salt marsh.

#### Coastal Salt Marsh

The Northern Wildlife Preserve (NWP) is considered one of the best examples of coastal salt marsh remaining in Southern California. The NWP is located at the northeastern section of the Park and shown on Figure 4.C-2. The NWP is comprised of about 18 (15 acres of salt marsh and 3 acres of upland) acres of City-



SOURCE:  
Mission Bay Park Master  
Plan Update,  
February 1993.

Mission Bay Park Master Plan Update

**Existing and Proposed  
Wetland Habitat**

**FIGURE  
4.C-2**

owned land and 16 acres of land owned by the University of California at San Diego (UCSD). The preserve under UCSD ownership is known as the Kendall-Frost Mission Bay Marsh Reserve. The NWP is the last remnant of salt marsh in Mission Bay. The marsh vegetation is influenced by runoff and tidal action. Lower elevations of the marsh are dominated by cordgrass (*Spartina foliosa*); mid elevations by saltwort (*Batis maritima*) and pickleweed (*Salicornia virginica* and *S. bigelovii*); and high elevations by sea-blite (*Suaeda californica*), alkali-heath (*Frankenia salina*), and sea lavender (*Limonium californicum*). Two invasive species, river mangrove (*Aegiceras corniculatum*) and manawa (*Avicennia marina*, var. *resinifera*), planted in the NWP in 1966-69 threaten the integrity of this habitat. These species were introduced by an individual working alone on a research project. UCSD and the City of San Diego did not participate in this research. Annual attempts by UCSD to eradicate these species has reduced the numbers of these species and effectively removed their intrusion.

Rose Canyon Creek inlet is not included in the NWP. However, small patches of marsh habitat are located along both sides of Rose Canyon Creek channel north of Pacific Beach Drive. Patches of cordgrass grow at the mouth of the Creek, near Grand Avenue bridge, while pickleweed is present further upstream. The Creek vegetation changes to brackish, disturbed wetland midway between Grand and Garnet Avenues. This overgrown, weedy vegetation includes mule-fat (*Baccharis salicifolia*), castor bean (*Ricinus communis*), and willow (*Salix*, spp.).

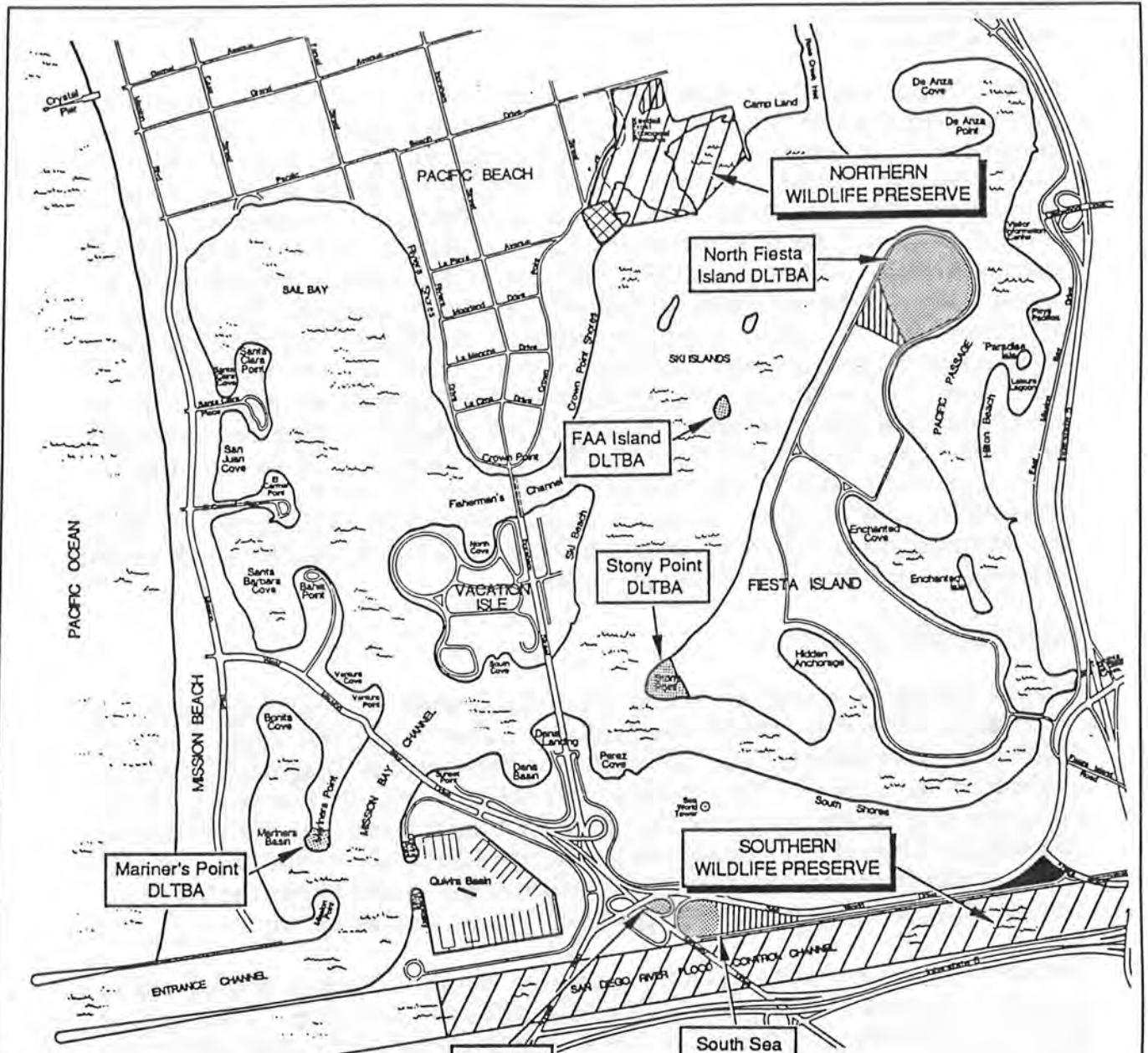
The SWP salt marsh is located in the Flood Control Channel (see Figure 4.C-2). This salt marsh is a less diverse marsh than that present in the Northern Preserve due to the fluctuations in salinity. These fluctuations result from the introduction of large volumes of fresh water released from upstream reservoirs or as a result of flood events. The dominant vegetation in the SWP and the rest of the Flood Control Channel shifts depending on the degree of freshwater influence. The primary species currently found in the salt marsh are pickleweed, cordgrass, and saltwort. The eastern end of the Channel (near Interstate 5) includes more brackish or freshwater species such as cat-tails (*Typha* spp.) and spiny rush (*Juncus acutus*).

### Terrestrial Resources






The following is a discussion of the three terrestrial habitat-types found in the Park: salt pan, coastal strand, and disturbed habitats. Terrestrial habitat types within the Park are shown on Figure 4.C-3. Mammals, reptiles, and birds inhabiting or frequenting the Park are also discussed.

#### Salt Pan

Salt pan habitat is actually higher elevation marsh habitat. Salt pan habitat is found within the NWP, on North Fiesta Island, and on a ten-acre site between Sea World and the Flood Control Channel. This habitat is drier in nature than



**LEGEND:**

-  Salt Pan Habitat
-  Salt Marsh/Mudflat Habitat
-  Coastal Strand/Nuttall's Lotus Preserve
-  Designated Least Tern Breeding Area (DLTBA)
-  Crown Point Shores Temporary Least Tern Breeding Area.



NO SCALE

SOURCE:  
Mission Bay Park  
Natural Resource  
Management Plan, 1990.

Mission Bay Park Master Plan Update  
**Existing Terrestrial Habitat and  
Wildlife Preserve System**

**FIGURE  
4.C-3**

marsh habitat and the ponding that occurs on-site is seasonal. Vegetation growing in a salt pan is tolerant of the high salinity remaining in the soil as the seasonal water evaporates. The only existing undisturbed salt pan habitat in the Park is located within the NWP. This location currently receives periodic inundation. The remaining sites, outside the NWP, are isolated from rising tides, thus, do not function as healthy salt pan habitat. The dominant species associated with healthy salt pan is pickleweed. Other species found include sea rocket (*Cakile maritima*), and goldenbush (*Haplopappus* spp.). This habitat is important for the state-listed, endangered Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), which feeds on the tender tips of pickleweed (*Salicornia* spp.) and forages for other insects on the mudflats and in the uplands adjoining the marshes. The federally-listed, endangered California least tern (*Sterna antillarum browni*) has been known to nest on salt pan habitat. Both least terns and snowy plovers have been known to use preformed depressions, such as animal footprints, in the hardpan for nest scrapes. If there are patches of other substrate, such as sand or small wrack, the birds will create their own scrapes on these (Zedler et al., 1992).

#### Coastal Strand Community

Coastal strand is a native habitat type that invades unstable habitats. It historically occurs on sandy beaches and dunes along the entire coast of California. Recreational use of coastal beaches in San Diego has virtually eliminated this habitat. The coastal strand habitat of the Park is found among the sandy soils on the central portion of Fiesta Island, north of the Over-the-Line Tournament area, at the southern end of Fiesta Island, and at the South Shores area in a habitat preserve (Figure 4.C-3). Much of the coastal strand habitat found on Fiesta Island is growing on old dredge spoil and is of poor quality.

The loose sand, sea salt, and other unusual conditions allow coastal strand species to develop where other plants have difficulty surviving. Plant species found in the central portion of Fiesta Island include bur-sage (*Ambrosia chamissonis*), sand-verbena (*Abronia maritima*, *A. umbellata*), beach evening primrose (*Oenothera* spp.), beach saltbush (*Atriplex leucophylla*), sea rocket (*Cakile maritima*), and Nuttall's lotus (*Lotus nuttallianus*). Nuttall's lotus is not found on central Fiesta Island. However, it grows on the southern end of Fiesta Island and within the South Shores area on hard-packed, non-sandy soil in association with pampas grass (*Cortaderia selloana*, *C. jubata*), broom baccharis (*Baccharis sarothroides*) and other invasive species.

#### Disturbed Habitat

The third terrestrial habitat in the Park is ruderal (growing in disturbed areas) upland vegetation. This vegetation has invaded the dredge spoil deposits on Fiesta Island and portions of South Shores. The prominent plant on Fiesta Island is broom baccharis, a native species which is a common invader of

disturbed areas. The troublesome non-native pampas grass is also firmly established in the southern end of Fiesta Island. Brome grasses (*Bromus* spp.) and other weedy species are common in this area. The soil where these plants are established is generally harder packed with finer particles than the beach sand that characterizes other parts of Fiesta Island. This soil type is also evident on South Shores, where vegetation includes broom baccharis, pampas grass, deerweed (*Lotus scoparius*), and myoporum (*Myoporum laetum* and *M. spp.*). In some sandy areas on Fiesta Island and South Shores, sea rocket and the spring annual garland chrysanthemum (*Chrysanthemum coronarium*) dominate, while elements of coastal strand habitat are also evident.

### Mammals

A very limited number of mammal species occur in the Park due to the limited area of undeveloped land. Eight species of mammals have been observed in the Park: desert cottontail (*Sylvilagus audubonii*), black-tailed jack rabbit (*Lepus californicus bennettii*), California ground squirrel (*Spermophilus beecheyi*), western harvest mouse (*Reithrodontomys megalotis*), house mouse (*Mus musculus*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), and Norway rat (*Rattus norvegicus*) (City of San Diego, 1975 and pers. comm. R. Stribley, 1994). Western harvest mice are found primarily in salt marsh habitat. The desert cottontail, California ground squirrel, and house mouse can potentially occur in any vegetated, undeveloped area in the Park. The coyote, red fox, and Norway rat have been observed on Fiesta Island during the 1991, 1992, and 1993 predator control program activities (pers. comm. R. Stribley, 1994).

### Reptiles

A very limited number of reptile species occur in the Park due to the limited area of undeveloped land. Only two reptile species have been reported in the Park. These include the western fence lizard (*Sceloporus occidentalis*) and side-blotched lizard (*Uta stansburiana*). The two reptile species can potentially occur in any vegetated, undeveloped area in the Park.

### Avifauna

Birds comprise the majority of the terrestrial wildlife resources in the Park. The Park is located within the Pacific Flyway and, therefore, is an important regional habitat for resting, feeding, and, to a lesser extent, migrating birds. Resident birds also use the available habitat for feeding, resting, and breeding. The most significant large blocks of habitat for waterbirds include the NWP (including Kendall-Frost Marsh Reserve) and the SWP. Numerous localities scattered throughout the Park including thin strips of mudflat and sandy beach shoreline, and occasional isolated and more protected habitat sites, are also important to waterbirds.

Open water areas provide resting and, for wintering ducks, feeding areas. In the Park, wintering ducks concentrate in the coves and shoreline areas around Fiesta Island, and, to a lesser extent, other coves around Mission Bay and some parts of the Flood Control Channel. Upland habitat on Fiesta Island, South Shores, and other areas support a limited number of terrestrial bird species, including the California horned lark (*Eremophila alpestris actia*) and loggerhead shrike (*Lanius ludovicianus*). Some waterbirds (typically shorebirds) also occasionally rest in open upland habitats.

The City of San Diego conducted a Park-wide bird survey in 1989. Prior bird censuses were conducted by Rieger and Beauchamp (1975) for the whole Park and by Sitko (1979) for the NWP.

Three principal bird activities, including feeding, resting and breeding, require specific habitats. The following discussion identifies which habitats support these activities in Mission Bay for shorebirds (including terns and gulls), waterfowl, terrestrial birds, and sensitive species.

### Shorebirds

Shorebirds feed in the exposed intertidal areas of the Park during low tides. The mudflats of the NWP and SWP expose the greatest area during low tide and provide feeding habitat for approximately 60 percent of the shorebirds (City of San Diego, 1989a). Other areas in the Bay do not support such large numbers of birds due to the narrow intertidal shoreline and high level of human disturbance. Nonetheless, shoreline fringes support a significant number of shorebirds of several species during different times of the day and night, or season. The tidal action in the Flood Control Channel is one to two hours behind Mission Bay. This out-of-sync timing allows mudflat exposure at different times, thereby providing an alternative area for shorebirds to use when the other areas become inundated. The most numerous shorebird species include the western sandpiper (*Calidris mauri*), semipalmated plover (*Charadrius semipalmatus*), black-bellied plover (*Pluvialis squatarola*), least sandpiper (*Calidris minutilla*), American avocet (*Recurvirostra americana*), marbled godwit (*Limosa fedoa*), willet (*Catoptrophorus semipalmatus*), killdeer (*Charadrius vociferus*), dowitchers (*Limnodromus* spp.), sanderling (*Crocethia alba*), and the red knot (*Calidris canutus*). The most frequently observed gulls and terns include the California gull (*Larus californicus*), ring-billed gull (*Larus delawarensis*), Bonaparte's gull (*Larus philadelphia*), Forster's tern (*Sterna forsteri*) and California least tern. The California least tern is a nesting visitor in the Park from April to September.

During periods of mudflat inundation (i.e., high tides), resting areas outside the two preserves are required. Potential resting areas available in the Park include the North Fiesta Island salt pan and least tern site, Mariner's Point, other portions of Fiesta Island (Stony Point, eastern and southern shorelines), Crown

Point, Riviera Shores, and various other shorelines in the Park. The shorelines of several of the cays in the Western Mission Bay support concentrations of shorebirds at high tide.

Only a few shorebirds and marsh birds breed in the Park. The most notable nesting species, the California least tern and light-footed clapper rail (*Rallus longirostris levipes*). Another bird that nests in salt pan and salt marsh areas is the Belding's savannah sparrow. Although the Belding's savannah sparrow is not a shorebird, the habitat it utilizes is more typical of this group. Breeding by shorebirds in the Park is greatly restricted due to the small amount of vacant land with minimal disturbance. Low numbers of black-necked stilt (*Himantopus mexicanus*), American avocet, and killdeer have nested on the salt pan areas of South Shores. A great blue heron (*Ardea herodias herodias*) rookery is located on South Shores across the Bay from Stony Point.

### Waterfowl

Waterfowl (e.g., ducks, geese, brant) are present in the Park in significant numbers during the winter months. Censuses in Mission Bay indicate the Park supports several thousand waterbirds during winter (Mission Bay Park Shoreline Restoration and Stabilization Project EIR, 1989). The most common species or groups of waterfowl are scaup (*Aythya* spp.), American wigeon (*Anas americana*), ruddy duck (*Oxyura jamaicensis*), northern pintail (*Anas acuta*), brant (*Branta bernicla*), bufflehead (*Bucephala albeola*), northern shoveler (*Spatula clypeata*), surf scoter (*Melanitta perspicillata*), gadwall (*Anas strepera*), cinnamon teal (*Anas cyanoptera*), green-winged teal (*Anas carolinensis*), canvasback (*Aythya valisineria*), mallard (*Anas platyrhynchos*), and merganser (*Mergus* spp.). The NWP and SWP support the highest concentrations of waterfowl. The large expanse of these areas and the relative isolation provide the best resting and feeding grounds during high tides. When low tides limit the area of open water in these areas, waterfowl must move to other open water areas in Mission Bay and the Flood Control Channel. Such open water areas are most heavily used during nighttime hours and on weekdays when human disturbance levels are relatively low. Hidden Anchorage and the open water along South Shores has had substantial waterfowl use in the past; however, the introduction of intensive personal watercraft (PWC) use has displaced the birds to other areas (City of San Diego, 1975).

Eelgrass beds in the open water are especially important feeding areas for waterbirds. Many waterfowl species, such as brant, feed on eelgrass. The large number of fish associated with eelgrass beds also attracts fish-eating birds, such as the least tern, the California brown pelican (*Pelecanus occidentalis californicus*), the snowy egret (*Egretta thula thula*), the great egret (*Ardea alba egretta*), the great blue heron, mergansers, and cormorants.



Few waterfowl are known or expected to breed or nest in the Park because most species are not present in the Park during their breeding season.

### Terrestrial Birds

Three categories of terrestrial bird species occur in the Park: species nesting in upland habitats; migrating and resident species, such as raptors, using open areas for foraging; and urban species inhabiting developed areas around the Bay.

Upland species inhabiting areas of ruderal (growing in disturbed areas) vegetation on Fiesta Island and South Shores include the house finch (*Carpodacus mexicanus*), California horned lark, western meadowlark (*Sturnella neglecta*), mourning dove (*Zenaidura macroura*), and burrowing owl (*Athene cunicularia*). Also observed on Fiesta Island are the loggerhead shrike, and white-crowned and golden-crowned sparrows (*Zonotrichia leucophrys*, *Z. atricapilla*).

Several raptor species utilize the open, disturbed upland areas as foraging habitat. These species include marsh hawk (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), peregrine falcon (*Falco peregrinus anatum*), prairie falcon (*Falco mexicanus*), and American kestrel (*Falco sparverius*). Short-eared owls (*Asio flammeus flammeus*) have been observed on Fiesta Island and on the small ski islands west of Fiesta Island. The peregrine falcon and the marsh hawk have been known to prey on least tern chicks at FAA Island and North Fiesta Island breeding areas. The raptor population is limited due to human presence and the limited number of trees or other tall structures that raptors use for perches and nests. The Park supports few, if any, nesting raptors.

Urban species, adapted to and inhabiting developed areas in and around the Park include: house sparrow (*Passer domesticus*), starling (*Sturnus vulgaris*), and rock dove/pigeon (*Columba livia*).

### Sensitive Species

Sensitive species using the Park fall into three categories: species officially listed by federal and state wildlife agencies as endangered or threatened; species listed as Category 1, 2, or 3c candidate species for official listing by these agencies; and California Department of Fish and Game (CDFG) California Species of Special Concern (CSC), which are considered unique, limited in distribution, or thought to be undergoing regional population decline. The federal Category 1 listing indicates that there is sufficient data on file to support a federal listing. A Category 2 listing indicates that there is currently not sufficient information available to warrant proposing a species for listing. The Category 3c listing indicates that the species is too widespread and/or not threatened. In addition to these three categories, some groups of animals, notably water-associated birds in

the Park, are considered generally sensitive, due to their reliance on the relatively rare coastal wetland and inshore marine habitats.

The following paragraphs discuss the sensitive plant and wildlife species that are associated with the Park. These include three endangered bird species that breed in the Park.

#### Nuttall's lotus

The Nuttall's lotus is the only rare plant in the Park. This annual species is a Category 2 candidate for federal listing. The California Native Plant Society (1988) lists this species as rare, threatened, or endangered in California, but more common elsewhere (List 2). As shown on Figure 4.C-3, a nine-acre habitat preserve in South Shores has been created to provide for the introduction of coastal strand habitat including bur-sage, sand-verbena, beach evening primrose, and Nuttall's lotus.

#### California Least Tern

The California least tern is both federal- and state-listed as endangered. As a migratory bird, the least tern is present in the Park only during its breeding and nesting season, approximately April to September.

Least terns nest colonially and prefer open areas with sandy, shell substrate and little, if any, vegetation. Historically, least terns have used eleven different sites in the Park for nesting. Since the early 1980's, least terns have nested every year on FAA Island, and on Mariner's Point from 1989 to 1993. In 1988, 50 fledglings were produced from 79 nests located on FAA Island. In 1989, 30 fledglings were produced from 125 nests located on FAA Island; however, no fledglings were found from the four nests on Mariner's Point. In 1991, after the implementation of the predator control program, least tern nesting gradually increased on Mariner's Point. Mariner's Point has since become the most successful least tern nesting site in San Diego County. In 1992 and 1993, fledgling numbers at Mariner's Point exceeded the numbers at FAA Island.

The City has maintained seven least tern nesting sites in Mission Bay Park (North Fiesta Island, FAA Island, Stony Point, South Shores, Cloverleaf, Mariner's Point, and Crown Point Shores) as part of the Park California Least Tern Nest Site Management Team effort.

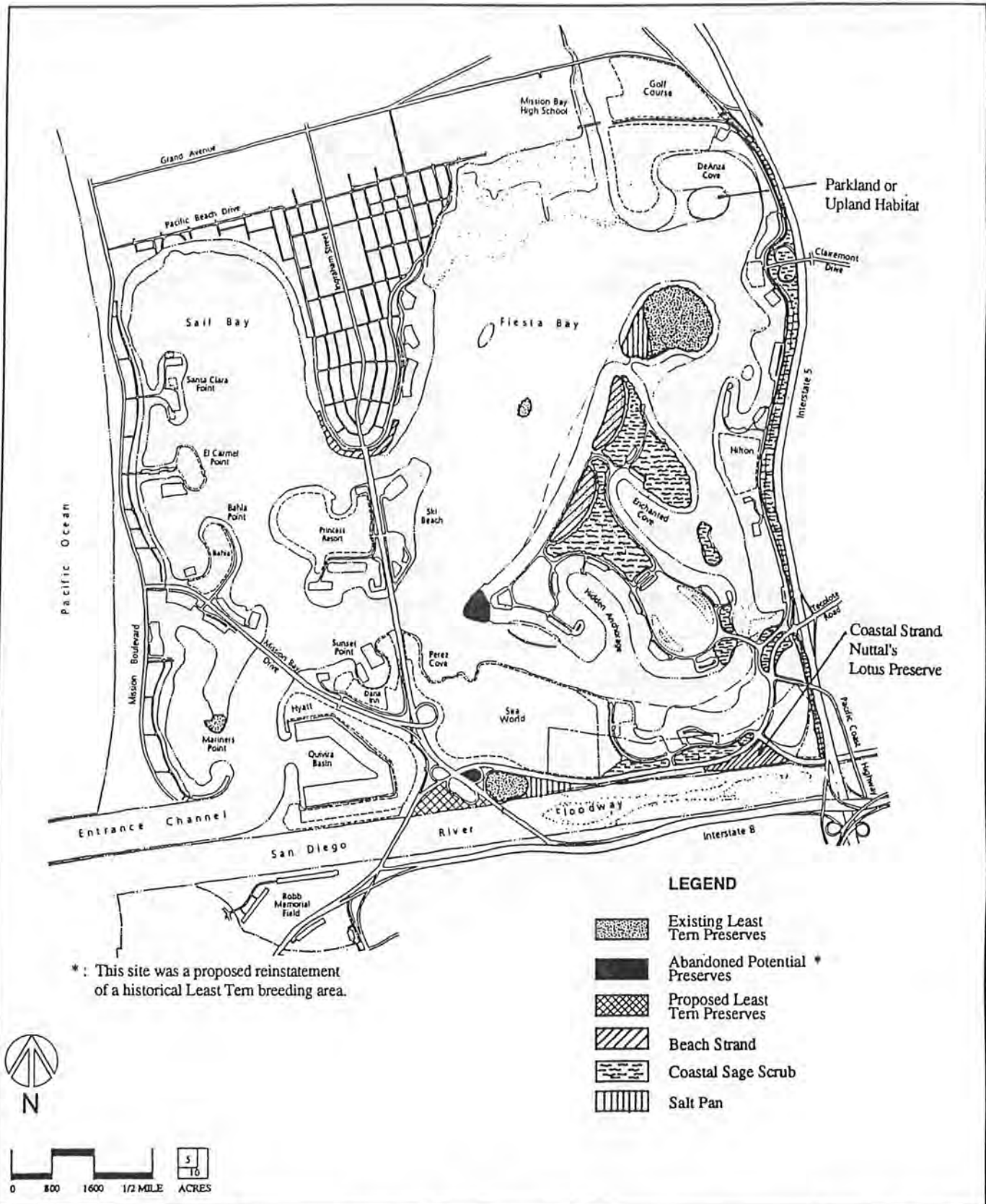
Five of the seven nesting sites (North Fiesta Island, FAA Island, Stony Point, South Shores, and Mariner's Point) are designated "permanent" sites and produced least tern nestings in the past. In 1986, the City entered into a verbal agreement with the USFWS to set aside two other nesting sites, Mariner's Point and Crown Point Shores, for a five-year period. The agreement stated that if least terns have not nested on these sites during the agreed five-year period (1986-

1990), the sites can be released from the least tern nesting site designation. Mariner's Point has been heavily used over the past two years, therefore it was included as a permanent nesting site. However, Crown Point Shores was never utilized as a least tern nesting site during the five-year period; therefore, was not reinstated as a permanent nesting site. In addition, the cloverleaf site was recommended for closure in the NRMP because it is surrounded by high traffic roads, is less than 1 acre in size, and is difficult to manage. This makes a new total of five permanent sites in the Park. According to the NRMP, consideration will be given to retaining a portion of the restored wetland area at Crown Point for least tern nesting. Figure 4.C-4 shows the location of the existing and proposed least tern preserve sites.

The Mission Bay Park Least Tern Management Team is comprised of representatives from CDFG; USFWS; City of San Diego (Park and Recreation and Water Utilities Departments); U.S. Army Corps of Engineers; California Coastal Commission; University of California at San Diego; and the San Diego County Least Tern Recovery Team Coordinator. Each February, the team meets to decide what site preparation to undertake prior to April and the beginning of the next least tern season. Recommended treatments may include clearing of vegetation, importation of new substrate, fence and/or sign repair, installation of a chick protection fence, and placement of roof tiles for chick protection. Human intrusion and predators are ongoing problems and believed to have impacted nesting success. Increased vigilance by City personnel and least tern census takers, in addition to keeping existing fences and signs in good repair, is expected to help manage the human disturbance element. The City, USFWS, and CDFG participate in a predator control program using USDA Animal Damage Control.

A Least Tern Foraging Study was completed in December 1992 (City of San Diego, 1992c). The following discussion summarizes the results of the 1992 Least Tern Foraging Study. Table 4.C-2 shows the colony status during the survey period. The distribution of least terns and other tern species in Mission Bay was documented during the 1992 least tern breeding season (May through August). A total of 1,780 10-minute point count surveys among 33 stations were analyzed to determine preferred foraging areas. Figure 4.C-5 shows the location of observation stations. The 1992 data was compared and contrasted with similar data collected in 1989. Data from the final survey year (1993) was not available at the time of printing.

Least terns are opportunistic foragers, preying on baitfish that are prone to dramatic swings in population and location. Considering the degree of variability in the factors that control tern foraging, the degree of agreement between the 1989 and 1992 data set is significant. The two data sets suggest that four general areas are used by foraging least terns. The Mission Bay Entrance Channel, South Fiesta Bay, the NWP area, and the San Diego River Flood Control Channel exhibit the highest levels of foraging activity. Figure 4.C-6 shows the cumulative total of searching and plunge-diving (foraging) least terns



SOURCE:  
Mission Bay Park Master  
Plan Update,  
November, 1993.

Mission Bay Park Master Plan Update

## Proposed Changes in Upland Habitats

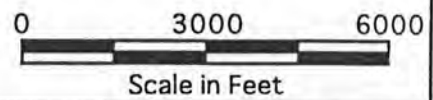
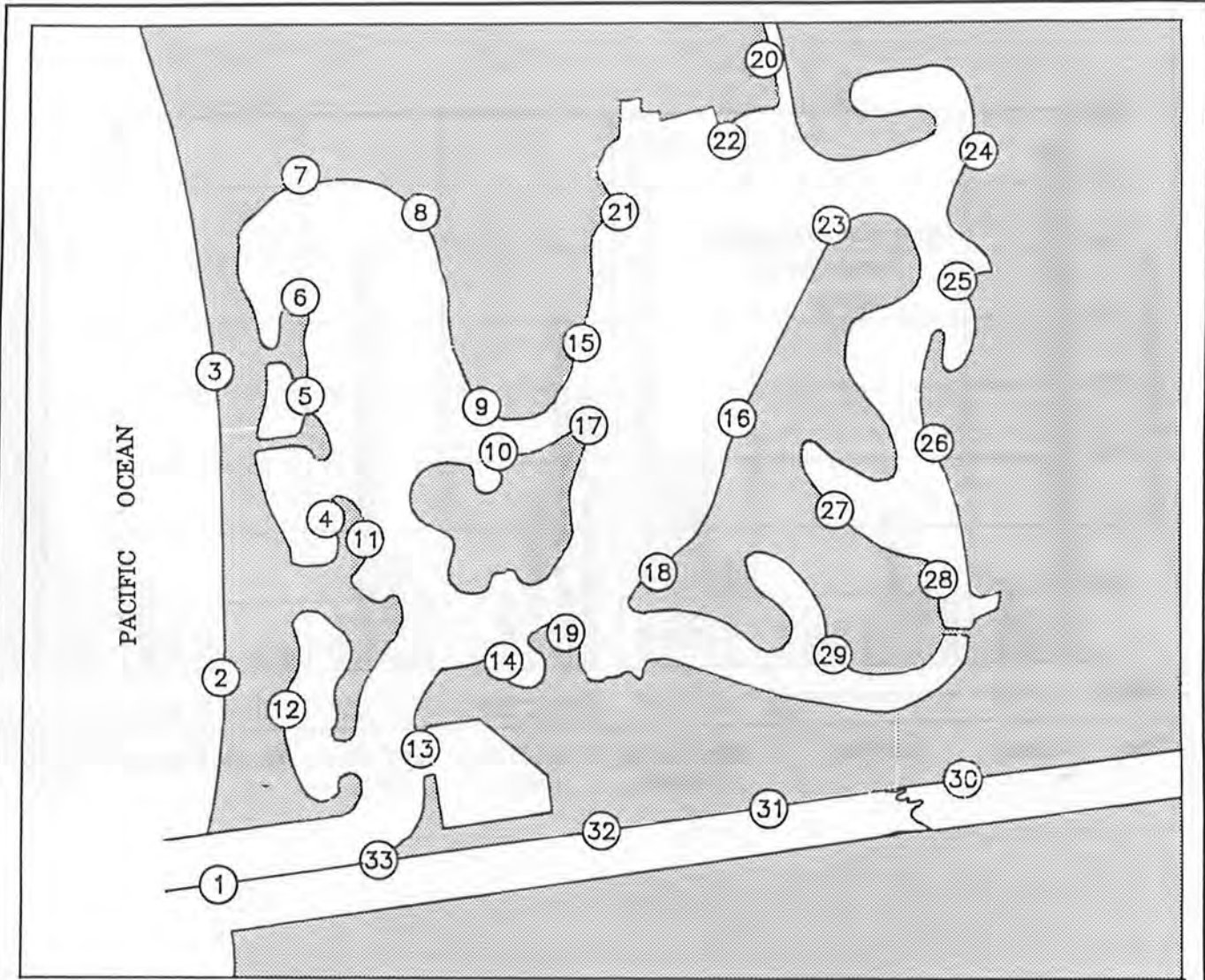
FIGURE  
**4.C-4**

TABLE 4.C-2

California Least Tern Foraging Survey  
 Schedule for Mission Bay in 1992

Survey Period	Date of Survey	Colony Status	
		1st wave nesting	2nd wave nesting
1	May 3 to May 9	Courtship	-----
2	May 17 to May 23	Egg laying	-----
3	May 31 to June 6	Incubation	Courtship
4	June 14 to July 20	Small Chick	Egg laying
5	June 28 to July 4	Large Chick	Incubation
6	July 12 to July 18	Fledglings	Small Chick
7	July 26 to August 1	Dispersal	Large Chick
8	August 9 to August 15	Dispersal	Fledglings
9	August 23 to August 29	Dispersal	Dispersal

Source: City of San Diego, 1992.



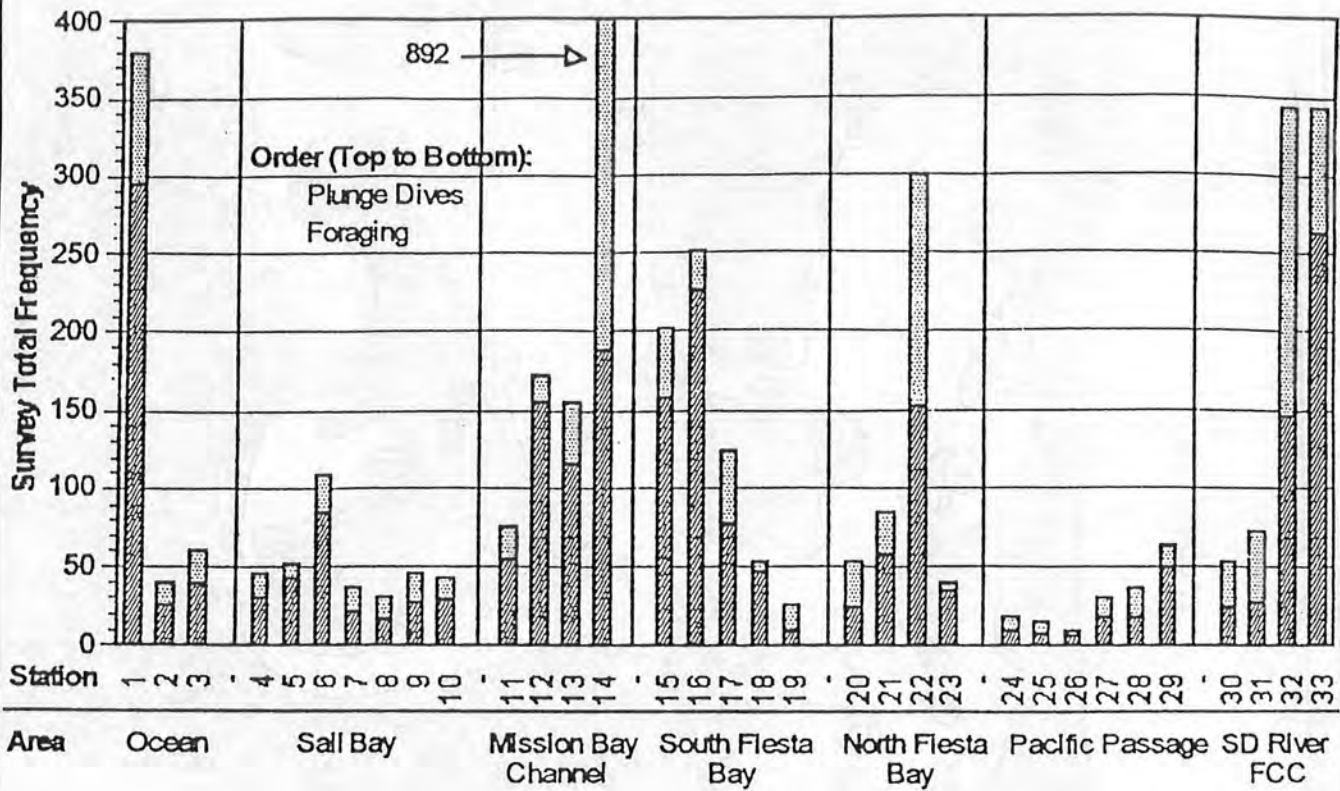
SOURCE:  
Southwest Research  
Associates, Inc., 1992.

BASEMAP:  
The Butler Roach Group

Mission Bay Park Master Plan Update

Observation Station Locations

FIGURE  
4.C-5



SOURCE:  
Southwest Research  
Associates, Inc., 1992.

Mission Bay Park Master Plan Update  
Cumulative Total of Searchings and  
Plunge-Diving (foraging) Least Terns  
by Survey Station

FIGURE  
4.C-6

by survey stations. SRA observed consistent foraging in these areas until nesting activity ceased in mid-July. After mid-July, foraging activity in South Fiesta Bay and the NWP decreased to almost zero. Tern foraging activity was observed in the Mission Bay Entrance Channel and San Diego River Flood Control Channel until mid-August. Based on these data, it appears that only one wave of least tern nesting occurred this year. This may be attributable to the El Niño effect, which drastically affected the forage base for sea and shore birds.

No correlation could be established between boating activity and tern foraging or the presence of eelgrass and tern foraging. Least tern foraging appears to be a function of baitfish availability and visibility. It is vital that least tern management decisions be predicted on the assumption that Mission Bay has not reached carrying capacity for least terns. Acceptance of this assumption requires that historic tern nesting areas be preserved for future colonization and that potential foraging grounds be protected from natural and human impacts where possible.

#### Belding's Savannah Sparrow

The Belding's savannah sparrow, listed as a state endangered subspecies, is a small songbird endemic to California's coastal salt marsh areas. This songbird typically nests in pure stands of glasswort (*Salicornia subterminalis*) and pickleweed in coastal salt marsh and coastal strand habitats. Three locations in the Park support Belding's savannah sparrow populations: the NWP; the SWP; and FAA Island, even though glasswort is limited on the island. The Belding's savannah sparrow feeds on the tender tips of pickleweed and glasswort, and on insects.

#### Light-Footed Clapper Rail

The light-footed clapper rail is listed as a state- and federal-listed endangered species. These secretive birds nest solely in coastal salt marsh habitat, particularly where cordgrass is abundant. Most of the clapper rails in California in 1980-1984 were concentrated in six marshes: Carpinteria Marsh, Anaheim Bay, Upper Newport Bay, NWP (Kendall-Frost Marsh Reserve), Sweetwater Marsh, and Tijuana Marsh. During the period from 1980 to 1985, the NWP had an average of 16.8 pairs each year making it one of the more significant clapper rail habitats. In 1984, the number of nesting pairs peaked at 24. The SWP supported an average of 1.8 pairs. In 1993, a CDFG census found five individuals, probably not pairs, in the NWP and one individual in the SWP. In addition, low numbers have also been observed in this area over the past two years.

#### Other Sensitive Species

The western snowy plover (*Charadrius alexandrinus nivosus*), a federal-listed threatened species and a state CSC, is a common migrant and winter visitor. The



snowy plover is also a fairly common to common but localized breeding resident in San Diego County. Snowy plovers occur primarily on sandy ocean beaches and around the drying margins of lagoons; smaller numbers visit tidal mudflats in migration and winter. The only snowy plover nesting activity recorded since 1975 was a single nest reported in a UCSD survey in 1977 (Unitt, 1984).

The California brown pelican, a state- and federal-listed endangered species, forages (search for food) in various parts of the Park. This species occurs in coastal salt water and open ocean just offshore. The nearest breeding site is the Los Coronados Islands.

The peregrine falcon, a state- and federal-listed endangered species, is a rare fall and winter visitor; casual in late spring and early summer. The birds are seen most frequently along or near the coast, especially around mudflats, shores, or ponds where large numbers of waterbirds congregate (Unitt, 1984). Peregrine falcons are also known to forage throughout the Bay, preying on ducks and other birds (pers. comm., S.J. Montgomery, 1993).

Seven additional species found in the Park are considered uncommon and declining in population. The burrowing owl, a state CSC, inhabits grassland, agricultural land, and coastal areas. In recent years, one to two pairs of burrowing owls have nested in the Park on Fiesta Island, the eastern segment of South Shores and near Robb Field. As a result of predation on least tern chicks on FAA Island, predator removal measures were instituted by other agencies in the late 1970's against the loggerhead shrike, a federal C2 Candidate, and the burrowing owl on Fiesta Island. However, Park-wide bird surveys conducted during 1990 by the City of San Diego reported both the loggerhead shrike and the burrowing owl on Fiesta Island and South Shores (City of San Diego, 1990a). The loggerhead shrike is a fairly common resident of agricultural land, desert wash and desert-edge scrub, grassland or beach areas with scattered bushes, or broken chaparral; basically anywhere expanses of open ground for foraging are near scattered bushes or low trees for nest sites and perches (Unitt, 1984).

The fourth species is the California horned lark, a federal C2 Candidate and a state CSC. Other state CSC include the prairie falcon, short-eared owl, and the California gull. The eighth species is the San Diego black-tailed jackrabbit, a federal C2 Candidate and a state CSC.

In addition to the species mentioned, numerous shore and marsh birds are generally considered sensitive avian resources, due to their reliance on coastal wetland and open marine habitats and migratory birds are protected by the federal Migratory Bird Act.

### Additional Factors Contributing to Existing Conditions

Many factors have contributed to the existing biological conditions within the Park. These factors include natural processes, man's use of the park, and effects on the Park due to surrounding urbanization. The following section discusses these factors as they relate to existing conditions.

#### Uses of the Park

The Park serves more than 12 million people each year (80,000 people on an average peak day). The heaviest recreational use period is from Memorial Day through Labor Day. Areas along the eastern portion of the Park tend to be used more intensively due to their proximity to Interstate 5. Land-based recreational activities include bicycling, skateboarding, golf, tennis, bird-watching, boat race viewing, baseball, camping, jogging, volleyball, use of playground equipment, over-the-line, walking, roller-skating, kite-flying, picnicking, sunbathing, and fishing. The 2,359 acres of water in the Park support additional recreation such as water-skiing, rowing, fishing, kayaking, yachting, towing inflatables, general power boating, swimming, personal motorized watercraft (i.e., jet skis), board sailing, and sailing. Special events include the annual Thunderboat races, the Crew Classic, regular power boat and sailboat races, and the Over-the-Line Tournament. In addition, Sea World holds a fireworks display every evening during the summer.

#### Water Quality

The Bay is a relatively small and shallow body of water of complex shape with water depths ranging from 7 to 20 feet. Partially because of its complex shape, flushing and circulation conditions induced by tidal action are inadequate to transport pollutants out of the Bay. This is especially true in the eastern portion of the Bay. Runoff carrying pollutants and sediments enters the Bay through storm drains, drainage channels, and other discharge points. Currently, a total of 69 storm drains empty into the Bay. Major watersheds draining into the Bay include Rose Canyon Creek/San Clemente Creek watershed and Tecolote Creek watershed.

Contaminants, such as nitrates, phosphorous, potassium, and heavy metals, have been identified in the Bay water in the past. However, no recent data exists (see Section 4-D, Hydrology/Water Quality).

In addition to urban runoff pollutants, sewage effluent rarely enters the Bay as a result of sewer overflows or winter storm drainage. Sewage can also enter the Bay directly from boats, recreational vehicles, animals, etc. This deposition results in high levels of coliform bacteria indicating that other disease causing organisms may be present. The presence of coliform bacteria is the most serious water quality problem in the Bay, and closures of sections of the Bay have

occurred on several occasions due to high levels of this organism (see Section 4-D, Hydrology/Water Quality).

The Flood Control Channel drains the San Diego River watershed and serves as a control for a 100-year flood event. Six storm drains presently empty into the portion of the Flood Control Channel within the Park. Occasional pollutant problems from runoff or sewage spills exist in the Flood Control Channel. Maintaining high water quality in the Channel and in the northern end of the Bay is important due to the presence of sensitive wildlife habitat.

In an attempt to improve water quality, the City of San Diego has implemented a nonpoint source pollution control program in compliance with Regional Water Quality Control Board Order No. 90-42, and is three years into the five-year nonpoint source National Pollution Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board. The City program consists of four elements; public education program, best management practices program, illegal dumping prevention program, and ordinance program. As part of this program, the San Diego City Council passed the Storm Water Management and Discharge Control Ordinance, Ordinance No. 17988, on Monday, September 27, 1993. This ordinance specifically prohibits the discharge of pollutants into the City's storm water collection system.

In addition to the nonpoint source pollution control program, the City is also implementing a "dry weather interceptor" system to prevent sewage from entering the Bay through storm drains during periods of dry weather. This program is also in response to the NPDES.

### Sedimentation/Dredging

Rose Canyon and Tecolote Creeks contain high concentrations of organically rich, fine sediments that aggravate the silting problem in the Bay (City of San Diego, 1983). The Rose Canyon Creek Outfall periodically requires dredging to remove accumulated silt deposits to maintain navigability for boaters from Mission Bay Boat and Ski Club. These dredging activities resulted in adverse impacts to marsh and riparian habitats growing on the shallow deposits.

### Shoreline/Beach Maintenance

Historic beach maintenance activities in the Park fall into four general levels of maintenance: grooming and cleaning, debris removal, smoothing, and replenishment. However, no smoothing or replenishment within the intertidal zone was done after 1988 pending the approval of the Mission Bay Park Shoreline Stabilization and Restoration Project Plan.

Beach areas in the Park are groomed (grooming does not include beach raking, beach sandscreening, or flattening of 6-inch or smaller tidal scarps) to smooth

irregularities in the sand. Debris and marine plants and animals washed ashore are removed from the beaches about twice a month and after storm events. Removal is done after an extreme high tide occurs and the debris is washed to the highest possible elevation. Equipment (rake towed by a tractor) enters the intertidal area only to move the debris out of the intertidal zone. Regular smoothing of cliffs created by storms, tidal action, and boat waves in the intertidal area is not currently done in the Park. Occasional beach replenishment is needed in the Park. Replenishment includes picking up sand (reclaiming) from deposition areas and replacing it or placing sand transported in from an off-site location.

### Adjacent Areas

Two additional areas of biological concern are located outside of the Park; however, they are related to the biological resources within the park. These two areas are Tecolote Creek, which drains into the Bay south of the Hilton Hotel, and the Famosa Slough which is located south of the Flood Control Channel.

**Issue: What sensitive species and associated habitat would be effected by implementation of the project?**

### **Impacts**

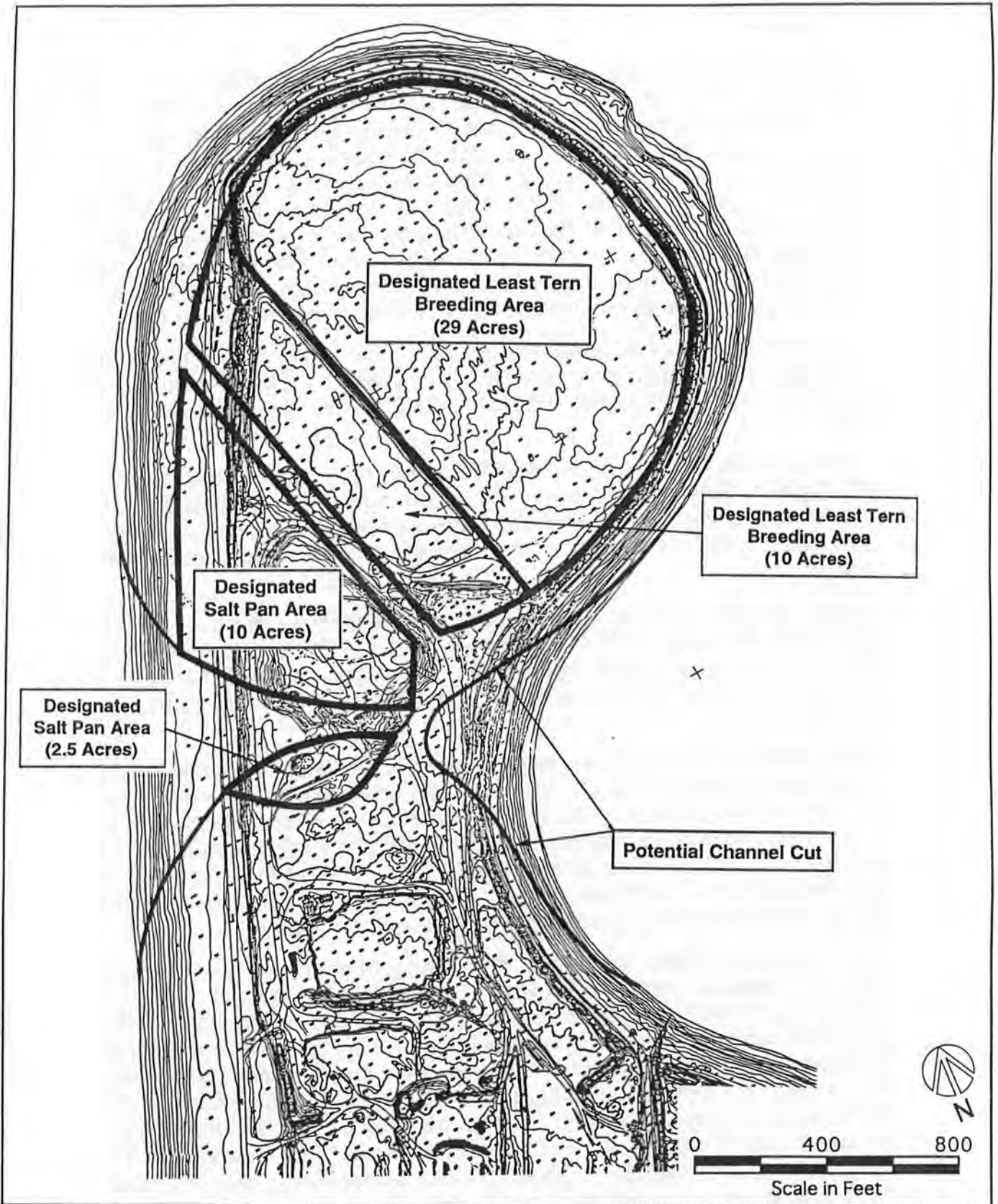
#### Shoreline Treatment

The Mission Bay Park Shoreline Stabilization and Restoration Plan (SSRP) (DEP EIR No. 89-0225), adopted by City Council in May of 1990, prescribes several types of shore treatment for the Park, ranging from rock revetment to sand beach. These treatment proposals aim to reduce the amount of sediment generation from within Mission Bay while helping restore the stability of the Bay's shoreline for navigation and recreation purposes, as illustrated on Figure 3-7.

In accordance with the Mission Bay Park SSRP, the East Ski Island on Fiesta Bay would be eliminated by dredging. This area would be planted with an additional 0.84 acres of eelgrass to mitigate the SSRP. The elimination of East Ski Island would also allow the Thunderboat race course to be modified.

The proposed Master Plan Update includes several modifications to the SSRP. Figures 3-7 and 3-8, respectively, illustrate proposed shoreline treatments and dredge/fill areas. These recommendations add approximately two-thirds of a mile of shoreline to the Bay, creating additional waterfront recreational opportunities, both passive and active. The modifications and associated impacts that are expected to occur with the implementation of the Mission Bay Master Plan Update are discussed in the following section.

- South Shores: An area of approximately 8 acres would be dredged on South Shores towards the east end of South Pacific Passage. This area is almost entirely disturbed due to grading. However, the area is reported to contain recovering areas of coastal strand community. Typical coastal strand species reported in this area include beach-bur, red sand-verbena, and beach saltbush (City of San Diego, 1975). Due to the minimal cover of this vegetation type in this area, impacts would be negligible.
- Fiesta Island, West Shore: An area of approximately 18 acres would be dredged on the west shore of Fiesta Island. This 18 acre area is virtually devoid of vegetation due to intensive recreational use. Therefore, no biological impacts are expected to occur.
- South Fiesta Island Embayment: An area of approximately 4 acres would be used for eelgrass planting at the South Fiesta Island Embayment. Should it prove necessary from a mitigation standpoint, this embayment could be enlarged to approximately 9 acres. This area currently supports very little vegetation due to industrial activities (sludge drying beds). Therefore, no biological impacts are expected to occur.
- Fiesta Island Channel: An optional area of approximately 12 acres could potentially be dredged to create a channel between Fiesta Bay and North Pacific Passage. North Fiesta Island currently contains salt pan habitat. However, because it is not exposed to periodic inundation, it isn't considered a healthy functioning salt pan habitat. The maximum habitat loss would be approximately one to two acres. This loss could also be avoided with a slight modification of the channel. Additional acreage would also be available on north Fiesta Island to mitigate this potential loss if necessary. In addition, the area contains ruderal vegetation. Therefore, no biological impacts to salt pan are expected to occur. However, there may be a loss of a small area of existing potential least tern breeding area on the northeast portion of Fiesta Island. Figure 4.C-7 shows the potential changes to existing north Fiesta Island.
- Rose Canyon Creek Outfall: 30 to 50-acre dredge area. The creation of a new marsh would require the removal of 30 to 50 acres of upland area, depending on the ultimate disposition of the De Anza Special Study Area and state and federal agency mitigation requirements. This area currently contains Campland and is entirely developed. Because the area is currently developed, no biological impacts are expected to occur.
- De Anza Channel and Cove: A channel through De Anza Point could potentially be implemented to improve the Cove's water quality. Because this area is entirely developed, no impacts to biological resources are expected to occur.



SOURCE: The Butler  
Roach Group, Inc.

BASE MAP: Wallace  
Roberts & Todd. 1992.

Mission Bay Park Master Plan Update

**Impacts to North Fiesta Island Designated  
Least tern Breeding Area and Salt Pan from  
Potential Channel**

FIGURE

**4.C-7**

- De Anza Special Study Area: Potential filling of part of the Cove's west end, up to 150 feet out from the current shore. This would shift the De Anza Special Study Area eastward by the same distance, allowing for a larger marsh area at the Rose Canyon Creek Outfall and a more concentrated development area. This area currently contains eelgrass. The filling of this portion of De Anza Cove could result in the loss of approximately 1.5 acres of eelgrass. The area also is periodically used for foraging and roosting by shorebirds, gulls, terns, waterfowl and other waterbirds. Thus, some loss of these birds may occur; alternatively, they may simply use the new shoreline area in a similar way to current uses.

A variety of benthic invertebrates presently inhabiting the bottom substrate in the area proposed for filling would also be eliminated, resulting in an incremental reduction of habitat for these species in the Park.

- Approximately 12 acres of coastal salt marsh habitat is to be revegetated at the Tecolote Creek Outfall area. This would require the filling of portions of the Pacific Passage. The marsh construction would not impact any eelgrass in this area. However, it would impact existing benthic organisms.
- Approximately 5 acres of coastal salt marsh habitat is to be revegetated in the Pacific Passage, south of the Visitor Center. This would require the filling of an eastern portion of the Pacific Passage, south of the Visitors Center. Approximately one to two acres of eelgrass would be impacted in this area.
- At least 80 acres of coastal salt marsh habitat is proposed to be revegetated at the Rose Canyon Creek Outfall area. This action requires the relocation of Campland to the east of Rose Canyon Creek. An additional 35 acres of salt marsh would be considered in the De Anza Special Study Area as part of the low intensity development option. This would include the 30 to 50 acre dredge area mentioned earlier. In addition, it would include the filling of of the existing mudflat located south of Campland.

Salt marsh is critical nesting and foraging habitat for the Belding's savannah sparrow (state endangered, federal Category 2) and the light-footed clapper rail (federally endangered). It is also used for foraging by the California least tern (federally endangered). A variety of other species of waterbirds (shorebirds, marsh birds, waterfowl, etc.) also regularly utilize this habitat for resting and foraging. Small fish also find refuge in the small creeks that typically track through this habitat. Salt marsh generates an abundance of organic matter that forms the basis of the adjacent marine food web. It also can filter certain levels of contaminants and sediments from any terrestrial runoff that passes through it. Although created salt marsh may take many years to attain the diversity, production and contaminant filtering efficiency of a natural marsh, it would enhance the

value of any non-wetland area for a myriad of water- or marsh-associated wildlife and other biota.

In contrast, the creation of salt marsh in an area containing eelgrass or other water-associated habitat would naturally eliminate the latter habitat and (at least temporarily) its associated biota. Some of the biota associated with non-salt marsh marine habitats (e.g., gobies, some benthic invertebrates) would undoubtedly recolonize and possibly benefit greatly from the new salt marsh. Others (e.g., eelgrass, some benthic invertebrates) would not use salt marsh and be eliminated from the area.

- The elevation of East Ski Island would be reduced to form an underwater bench at -5 or -6 MLLW for eelgrass planting. Eelgrass planting would encompass 0.84 acres to mitigate the SSRP. This change would temporarily remove and eliminate temporary roosting by gulls and other waterbirds. The increased area of eelgrass would benefit invertebrates at this locality.

Table 4.C-3 gives a comparison of wildlife habitat areas in Mission Bay Park for the NRMP and proposed Master Plan Update.

#### Dredging

According to the proposed Mission Bay Park Master Plan Update, 66 to 86 acres of dredging would be necessary to fully implement the plan. In addition, a 12 acre area could potentially be dredged to create a channel between Fiesta Bay and North Pacific Passage. No dredging would occur in the proposed marsh areas once they are established. Future dredging could occur in the Rose Canyon Creek flood control channel and its extension and in the Tecolote Creek flood control channel and its extension to ensure that the proposed marshes do not cause flooding.

Potential impacts of dredging on the marine water quality include: increased turbidity; depressions in dissolved oxygen; and resuspension, redistribution, and remobilization of chemical contaminants in the sediments. Turbidity created by dredging operations would likely inhibit light penetration, which would reduce or eliminate photosynthesis and oxygen production. This increase in turbidity would result in the temporary loss of eelgrass, infauna and burrowing fish adjacent to the dredge footprint. In addition, eelgrass beds and benthic fauna and flora in the dredge footprint would be eliminated. These impacts are typical of all dredge projects and are generally mitigable. Water quality indirect impacts such as turbidity would primarily be relatively short in duration lasting only during and shortly following dredging activities. Direct losses of habitat and biota would require appropriate and, in some instances, relatively limited mitigation measures.



**TABLE 4.C-3**  
**Comparison of Wildlife Habitat Areas in Acres**  
**Existing Conditions, Mission Bay Park Natural Resource Management Plan**  
**and Mission Bay Park Master Plan Update (1)**

Wildlife Habitat Areas	Existing Conditions	Mission Bay Park Natural Resources Management Plan		Mission Bay Park Master Plan Update	
		Proposed	Change from Existing Conditions	Proposed	Change from Existing Conditions
Salt Marsh/Salt Pan Habitat	50	163	+113	153 to 188 (3)	+ 103 to + 138
Eelgrass Bed Habitat	1,122 (4)	1,122	+ 26	1,144 to 1,161 (5)	+ 22 to + 39
Designated Least Tern Breeding Area	47 (6)	47 (6)	+ 1	66	+ 19
Ruderal Vegetation/with Areas of Disturbed Coastal Strand Habitat	151	151	No Change	0	- 151
Coastal Sage Scrub Habitat	0	0	No Change	212	+ 212
Coastal Strand/Nuttall's Lotus Preserve	9	9	No Change	36	+ 27

Note:

- (1) Numbers presented are approximate values based on interpretation of aerial photographs and maps of various scales. No changes are proposed for the Southern Wildlife Preserve, therefore, the Southern Wildlife Preserve figures are not included in this Table.
- (2) This figure includes the existing 31 acres of salt marsh at this NWP, proposed salt marsh habitat at South Fiesta Island and Crown Point Shores, and existing salt pan habitat at north Fiesta Island and South Shores. The potential 46 acres of salt marsh habitat at Campland is not included in these figures.
- (3) This range is based on the low and high intensity development options for the De Anza Special Study Area. These figures include existing and proposed wetland/preserve areas shown on Figure 4.C-2 except the Southern Wildlife Preserve. These figures also include existing pan areas at north Fiesta Island and South Shores.
- (4) Eelgrass density and coverage varies from year to year. Therefore, current acreages may be different than 1992 survey results shown (City of San Diego, 1992b).
- (5) The 39 acres of eelgrass includes 22 acres of proposed and 17 acres of potential eelgrass.
- (6) This figure includes the 5 acre historic use Stony Point least tern preserve. The former 7 acre Crown Point least tern preserve and the potential South Fiesta Island preserve, are not included in this figure.
- (7) The potential least tern Breeding area at the sludge beds site is not included in this figure.

Source: Butler Roach Group, Inc., 1993.

Turbidity resulting from the dredge operation may cause short-term sedimentation in eelgrass meadows adjacent to the proposed dredge footprint. These adjacent areas could also be physically disturbed (e.g., scouring and scarring of the bottom) by maneuvering of the dredge and deployment of anchors to position the dredge. These impacts can be eliminated or minimized by careful operation of the dredge. In addition, anchor damage and prolonged shading by construction barges also have the potential to cause the loss of eelgrass during construction (U.S. Navy, 1993).

#### Beach Construction and Maintenance

Sand beaches located along the Mission Bay shoreline are composed primarily of well-graded fine sand with a particle size of approximately 0.2 millimeters. This sand size is susceptible to suspension upon wave impact and is erodible under tidal currents of 1-2 feet per second. The relatively fine-grained material, which comprises most of the beaches within the Park, will continue to be displaced downdrift by tidal currents and wave action. Retention of the existing relatively fine-grained shoreline sands implies the acceptance of long-term maintenance, including regular removal of sand in areas of accretion and replacement of sand in eroded areas. Regrading of the beach may also be necessary to reshape and smooth the backshore and remove the beach scarp that develops on the backshore as a result of wave activity. Short-term impacts associated with beach replenishment include increased turbidity and suspension of sediments as beaches are graded to the desired slope, and as new sand is added. A variety of benthic invertebrates presently inhabiting the bottom substrate within the replenishment area would also be buried or eliminated.

It has also been observed that the migration of sands into eelgrass meadows may be detrimental to plant survival and growth. If beach sands do move offshore into existing eelgrass beds, plants may be buried and shallow rhizomes may be smothered. No quantitative data exist to evaluate the long-term impact of sand movement into eelgrass beds of Mission Bay; however, survivability in other systems has been demonstrated to be dependent upon the rate of burial and changes in bed elevation over time. Research indicates that eelgrass root systems generally may withstand a gradual burial up to 2-3 inches (5-8 cm), but a sudden burial of over 6 inches (15 cm) may result in the loss of eelgrass (Merkel 1990, Harrison 1990). A large enough quantity of sand to cause sudden burial would likely be moved only during a storm event or in situations where the hydrology of a system has been significantly altered (City of San Diego, 1992a).

Eelgrass root systems may survive gradual burial by growing upward through deposited sediments in response to long-term, gradual burial or intermittent burial that sustains photosynthetic material above the sediment surface (Merkel 1990, Harrison 1990). Similar observations have been made in San Francisco Bay near Bay Farm Island.

The proposed Master Plan Update also proposes to allow washed up eelgrass turions to remain on shore in specified areas of the Park rather than have maintenance crews remove them (Figure 4.C-1). Allowing this eelgrass to remain on the beach would create a food source for various invertebrates, which in turn would feed a population of shorebirds.

### Wetland Construction

The presence of salt marsh habitat is important in achieving a diversified, well-balanced wetland ecosystem, and it provides for the needs of particular species. The remaining patches of salt marsh habitat in the Park are especially important, as this habitat is rapidly disappearing from California's coast. Over the entire San Diego coastline, 75 percent of historic wetlands are gone. This loss has led to such dramatic population declines in several species that they now face extinction. Although no one counted migratory birds in the 1800's, historic accounts give the impression that there were thousands more than exist today. Their numbers declined as the mudflats, which are important foraging areas for shorebirds, were filled in (California State Coastal Conservancy, 1989).

Salt marsh is critical nesting and foraging habitat for the Belding's savannah sparrow (state endangered, federal Category 2) and the light-footed clapper rail (federally endangered). It is also used for foraging by the California least tern (federally endangered). A variety of other species of waterbirds (shorebirds, marsh birds, waterfowl, etc.) regularly utilize this habitat for resting and foraging. Small fish also find refuge in the small creeks that typically track through this habitat. Salt marsh generates an abundance of organic matter that forms the basis of the adjacent marine food web. It filters certain levels of contaminants and sediments from terrestrial runoff that passes through it. Although created salt marsh may take many years to attain the diversity, production, and contaminant filtering efficiency of a natural marsh, it would provide greatly enhanced habitat value for a myriad of water- or marsh-associated wildlife and other biota compared to non-wetland areas.

In contrast, the creation of salt marsh in an area containing eelgrass or other water-associated habitat would naturally eliminate the latter habitat and (at least temporarily) its associated biota. Some of the biota associated with non-salt marsh marine habitats (e.g., gobies, some benthic invertebrates) would undoubtedly recolonize and possibly benefit greatly from the new salt marsh. Others (e.g., eelgrass, some benthic invertebrates) would not use salt marsh and be eliminated from the wetland creation area.

The healthy salt marsh found in the NWP is the last remnant of a once expansive area of this habitat in the Bay. The salt marsh in the SWP is also flourishing; however, because of its location in a Flood Control Channel, a high flood event could damage portions of the marsh. Because these salt marsh areas are extremely sensitive to disruptive activities, no direct impact is permitted,

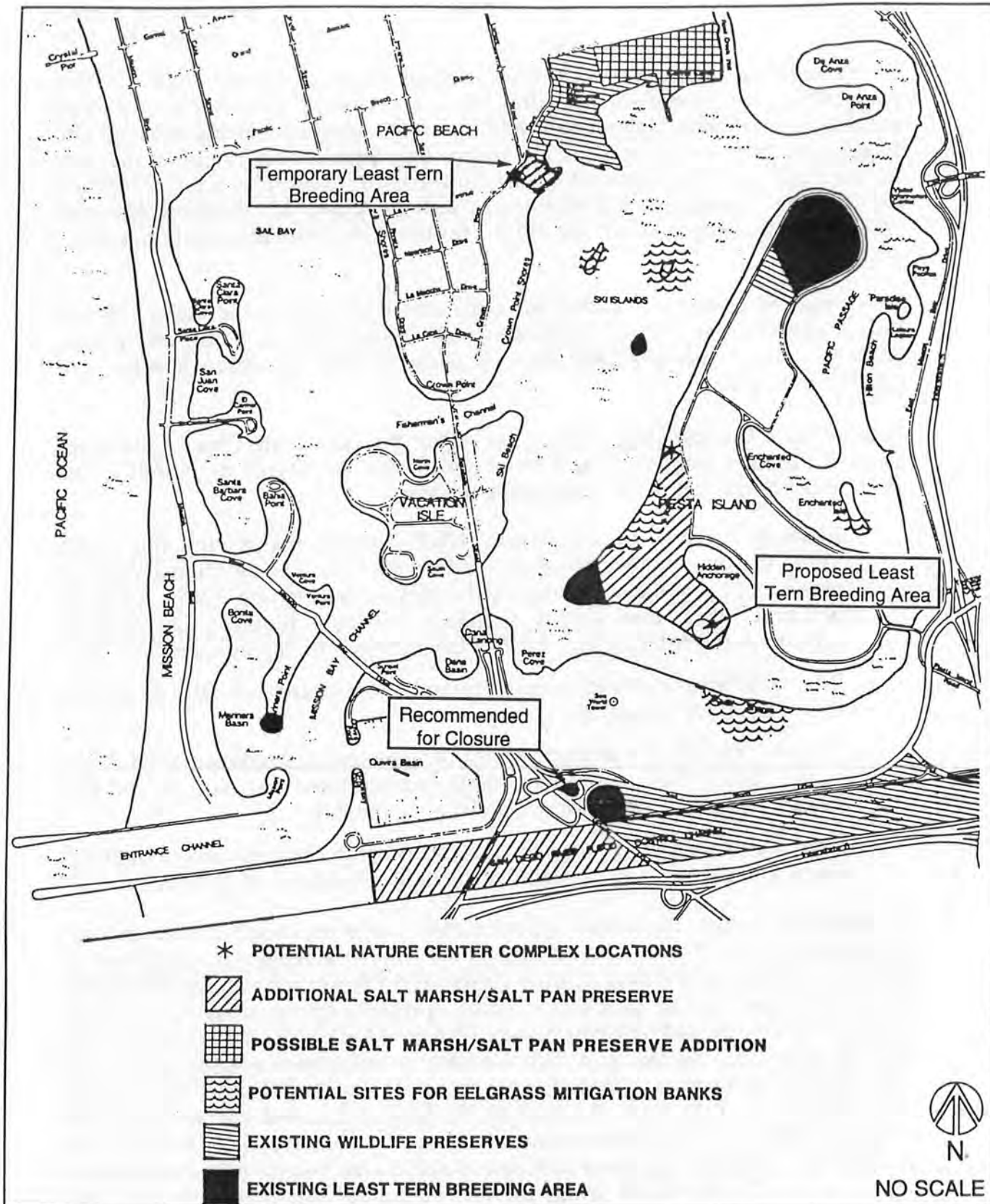
unless required for protection or enhancement of the overall wetland. Should protection or enhancement measures become necessary, they should be done outside of least tern, clapper rail, and savannah sparrow nesting seasons and incorporate measures to contain and reduce the impact. Any proposed measure for the NWP must be approved by the University of California at San Diego and the City joint management committee as well as appropriate resource agencies. Any measure proposed in the SWP requires City and appropriate agency approvals.

The proposed creation of additional salt marsh wetlands in the vicinity of the Rose Canyon Creek Outfall, Tecolote Creek Outfall, Crown Point, and Pacific Passage, would incrementally benefit Mission Bay's sensitive species and adjacent habitats.

Because Rose Canyon Creek drains the largest portion of the Park's watershed, most of the new wetland would be placed in the vicinity of its outfall. This location offers the following noteworthy benefits:

- Expands the area of the existing NWP, thereby magnifying this area's value to numerous water-associated bird species. The additional wetland area would provide additional food supplies, nesting and resting areas for wetland birds, and supply valuable nutrients required by primary producers (algae), fish, and various invertebrates in nearby marine waters.
- Integrates proposed and existing upland and wetland habitats, enhancing their respective ecologies.
- Reduces the velocity of storm water, which increases sedimentation in the marsh rather than in the Bay. Reduced sediment transport to the Bay would presumably increase water clarity in the Bay.
- Removes certain levels of nutrients and other pollutants carried in storm water, by filtering and causing the chemical breakdown of pollutants.

The NRMP proposes to include approximately 136 acres of salt marsh and salt pan habitat in the Park. The additional salt marsh acreage for Campland is potential. Figure 4.C-8 shows wildlife preserve additions proposed by the NRMP. The Master Plan Update proposes to create/preserve approximately 153 to 188 acres of salt marsh and salt pan habitat (Figure 4.C-2). This range (153 to 188 acres) is based on the low and high intensity development options for the De Anza Special Study Area. Under the proposed Master Plan Update, there would be a net loss of 10 to a net increase of 25 acres of planned wetland from the previous NRMP, based on the estimated acreage by habitat type. However, the Master Plan Update's proposed addition of salt marsh habitat primarily west of Rose Canyon Creek would result in the creation of salt marsh habitat with greater functions and values to wildlife and water quality than an equal amount of salt marsh habitat created on the southwest side of Fiesta Island, as proposed under the NRMP.



SOURCE:  
Mission Bay Natural  
Resource Management  
Plan, January 1990.

Mission Bay Park Master Plan Update  
Wildlife Preserve Additions of the  
Mission Bay Natural Resource  
Management Plan

FIGURE  
4.C-8

It is expected that additional salt marsh habitat located adjacent to the NWP would be of greater value to wildlife than an equal amount of salt marsh habitat located at the southwest end of Fiesta Island for several reasons. The construction of a salt marsh adjacent to the existing NWP would likely improve the chances for a successful (functional) marsh due to the natural migration of pickleweed, cordgrass, and other marsh plants, pollinators, and bird species including the least tern and the Belding's savannah sparrow. In addition, there would likely be less human intrusion at the northern location. Fiesta Island and adjacent waters are used primarily for recreation. Finally, a salt marsh located within the NWP would create a larger overall-contiguous salt marsh area than the salt marsh proposed under the NRMP. In addition, salt marsh habitat in the northern location may improve the water quality of Mission Bay by trapping sediments and other pollutants from Rose Canyon Creek.

The construction of a contained salt marsh (47 to 54 acres in size) would require the construction of water control structures and the development of an operation, maintenance, and monitoring plan. Figures 4.A-5, 4.A-6, and 4.A-7 show the proposed "contained" marsh location and size for each of the three De Anza Special Study Area options. Providing sufficient detention time on the contained marsh would require the construction of levees around the marsh perimeter to pond the runoff water from Rose Canyon Creek. These levees would need water control structures, such as bladder dams, or culverts with tide gates that would be closed to retain storm water, and opened to release impounded water allowing full tidal action when there is no runoff (Philip Williams & Associates, Ltd., 1992). Because a specific design of the contained Rose Canyon Creek outlet marsh is not currently available, only potential impacts created by this containment can be discussed.

Of primary concern is siltation of the contained marsh area. Because the contained marsh area would receive fine sediments not previously removed upstream, it is possible that these sediments may progressively fill in the contained marsh area unless allowed to periodically flow out. In order to prevent siltation buildup of the contained marsh, the water control structures (bladder dams and culverts with tidal gates) could be left open during periodic large storm events, allowing natural erosional forces to clear the tidal channels. No dredging of the contained marsh would occur.

A second area of concern would be the increased fresh water influence in the salt marsh from regular influxes of fresh water from Rose Canyon Creek. In order to retain storm water runoff for a sufficient period of time to remove pollutants, the ponding of water is necessary. A combination of fresh water ponding and lack of salt water inundation could threaten the existence of many salt marsh plant species. Under these conditions, the salt content of the soil could be reduced and invasive fresh water species could replace salt marsh species, reducing the area and integrity of salt marsh habitat. An example of this type of invasion can be seen in the Los Peñasquitos Lagoon. The salt water influence in

Los Peñasquitos Lagoon was greatly reduced by the construction of the Santa Fe Railroad right-of-way and North Torrey Pines Road. These structures trap fresh water in the lagoon, thereby reducing the amount of salt water entering the marsh (City of San Diego, 1985). However, by periodically opening the water control structures, sufficient salt water inundation would occur, maintaining a higher salinity to prevent the establishment of fresh water species in the contained marsh.

### Upland Construction

A full discussion of the establishment of additional California least tern preserves is discussed under Sensitive Species below.

Central Fiesta Island is proposed to be revegetated with plant species of the coastal sage scrub plant community. However, the habitat value of this coastal sage is uncertain. Areas proposed for revegetation may be used for recreation (i.e. camping and hiking); as such, they may not serve as valuable habitat for native scrub species such as the California gnatcatcher (*Polioptila californica californica*). The newly revegetated areas would be isolated from large existing stands of coastal sage scrub habitat located to the east. Even if this habitat were not used for recreation, most native sage scrub species would probably fail to colonize this area, primarily due to its isolation. The primary value of this vegetation might be as a demonstration of the feasibility of artificially reestablishing coastal sage/maritime succulent scrub and for educational purposes.

The eastern and southern shores of the Park are also planned for coastal sage scrub plant community species. In East Shores, a narrow band of coastal sage scrub would be revegetated between I-5 and the park road. In the South Shores area, limited areas of coastal sage scrub are proposed between a new park road and Sea World Drive. The value of these areas as quality habitat is likely to be negligible, due to their expected intense use for recreation and isolation from large habitat areas. One potential benefit of these natural habitat areas would be that fertilizer and herbicide use and long-term irrigation (lower maintenance and water requirements than turf) would not be required for maintenance of these areas, potentially reducing runoff contaminants from these areas (if they were turfed) from entering the Bay.

### Sensitive Species

#### Nuttall's Lotus

The existing seven-acre habitat preserve on South Shores would continue to provide for the re-establishment of coastal strand habitat with proper restoration and maintenance. However, the proposed coastal strand areas at the tip of Crown Point and central Fiesta Island may not be as beneficial to the Nuttall's

lotus. The Plan proposes that the beaches adjacent to these areas be used for recreation (see Figure 4.B-3 in Recreation) to include: beach going, hiking, biking, etc. In order to successfully restore coastal strand community with native species that include Nuttall's lotus, human intrusion must be kept to a minimum. Fencing would be used to control human access to Nuttall's Lotus Preserve areas. Implementation of the Plan may contribute to the survival of the species.

### California Least Tern

Four of the seven existing California least tern preserves identified in the Park NRMP would remain under the Master Plan Update: on the north shore of the San Diego River Channel near Sea World Drive, by the Ingraham Street intersection; the tip of Mariner's Point; FAA Island in Fiesta Bay; and the northern peninsula (north end) of Fiesta Island. The proposed channel at north Fiesta Island could potentially remove approximately two acres of designated least tern breeding area and salt pan preserve. However, additional acreage on the south and west sides of north Fiesta Island would be available to mitigate the loss of habitat. The fifth site, located at Crown Point, was never utilized by least tern during the five year period and has been dropped as an official nesting site, pursuant to the USFW agreement. However, until salt marsh can be established, the site would continue to be managed as a least tern nesting site. In addition, consideration would be given to retaining a portion of the restored salt marsh area for least tern breeding. An additional site at the south end of Fiesta Island, and the expansion of Stony Point, are proposed as part of the NRMP. The additional site was to be implemented after the relocation of the sludge bed facilities; however, it is not included in the Master Plan as a proposed least tern preserve.

The Plan proposes that the sixth and seventh sites, Stony Point and the Cloverleaf, be abandoned and replaced at other locations. Stony Point, which is a historic breeding area, is proposed to be abandoned to permit the full utilization of Fiesta Island's southern peninsula for regional recreation purposes. Potential replacement sites for Stony Point and the Cloverleaf include northern Fiesta Island and areas along the levee of the San Diego River floodway, west of Ingraham Street. The abandonment of Stony Point and the Cloverleaf would only be permitted after least terns are confirmed to be breeding at suitable replacement sites. In summary, impacts to California least terns from landform alterations should be negligible.

No correlation could be established between boating activity and tern foraging or the presence of eelgrass and tern foraging. Therefore, no impacts to California least tern foraging areas within Mission Bay Park are anticipated from changes in water use allocations. Proposed water use allocations are shown on Figure 3-5 (City of San Diego, 1992).



### Belding's Savannah Sparrow

Creation of additional coastal salt marsh habitat (containing pickleweed) in the Park likely would be beneficial to the continued survival of the Belding's savannah sparrow. Therefore no negative impacts to this species are anticipated from the implementation of the proposed Master Plan Update.

### Light-Footed Clapper Rail

Creation of additional coastal salt marsh habitat in the Park likely would be beneficial to the continued survival of the light-footed clapper rail. Therefore no impacts to this species are anticipated from the implementation of the proposed Master Plan Update.

### Shorebirds

The shoreline treatments proposed throughout the Park would create approximately two-thirds of a mile of additional shoreline. A large portion of this shoreline area would be composed of sandy beaches that would provide additional resting areas for shorebirds, gulls, and other waterbirds during periods of mudflat inundation. Therefore, no significant negative impacts to shorebirds are anticipated to occur, and the additional shoreline would probably constitute a positive impact for this group of birds.

### De Anza Special Study Area Options

The De Anza SSA is a flexible planning area designed to accommodate a number of potential uses under varying intensities and configurations. Three options have been proposed for this area, including high, moderate, and low intensity development.

### High Intensity Development Option

The High Intensity Development Option would consist of a 60-acre guest housing lease with a 100-foot minimum buffer separation from the expanded NWP. This option would also accommodate 47 acres of "contained" salt marsh and 63-acres of "open salt marsh." A large area of undetermined size would be dedicated as upland habitat. This filling in of the Cove would remove approximately 1.5 acres of eelgrass habitat. The additional area of marsh that would be created for this option would be of great benefit to biological resources in the Park, and particularly for wetland species.

In contrast, the creation of salt marsh in an area containing eelgrass or other water associated habitat would naturally eliminate the latter habitat and (at least temporarily) its associated biota. Some of the biota associated with non-salt marsh marine habitats (e.g., gobies, some benthic invertebrates) would

recolonize and possible benefit greatly from the new salt marsh. Others (e.g., eelgrass, some benthic invertebrates) would not use salt marsh and would be eliminated from the area. Various species of waterbirds would also be adversely impacted by the loss of eelgrass (see Shoreline Treatment). Figure 4.A-5 shows the De Anza SSA High Intensity Development Option. The implementation of this option would include the potential filling of a portion of the west end of De Anza Cove.

#### Moderate Intensity Development Option

The Moderate Intensity Development Option would consist of a 45-acre guest housing lease with a 100-foot buffer separation from the expanded NWP. This option would also accommodate 54 acres of "contained" salt marsh and 78 acres of "open salt marsh. The Rose Canyon Creek channel would also be realigned slightly to the east to accommodate additional salt marsh area. An area of undetermined size would be dedicated as upland habitat. This area would be separated from the guest housing lease area by revegetated salt marsh habitat. In addition, this option would also include the potential filling of 1.5 acres at the west end of De Anza Cove. Figure 4.A-6 shows the De Anza SSA Moderate Intensity Development Option. Benefits to wetland species would be similar to those for the high intensity development option. The filling of part of De Anza Cove would adversely impact various waterbirds, as discussed in the Shoreline Treatment section. Eelgrass and invertebrates would be similarly affected.

#### Low Intensity Development Option

A Low Intensity Development Option would consist of a 35-acre guest house lease with a 100-foot minimum buffer separation for the expanded NWP. This option would also accommodate a 54 acre "contained" salt marsh and a 91-acre "open" salt marsh area. The Rose Canyon Creek channel would also be realigned slightly to the east to accommodate additional salt marsh area as with the moderate design. The upland area for this option would be similar to the Moderate Intensity Development Option design. Figure 4.A-7 shows the De Anza SSA Low Intensity Development Option. Benefits to wetland species would be similar to those for the high intensity development option. The filling of 1.5 acres of De Anza Cove would adversely impact various waterbirds, as discussed in the Shoreline Treatment section. Eelgrass and invertebrates would be similarly affected.

## Significance of Impacts

### Shoreline Treatment

#### Dredging

Loss of eelgrass habitat would be considered a significant impact. Direct shoreline loss of eelgrass, benthic invertebrates, and burrowing fish would result from these dredging activities recommended by the proposed Master Plan Update. These impacts would affect the dredge footprint as well as adjacent areas scoured and scarred by dredge anchors. In addition, significant temporary indirect impacts could result from the short-term sedimentation and turbidity generated by dredging operations, and by the shading of eelgrass beds by dredge equipment.

Impacts to marine water quality from dredging activities are considered potentially significant. Lowered water quality could indirectly adversely impact eelgrass, benthic invertebrates, and burrowing fish inhabiting areas adjacent to the dredge footprints. However, implementation of the mitigation measures identified in the Mitigation, Monitoring, and Reporting Program Section, would reduce these impacts to below a level of significance.

#### Beach Construction and Maintenance

Potential significant adverse impacts to eelgrass may also occur from sand migration associated with beach replenishment/construction efforts in the Park. These indirect impacts would occur adjacent to beaches where shoreline grading and sand replenishment activities occur. However, implementation of the proposed project mitigation measures would reduce these impacts to below a level of significance.

#### Wetland Construction

The proposed increase of coastal salt marsh habitat, over the existing acreage, would be a beneficial impact. An additional 93 to 128 acres of coastal salt marsh, as recommended by the proposed Master Plan Update, would benefit numerous water-associated bird species, benthic invertebrates, fish, pelagic species, and eelgrass beds. Long-term beneficial effects would include an incremental improvement in water quality of the Bay, increased foraging, nesting and resting areas for waterbirds, and additional habitat for the endangered light-footed clapper rail and the Belding's savannah sparrow. Construction of the additional wetland area adjacent to the existing NWP could create potentially significant short-term impacts (e.g., noise, construction equipment intrusion, and siltation) to the existing marsh. Loss of low quality, non-functional salt pan habitat would not be considered significant, unless it is being utilized by terns or shorebirds for breeding. If nesting did occur, loss of such utilized salt pans would not be

allowed without first providing a replacement nesting site that was being used by least terns for nesting. Conversion of low quality salt pan habitat areas (not utilized by nesting terns) to salt marsh would be beneficial. Remaining salt pan areas would continue to function as least tern nesting sites or be included in the NWP.

#### Upland Construction

No significant biological impacts are anticipated from the revegetation of upland areas with coastal sage scrub plant community species.

#### Sensitive Species

##### Nuttall's Lotus

Potential beneficial effects to the Nuttall's lotus may occur if the proposed re-establishment of additional coastal strand habitat is successful.

##### California Least Tern

Loss of the existing Stony Point and Cloverleaf least tern breeding area would be a significant impact. However, successful use of an alternate nesting site would reduce this impact to below a level of significance. It would have to be documented that least terns are breeding at the replacement site prior to the closure of Stony Point, as per USFW agreement. No significant impacts to California least tern foraging areas are anticipated from the implementation of the Plan. Increased eelgrass beds and salt marsh areas may increase foraging and resting (including juvenile feeding stations) areas for this species.

##### Belding's Savannah Sparrow

Potential beneficial effects to the Belding's savannah sparrow may occur from the creation of additional coastal salt marsh habitat.

##### Light-Footed Clapper Rail

Potential beneficial effects to the light-footed clapper rail may occur from the creation of additional coastal salt marsh habitat.

##### Shorebirds

Beneficial effects to shorebirds are anticipated from the creation of an additional two-thirds of a mile of shoreline. A large portion of this additional shoreline would be composed of sandy beaches providing resting areas for shorebirds during periods of mudflat inundation.

## De Anza Special Study Area Options

### High Intensity Development Option

Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of high intensity development option. This option would offer the least benefits to Mission Bay Park wildlife.

### Moderate Intensity Development Option

Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of moderate intensity development option. This option would offer greater benefits to Mission Bay Park wildlife than the high intensity option, and less benefits than the low intensity option.

### Low Intensity Development Option

Beneficial effects would occur from the creation of additional coastal salt marsh with the implementation of the low intensity development option. This option would offer the greatest benefits to Mission Bay Park wildlife.

## **Mitigation, Monitoring, and Reporting**

The following mitigation measures or processes shall be implemented and are anticipated to minimize potential adverse impacts. These measures are based on the best information available at this time. Individual projects adversely affecting biological resources shall be subject to site-specific subsequent environmental review and additional public review shall be required. The purpose of site-specific environmental documents is to define direct impacts more specifically and develop more specific mitigation measures and milestones.

### Shoreline Treatment

#### Dredging

The recent "Southern California Eelgrass Mitigation Policy" was adopted on July 31, 1991, and revised on August 25, 1992, by the USFWS, National Marine Fisheries Service (NMFS), and CDFG, and endorsed by the Environmental Protection Agency. Appendix E-2 contains the "Southern California Eelgrass Mitigation Policy." This recent policy requires a replacement ratio of 1.2 to 1 as a result of damage or loss to existing eelgrass resources. That is, for each square foot adversely impacted habitat, 1.2 square feet of new suitable habitat, vegetated with eelgrass, must be created. This ratio replaces the previous 1:1 ratio required for the NRMP for eelgrass replacement.

The effect of the proposed Mission Bay Park Master Plan Update on eelgrass habitat is unknown at this time. However, prior to project level dredging, an assessment of existing eelgrass beds shall be taken to be used as a baseline for determining habitat loss after construction. A mitigation plan, including a five-year eelgrass monitoring and maintenance program shall be implemented.

In addition to the "Southern California Eelgrass Mitigation Policy" mitigation measures, the following requirements and guidelines shall be incorporated into the impact analysis and mitigation planning for any proposed project in Mission Bay Park, including City and private developer-sponsored projects.

- No in-water construction or dredging shall be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the California least tern breeding season. If in-water construction is required during this time, exceptions are possible upon approval by the City, CDFG, and USFWS. Any exception would have to meet the following criteria to preserve least tern nesting and foraging: use of silt curtains or similar devices around in-water construction activity; use of noise reduction or low noise equipment; and use of timing and location restrictions on activity to avoid interfering with breeding sites or major least tern foraging areas.
- No net loss of eelgrass meadows is acceptable. A 1.2:1 replacement ratio is required for impacts to eelgrass habitat as delineated in the recent "Southern California Eelgrass Mitigation Policy," adopted on July 31, 1991, and revised on August 25, 1992, by the USFWS, National Marine Fisheries Service (NMFS), and CDFG, and endorsed by the Environmental Protection Agency.
- New sand beaches below MLLW shall be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.
- Replanting shall occur during low energy tides (late summer to early fall).
- Any construction or dredging project in the Bay or the Flood Control Channel shall require that adjacent restricted areas be buoyed off prior to the start of activity. This is to limit the extent of direct impacts to existing eelgrass.
- Any construction or dredging project disturbing the substrate in the Bay or the Flood Control Channel shall use silt curtains or similar devices around disturbance areas. This would limit any adverse water quality impacts to the immediate construction area, thereby reducing impacts to eelgrass and foraging birds.

- All dredging impacts to marine habitat shall require a replacement ratio of 1:1. Loss of eelgrass habitat shall require a replacement ratio of 1.2:1. Impacts from maintenance dredging shall require a one-time mitigation for lost resources. Subsequent maintenance dredging for the original location, which has already mitigated the impact, would not require additional mitigation each time it is dredged.
- All dredging activities shall comply with permit conditions of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, State Lands Commission, and California Coastal Commission. Permits issued by these agencies may specify additional requirements for timing of in-water construction, spoil disposal methods, and dredge sediment material testing.
- Barges shall not be permitted to shade an eelgrass bed for more than five (5) consecutive days (U.S. Navy, 1993). In addition, construction contractors shall avoid anchoring barges in eelgrass beds to the maximum extent feasible.
- Sand of good quality retrieved in dredging operations shall be stockpiled on a non-sensitive, designated site on Fiesta Island upon approval of the City and Coastal Commission. This sand shall be used subsequently for beach replenishment, if it is of the proper grain size for beach stabilization. If room is not available on Fiesta Island, other arrangements for dredge spoil disposal will need to be made and approved by the City and other appropriate resource agencies.
- If sand/sediment is determined through testing by a qualified expert to be unclean, to contain toxic material, or to be of poor quality, it shall be transported to a permitted landfill or otherwise used appropriately, rather than stockpiled for future beach replenishment. Sand containing toxic material shall be taken only to a landfill qualified to handle toxic material.
- Estimated impacts to eelgrass beds created by turbidity and anchor placement resulting from dredging shall be validated by a dive before dredging and a dive after dredging is complete. Impacts shall be mitigated per the requirements of the Southern California Eelgrass Mitigation Policy.
- Monitoring the success of eelgrass mitigation projects shall be required for a period of five years. Monitoring activities shall determine the percent coverage and density of plants at the transplant site and shall be conducted at 3, 6, 12, 24, 36, 48, and 60 months after completion of the transplant (National Marine Fisheries Service, 1991).

- Criteria for determination of transplant success shall be based upon a comparison of vegetation coverage (area) and density (turions per square meter) between the project and mitigation sites (National Marine Fisheries Service, 1991).

#### Beach Construction and Maintenance

- Any sand reclamation, beach grooming, or recontouring activities in areas adjacent to eelgrass beds shall require that silt curtains or similar devices are utilized to avoid indirect impacts of drifting material and reduced water quality. The use of silt curtains would reduce the significant impacts to below a level of significance.
- Implementation of the recent "Southern California Eelgrass Mitigation Policy," shall be required to protect offshore eelgrass resources. Appendix E-2 contains the "Southern California Eelgrass Mitigation Policy."
- New sand beaches below MLLW shall be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.

#### Wetland Construction

Because success of the "contained" salt marsh proposed to be constructed adjacent to the existing NWP is uncertain, additional studies shall be necessary during the design phase. These studies shall focus on the effects of siltation, prolonged fresh water inundation, and the function and values of the newly created habitat.

Because sensitive coastal salt marsh habitat (NWP) is located adjacent to the proposed revegetation site, additional measures shall be required for the protection of those resources during construction activities (City of San Diego, 1990a).

- The project biologist shall ensure that prior to any activity at the site, all equipment operators working within the wetland areas are aware of the limits of construction and the environmental sensitivity of the area. The biologist shall prepare an instruction sheet for all equipment operators and drivers on the site, outlining what could and could not be done in the sensitive habitat in which they would be working. In addition, regular field checks by the project biologist shall be made, and the results of those checks shall be reported to the City of San Diego.
- The project biologist, working with construction survey crews, shall direct and witness the staking or flagging of the limits of construction. The limits of the construction corridor shall then be fenced by the construction



contractor prior to disturbance. The fencing shall be a minimum of three feet high and made of brightly colored, highly visible material, with supports as needed to maintain in an upright position. The purpose of this fencing would be to reduce the potential for construction-related impacts outside the allowed corridor.

- In addition to fencing of construction limits, certain areas shall require the use of silt fencing to reduce construction-related sedimentation in the Bay. Prior to the start of construction, silt fences or similar devices shall be placed in required areas by the construction contractor, under supervision of the project biologist.
- No wetland construction shall be permitted in Mission Bay Park from April 1 through September 15.

### Upland Construction

No significant impacts to upland habitat are anticipated. Therefore, no mitigation measures will be necessary.

### Sensitive Species

#### *Nuttall's Lotus*

Creation of coastal strand habitat that is appropriate for the establishment of Nuttall's lotus would be beneficial to the survival of the species. Designated Nuttall's lotus preserve areas shall be fenced to preclude human activity in the area.

#### *California Least Tern*

Both Stony Point and the Cloverleaf least tern breeding areas are proposed for closure as part of the proposed Master Plan Update. Mitigation for the loss of these sites would include the creation of new breeding areas in Mission Bay Park. The creation of new least tern breeding sites may occur at De Anza Point or South Shores. Prior to the closure of Stony Point and the Cloverleaf locations, it shall be documented that least terns are breeding at the replacement sites, as per USFW agreement. Until documented breeding occurs, both Stony Point and the Cloverleaf sites shall remain.

It is possible that a small area of least tern preserve on northern Fiesta Island could be impacted removed by dredging. During subsequent design, avoiding impacts to this area should be fully investigated. If impacts cannot be avoided, a replacement site shall be provided as described above.

The following guidelines and requirements are provided for the protection of sensitive natural resources. These requirements and guidelines shall be considered for incorporation into impact analysis and mitigation planning for any proposed project in the Park, including City and private developer sponsored projects (City of San Diego, 1990).

California Least Tern Development Guidelines. As a federally-listed, endangered species, the California least tern and its habitat are protected by the Endangered Species Act of 1973. The requirements listed conform with the Endangered Species Act to protect the California least tern during its breeding season in the Park. Limitations on human activity on or adjacent to designated least tern nesting sites are necessary for maintaining the attractiveness of the sites for breeding and nesting. Maintenance of good water quality will ensure that the least terns will be able to forage in Bay waters.

- No in-water construction or dredging will be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the least tern breeding season. If in-water construction is required during this time, exceptions are possible, upon approval of the City, CDFG, and USFWS. Any exception would have to meet the following criteria to preserve least tern nesting and foraging: use of silt curtains or similar devices around in-water construction activity; use of noise reduction or low noise equipment; and use of timing and location restrictions on activity to avoid interfering with breeding sites or major least tern foraging areas.
- No direct impacts to permanently designated least tern nesting sites are permitted.
- Buffer zones required for each least tern nesting site shall be free of new structures with heights of over six feet, including fencing around the site. This will keep raptors and shrikes from using a high vantage point to prey on least tern chicks. Fencing should include features to discourage raptor perching. The following buffer zones shall be provided:
  - Existing Sites
    - North Fiesta Island - 150 feet
    - FAA Island - 150 feet
    - Stony Point - 150 feet (proposed for closure)
    - South Shores - 150 feet
    - Cloverleaf - 100 feet (proposed for closure)
    - Mariner's Point - 150 feet
  - Temporarily Designated Site
    - Crown Point Shores - 100 feet

- Proposed Sites to Replace Stony Point

North Fiesta Island - 150 feet

South Shores area (north of SWP, west of Ingraham Street) - 150 feet

- The abandonment of the Stony Point California least tern breeding area shall only be permitted by USFW after least terns are confirmed to be breeding at a suitable site.
- Special Use Permits for activities on Mariner's Point will require that the 150-foot buffer zone north of the least tern nesting site be free of all formal activities and activity structures (e.g., tents, stages, bands).

Belding's Savannah Sparrow

Additional coastal salt marsh habitat in the Park would create beneficial impacts to the Belding's savannah sparrow. Therefore, no mitigation measures would be necessary.

Light-Footed Clapper Rail

Additional coastal salt marsh habitat in the Park would create beneficial impacts to the light-footed clapper rail. Therefore, no mitigation measures would be necessary.

De Anza Special Study Area Options

The mitigation measures discussed above under the "Shoreline Treatment" and "Sensitive Species" sections are also applicable measures for the implementation of any three of the De Anza SSA Development Options and shall be implemented.

**D. HYDROLOGY/WATER QUALITY****Existing Conditions**Hydrology

Mission Bay is a tidally influenced salt water body, hydraulically connected to the Pacific Ocean. It includes approximately 2,500 surface acres of navigable water and 27 miles of shoreline. In addition to tidal influences, the Bay is fed by Rose Canyon Creek, Tecolote Creek and from numerous storm drains and overland storm water runoff.

Rose Canyon Creek enters the Bay in the northeast corner between Campland on the Bay and the De Anza Harbor Resort. Near the intersection of Interstate 5 (I-5) and State Route 52, San Clemente Creek joins Rose Canyon Creek. The total drainage area of Rose Canyon Creek, including that portion drained by San Clemente Creek, is approximately 37 square miles. There is little vegetation to act as a filter for storm water in the lower portions of Rose Canyon Creek. Most of the channel west of I-5 is concrete. Therefore, many of the contaminants that enter Rose Canyon Creek are transported to the Bay. The peak discharges in cubic feet per second (cfs) of Rose Canyon Creek into the Bay are estimated to be as follows:

10-year Storm	50-Year Storm	100-Year Storm	500-Year Storm
2,700 (a)	8,100 (a)	10,000 (b)	28,000 (a)

Source: (a) FEMA, 1993.  
(b) City of San Diego, 1994

Currently, the Rose Canyon Creek channel does not have adequate capacity to convey the required FEMA flood (City of San Diego, 1994). During the 500-year flood, the Rose Canyon Creek would be expected to break out of the channel at two locations. The first breakout would occur at the I-5 bridge; the second would occur at the Mission Bay Drive bridge. Approximately 10,000 cfs would be expected to break out at both locations and flow southerly from the Mission Bay Drive bridge through urbanized areas and into Mission Bay (FEMA, 1993). During the winter of 1992-1993, daily rainfall did not exceed 20-year storm rainfall amounts and no flood-related damage was reported along the Rose Canyon Creek (pers. comm., Mr. R. Abarar, 1993).

Tecolote Creek enters the Bay just north of the land bridge connecting Fiesta Island. Tecolote Creek drains an area of approximately 9.29 square miles. There is little vegetation to act as a filter for storm water in the lower portions of Tecolote Creek. Most of the channel west of I-5 is concrete. Therefore, many of the contaminants that enter Tecolote Creek are transported to the Bay. Peak discharges in cfs of Tecolote Creek into the Bay are estimated to be as follows:

10-year Storm	50-Year Storm	100-Year Storm	500-Year Storm
2,100	3,800	4,900	9,300

Source: FEMA, 1993

Currently, Tecolote Creek has adequate capacity to convey up to 50-year storm water flows without upstream flooding in the vicinity of Mission Bay Park. During the 100-year flood, the overbanks along the concrete channel on Tecolote Creek are subject to flooding because high flow velocities in the channel could cause erosion to the unprotected earthen banks. Additionally, ponding upstream of Weeks Avenue and Morena Boulevard would be expected. Additional flooding would be expected in the area of Diane Avenue and Chateau Drive. During the winter of 1992-1993, daily rainfall did not exceed 20-year storm rainfall amounts and no flood-related damage was reported along either of these two creeks (pers. comm., Mr. R. Abarar, 1993).

In addition to the freshwater entering the Bay from Rose Canyon Creek and Tecolote Creek, storm water runoff from upland urban and landscaped areas occurs along the approximately 27 miles of shoreline in Mission Bay Park and through many storm drains. In all approximately 57 square miles collectively drain into Mission Bay. There is no estimate of the amount of runoff from these areas.

### Water Quality

The water quality of Mission Bay is influenced by storm water runoff into the Bay, man's use of the Bay for recreation and other uses such as the Fiesta Island Sludge Drying Beds, and lack of tidal flushing in the eastern portions of the Bay. Potential pollutants include the following:

- Bacteria, viruses, and sources of biochemical oxygen demand (BOD) from bathers, boat holding tanks/heads, urban/landscape runoff, and potential overflows of upstream sewers;
- Gasoline, motor oil, and turbidity from motorized boats and urban runoff;
- Other pollutants such as eroded sediments, insecticides, herbicides, and heavy metals from urban/landscape runoff.

The primary water quality problem facing Mission Bay today is bacteriological contamination from nonpoint source storm water runoff and the lack of tidal flushing action to remove bacteria from the Bay. There were no recent data identified during preparation of the Mission Bay Park Master Plan Update to either confirm or refute that contaminants other than bacteria are present in sufficient quantities to create water quality problems in the Bay.

Previous Studies

Water quality studies of the Bay have focused primarily on finding solutions to bacteriological contamination and the lack of tidal flushing in the eastern portion of the Bay. Published studies considered in preparing the Master Plan Update are as follows: *Mission Bay: A Study of Waste Assimilative Capacity* (1978), *Quality of Urban Runoff*, and *Water Quality Control Studies for Mission Bay Park* (1983).

*Mission Bay: A Study of Waste Assimilative Capacity* (1978)

The purpose of this study was to determine the Bay's assimilative capacity, methods to direct dry weather runoff, and ways to improve the circulation action of the Bay. Its findings and conclusions are summarized as follows:

- The water quality of Mission Bay is highly variable. The physical, chemical, and bacteriological measurements of the Bay fluctuate between extremely good (equal or better than open ocean waters) to extremely poor.

The concentration of micronutrients are summarized in Table 4.D-1 and can be compared with comparable values for various ocean waters (reference Table 4.D-2). It is estimated that none of the micronutrient concentrations are at toxic levels. Their concentrations are periodically high and are expected to stimulate phytoplankton activity. Physical measurements of dissolved oxygen, light penetration, temperature, and salinity are summarized in Table 4.D-3.

The dissolved oxygen values are generally very close to saturation (for the measured temperature and a saline concentration of 18,000 ppm chloride). In some cases the values exceeded saturation and are probably an indication of phytoplankton activity. The dissolved oxygen (DO) measurements were made between 8:00 AM and late afternoon. The early morning values were generally as high as values taken later in the day. This suggests that the Bay maintains high levels of dissolved oxygen throughout the 24-hour day. The Bay's average DO level (7.3 mg/l) is well above the recommended water quality standard (5 mg/l) indicating an adequate oxygen supply for marine species.

The Bay's turbidity, as measured by secchi disk readings, are estimated to be borderline, between meeting and exceeding recommended values.

2. The Bay's nitrogen to phosphorus ratio (and other data) indicates that both nitrogen and phosphorous may periodically be the limiting micronutrient to algal growth.

TABLE 4.D-1

Summary of Micronutrient (mg/l)  
Concentrations in Mission Bay  
Proposed Mission Bay Master Plan Update

Micronutrient	Number of Samples	Range of Values	Average Value
Orthophosphate (PO <sub>4</sub> )	152	0.0 - 280	17.7
Ammonia (NH <sub>3</sub> + NH <sub>4</sub> )	67	26.0 - 930	141.0
Nitrate (NO <sub>3</sub> )	166	0.0 - 1,730	94.0
Nitrite (NO <sub>2</sub> )	99	0.0 - 80	11.0

Source: City of San Diego, 1978.

TABLE 4.D-2

**Micronutrients Concentrations  
for Various Ocean Waters (mg/l)****Proposed Mission Bay Master Plan Update**

Source	PO <sub>4</sub>	NH <sub>3</sub>	NO <sub>3</sub>	NO <sub>2</sub>
1. Mission Bay Average (Table 4.D-1)	17.7	141.0	94.0	11.0
2. San Diego Inshore Ocean Waters	5.0	37.0	7.0	0.7
3. Entrance to San Diego Bay	5.1	--	6.5	0.7
4. So. California Ocean Waters (1)				
- Surface	20 - 70	10 - 40	10 - 160	--
- 90M	100 - 210	--	200 - 400	--
World's Ocean Waters	--	1.2 - 61	4.4 - 2,200	-0.33 - 164

Note:

(1) Mean Values

Source: City of San Diego, 1978.



TABLE 4.D-3

Physical Measurements of Mission Bay Waters  
Proposed Mission Bay Master Plan Update

Parameter	Number of Samples	Range of Values	Average Value
Dissolved Oxygen (mg/l)	211	3.0 - 10.8	7.3
Temperature (°F)	211	57.7 - 73.4	67.0
Salinity (0/00)*	---	24.5 - 42.3	32.4
Light Penetration (ft) Secchi Disc	230	26.0' - 14.8'	6.0'

Note:

\* 0/00 = Sodium adsorption ratio, range of 24.5 - 42.3 is for Quivera Basin only (1969).

Source: City of San Diego, 1978.

3. The bacteriological data also ranged from extremely low (total coliform 3/100 ml) to exceptionally high (total coliform greater than 2,400,000/100 ml) when compared to the standards for body contact waters. Generally, the Bay waters are within the public health standards.
4. The Bay's assimilative capacity, based on available information could not be defined at the time of the study. The concept of calculating assimilative capacity for surface waters was developed for the typical flowing stream receiving oxidizable organics to be stabilized by the DO in the stream or transferred thereto by the stream's reoxygenation capacity. The Bay's water quality is generally quite good during the dry season with periods of poor quality during the winter months. The poor quality periods are usually associated with (a) sewage spills, which must be eliminated and (b) storm runoff. Some mitigation measures to correct the problems associated with storm run-off (and dry weather flow) were recommended.

#### *Water Quality Control Studies for Mission Bay Park (1983)*

The main purpose of this study was "to determine if reconfiguration within the eastern Bay would be a useful means of improving tidal flushing and thereby reducing the pollution problems." The report notes that "a number of contaminants have been observed in the Bay waters, including nitrates, nitrites, phosphorous, potassium, exotic compounds, and various heavy metals..." but no specific data on the concentrations or observed locations within the Bay are given. This report also states "Although Tecolote Creek, and possibly other drainages as well, has high levels of nitrogen, phosphorous, and biochemical oxygen demand, nutrient levels in the Bay are apparently not yet excessively high, nor is oxygen content dangerously low."

The results of the study indicated the following:

- An interceptor system "was found to provide the most effective means of improving water quality in the eastern portion of Mission Bay."
- "Of the in-bay solutions, removal of the land bridge to Fiesta Island had the most significant impact on the dispersion of pollutants. However, the pollutants merely tended to be redistributed."

#### City Responses

In response to water quality problems (i.e., periodic bacteriological contamination) in the Bay, the City has implemented a number of projects aimed at preventing sewage and dry weather nonpoint source runoff from spilling into Mission Bay. Specifically the city has improved manhole covers, replaced undersized sewers (e.g., the Rose Canyon Trunk Sewer), repaired damaged sewers, increased sewer cleaning, implemented a "war on grease" to

reduce grease blockages of sewers, constructed the East Bay Interceptor Sewer System (EBISS) and will complete construction of the Mission Bay Sewer Interceptor System (MBSIS) in December 1993. The City also initiated a weekly water sampling program on January 6, 1987 of twenty sites around the Bay to determine the water quality both before and after known sewage spills and during times when there have been no known spills. Finally, the City is implementing a non-point source control program. The EBSIS, MBSIS, water sampling and nonpoint source control program are described below.

The EBSIS consists of a series of diversion dams constructed within nine major storm drains that discharge into the East Bay and on the Rose Canyon Creek and Tecolote Creek channels. The diversion dams block any sanitary sewage that flows into the drains, and six pump stations within the system pump any errant sewage back into the sanitary sewer system. However, to reduce the potential for downstream overloading of the sanitary sewer system, this system only operates to collect dry-weather flows (City of San Diego, 1991).

The MBSIS was designed to divert the dry-weather from the storm drains shown in Figure 4.D-1. The dry weather flows are blocked by diversion dams and are either pumped or gravity fed to the sanitary sewer system (City of San Diego 1991). This project is schedule to complete construction of the last drain improvement in December 1993 (pers. comm., Ms. K Henry, 1993). Like the EBISS, MBSIS only operates to collect dry-weather flows.

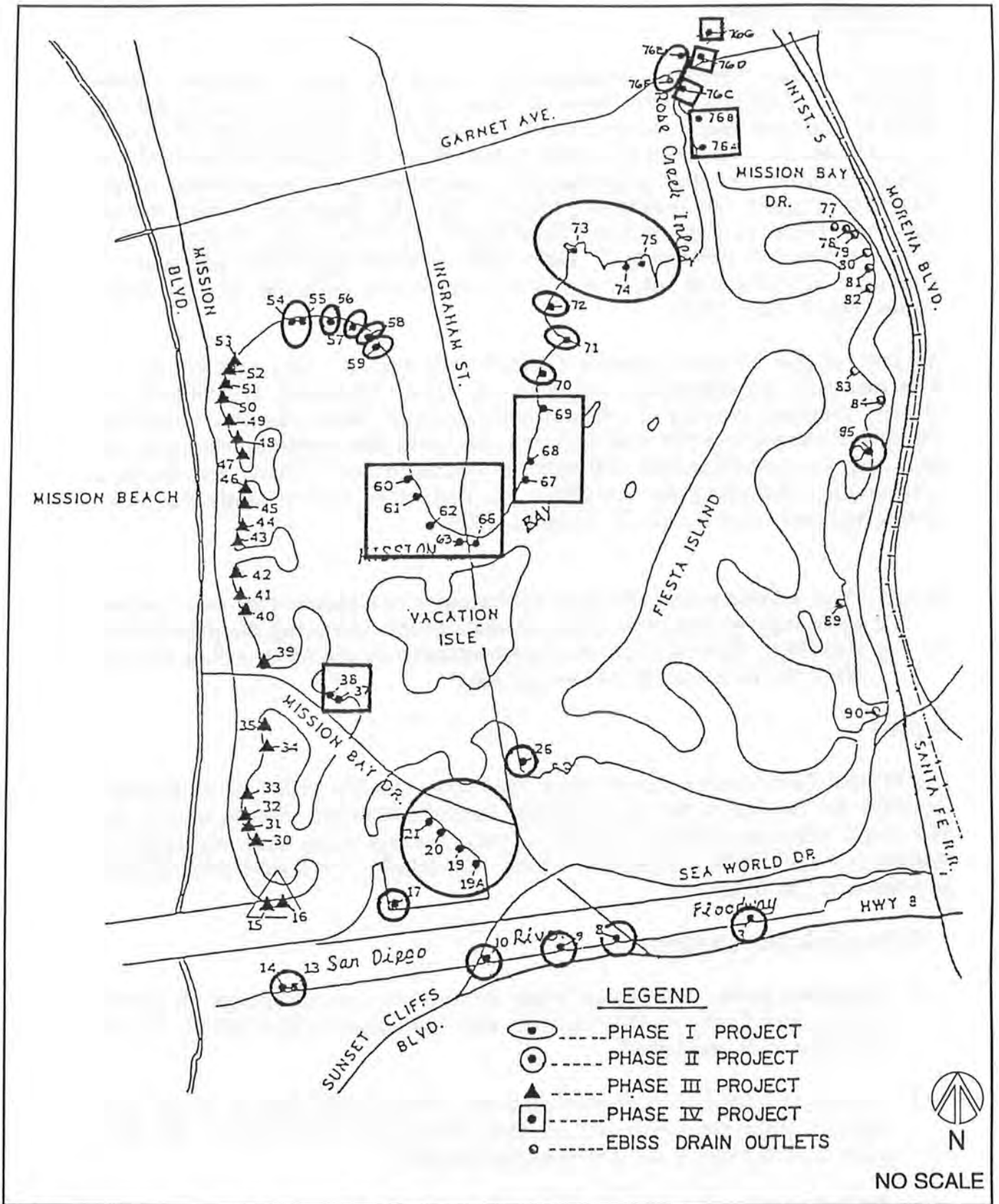
Weekly water quality data collected by the City is provided to the County Department of Health Services, Environmental Health Services who review the data for potential unhealthful bacteria levels. When excessive bacteria are identified, the County posts the contaminated portion of the Bay as closed to body contact. The contaminated areas remain closed until subsequent samples indicate that bacteria levels are within acceptable limits. The closure data for 1992 and January through October 1993 are as follows:

	<u>Full Closure</u>	<u>Closure in the East Bay</u>	<u>Closure in the West Bay</u>
1992 Closures	4	76	41
1993 Closures (January through October 31)	22	76	32

Note: The majority of closures occurred in January, February, and March of each year.

Source: K. Stone, pers. comm., November 1993.

These data indicate that during rainy weather, substantial numbers of coliform bacteria are carried to the Bay by storm-runoff.



SOURCE:  
City of San Diego, 1987.

Mission Bay Park Master Plan Update  
**Mission Bay Sewage Interceptor  
 System Master Plan & Storm Drain  
 Outlet Locations**

**FIGURE  
 4.D-1**

The City of San Diego has implemented a nonpoint source pollution control program in compliance with Regional Water Quality Control Board Order No 90-42 and is three years into the five-year nonpoint source NPDES permit issued by the Regional Water Quality Control Board. The City program consists of four elements; public education program, best management practices program, illegal dumping program, and ordinance program. The San Diego City Council passed the Storm Water Management and Discharge Control Ordinance, Ordinance No. 17988, on Monday, September 27, 1993. This ordinance specifically prohibits the discharge of pollutants into the City's storm water collection system (pers. comm., Mr. B. Cain, 1993).

As part of the Nonpoint Source Control Program, the City will conduct a Bacteriological Contamination Study of the Park. The study will attempt to identify nonpoint sources of coliform and non-sewer fecal coliforms, including the specific sources of the contaminants, the point the contaminants enter the Bay, and the episodic events that result in contamination. Kinetic Laboratories will conduct the study for the City. No time table for the study has been established (pers. comm., Ms. T. Williams, 1993).

**Issues:** What effects would the implementation of the Master Plan have on the hydrology of Rose Creek and Tecolote Creek, including the potential of flooding? How would the implementation of the Master Plan Update affect the water quality of Mission Bay?

### **Impacts**

The Master Plan Update recommends that water quality problems in Mission Bay Park be "tackled at the source, in the conduits from the sources, and at the Bay itself through public education, Park management, and mechanical, hydrological and biological improvements." Specifically, the Master Plan Update recommends the following:

#### Public Education Programs

- Targeting public awareness plans to curb the contamination of public waters specifically to the residents and businesses within Mission Bay's 57 square mile watershed;
- Providing information encouraging the safe use and control of fuel, oil, cleaning products, paints and solvents, bilge water, boat exhaust and other pollutants at every water access site in the Park;
- Providing boat pump-out station in the Park;

- Providing additional recreational vehicle clean-up and pumping stations and waste collection areas in the Park;
- Reducing and controlling the use of contaminants; including landscape chemicals, fertilizers, herbicides, and insecticides; within the Park including both private and public users. Using water soluble, biodegradable chemicals in building maintenance;

#### Nonpoint Source Controls

- Implementing the Mission Bay Sewer Interceptor System;
- Performing the necessary investigations to determine the type and amount of pollutants entering the Park;
- Implement additional measures, where proven feasible, to curb the flow of pollutants in the Bay (e.g., maintainable sediment traps in Rose and Tecolote Creek, replacement of upstream concrete channels with freshwater marsh/riparian systems, flow equalization reservoirs to reduce incoming volume of flood water, and control of storm water discharges);

#### Tidal Gates and New Channels

- Providing tidal gates as a potential future measure to improve flushing of the eastern-most portions of the Bay, east of Fiesta Island;
- Providing a channel through the easterly pointing peninsula that forms De Anza Cove to provide better circulation in De Anza Cove.
- Providing a channel through Fiesta Island but only if eelgrass mitigation needs outweigh the capital cost and if proven technically feasible.

#### Creating Marshes

- Creating marshes to provide natural filtration of storm water entering the Bay.

#### Impacts Related to Public Education Programs

Public education programs are proposed by the Master Plan Update to educate the public as to the sources of pollution and what citizens can do to reduce contaminants from Park users as well as upstream sources. However, these programs are a concept and their future effectiveness cannot be predicted in this EIR.

### Impacts Related to Nonpoint Source Controls

Construction of the MBSIS will be completed in the near future. After construction is complete, the City will continue to fine tune this system to maximize the collection of dry weather flows. This project will have the beneficial effect of diverting contaminated dry weather flows from the Bay to the Point Loma Wastewater Treatment Plant. Likewise, identifying the sources of nonpoint source pollutants, the points these pollutants enter the Bay, and the episodic events that result in their transport to the Bay will allow the City to implement ordinances, construct and operate engineered controls, and take other actions to minimize the adverse impact that nonpoint source pollutants have on the Bay.

### Impacts Related to Tidal Gates and New Channels

Appendix B-3 of the Master Plan Update, *Mission Bay Physical Model*, described the use of a physical model of Mission Bay to determine the changes in tidal flushing that could occur if tidal gates and cuts through Fiesta Island are implemented under the Master Plan Update. This study is included as Appendix F-3 of this EIR.

The physical model did not predict substantial improvement in the circulation on the east side of Fiesta Island or in De Anza Cove from providing cuts through Fiesta Island, the Fiesta Island Causeway, or through De Anza Point; although, localized improvements were observed. This result is consistent with previous modeling results (Tetra Tech, 1983). By installing one-way tidal gates, substantial improvements in the tidal flushing on the east side of Fiesta Island and, for counterclockwise flows around Fiesta Island, De Anza Cove was predicted by the model. Tidal gates would increase tidal flushing by creating a direction flow around the eastern side of Fiesta Island. Currently, water flows into the area east of Fiesta Island during the incoming tide and out of this area with the outgoing tide. There is only limited water exchange with the rest of the Bay and the Ocean resulting in a "dead area" (i.e., an area of virtually no tidally-induced exchange) north of the causeway. Tidal gate configurations that resulted in a clockwise flow around Fiesta Island provided the most direct flushing to the Pacific Ocean but were not very effective at improving circulation in De Anza Cove. For many of the tidal gate scenarios, the dye dropped into the water east of Fiesta Island was almost entirely flushed from the Bay in three days (i.e., by the end of the third tidal cycle).

The design of tidal gates is not a task of the Master Plan Update. Therefore, specific design-related analyses of environmental impacts can not be conducted at this time and would be subject to future permitting and environmental review by the City Planning Department and other appropriate agencies such as the U.S. Army Corps of Engineers, and California Coastal Commission. The use

of tidal gates in the Bay would be unlikely to result in flooding of any floodplain or upland areas for the following reasons:

- The tidal gates would not have to prevent water flow, just impede it somewhat in one direction to improve flushing.
- The tidal gates would not have to exceed the elevation of the Mean Higher High Water to improve flushing, which is lower than the backwater condition used to determine flood profiles (i.e., storm water would run over the top of the gates before upstream flooding would occur).
- The tidal gates could only impact water entering the Bay behind the tidal gates (i.e., along the eastern edge of Mission Bay between about the Visitors Information Center and the Fiesta Island Causeway. This area includes Tecolote Creek but excludes Rose Canyon Creek and the majority of the watershed to the Bay. Therefore, the majority of the floodwaters entering the Bay could not be impacted by the tidal gates.
- Tidal gates could be constructed in such a manner that they could be readily removed in the event that they were causing upstream flooding.

#### Impacts Related to Proposed Marshes

The Master Plan Update proposes to create new marsh areas in the vicinity of the Rose Canyon Creek, Tecolote Creek, and two storm drains (located southeast of the Visitors Information Center) outfalls. The Master Plan Update does provide the following guidance for future marsh design and construction:

- Maintaining and extending the flood control channel through the marsh;
- Diverting a portion of the "first-flush" into the marsh by secondary channels or pipes, from a point upstream of the creeks' outfall; and
- Building levees around the Rose Canyon Creek marsh, with operable gates, to achieve the required retention treatment time.

Appendix B-1 of the Mission Bay Park Master Plan Update, *Hydrology - Feasibility of a Constructed Wetland and the Mouth of Rose Creek*, addresses three issues with regards to the Master Plan Update proposal to improve water quality by constructing marsh habitat at the mouth of Rose Canyon Creek. This study is included as appendix F-1 of this EIR. The issues addressed by the study are as follows:

- 1) Flooding: Will the marsh increase flood hazards on the Rose Canyon Creek Floodplain?



- 2) Viability: Can a wetland created at the mouth of Rose Canyon Creek survive high velocity flood flows and sediment deposition?
- 3) Water Quality: What water quality improvement benefits could be provided by a constructed wetland at the mouth of Rose Canyon Creek?

This discussion also applies to the marshes proposed at the mouth of Tecolote Creek and at other points in the Bay. The following discussions are derived from this study.

### Flooding

The proposed marsh at the mouth of Rose Canyon Creek would be constructed by excavating surrounding uplands to elevations appropriate for marsh development. The final wetland design would incorporate some means of diverting and treating the lower flow flood events while allowing larger flood flows to pass through the marsh in the existing Rose Canyon Creek flood control channel. The marsh would be constructed at an elevation at least one foot lower than the current assumed "backwater elevation" and so would not increase upstream water surface elevations. In addition, the marsh would not reduce the capacity of the existing Rose Canyon Creek flood control channel and water volumes greater than the marsh treatment design capacity would flow directly to the Bay through this channel. Even if the marsh silted up, the existing Rose Canyon Creek flood control channel would continue to carry flood waters to the Bay.

### Marsh Viability

In California, marshes typically form at the mouth of coastal streams subject to flood flows and sedimentation. Virtually all of the southwest streams have developed with a salt marsh located at the mouth of the channel. The marsh evolves on the stream delta, in dynamic equilibrium with the flow of sediment and freshwater from the creek, and the tidal regime and coastal sediment dynamics of the area.

The 100-year flow velocity at the mouth of Rose Canyon Creek is high enough to cause erosion of vegetated cohesive soils and some form of channel bank protection would be required if a stable channel were desired. Erosion of the main distributary channel is part of the natural dynamics of the marsh and stabilization on the channel would not be desirable. San Diego marshes such as those found at the confluence of the Tijuana River, Otay River, Sweetwater River, Los Peñasquitos Creek, and the San Dieguito River, are adapted to a wide range of flow regimes and are able to recover from sedimentation and erosion during extreme events.

The sediment yield of the Rose Canyon Creek Watershed is estimated to be 14,300 cubic yards per year. Coarse sediments appear to be deposited upstream between I-5 and Garnet Avenue where the flow regime changes from supercritical to subcritical and the velocity drops. The sediment reaching the inlet to the manufactured marsh system would consist of the finer sediments that were not trapped upstream. Large volumes of sediment associated with infrequent floods would be carried through the marsh in the main distributary channel, while some fine sediment would be deposited on the marsh, a natural phenomenon and one that is not detrimental to the health of the marsh ecosystem.

### Water Quality

The construction of the proposed marshes in Mission Bay Park would not solve the water quality problems in the Bay. Rather, these marshes would be an important component of an overall water shed management program that identifies sources of pollution, reduces pollution discharge, and maximizes pollutant removal along the flow path. These marshes, along with the other water quality improvement projects undertaken by the City of San Diego (e.g., MBSIS and Nonpoint Source Control Program) would work jointly to improve water quality. In particular, the marshes would provide a limited treatment capacity for contaminated runoff that would otherwise have entered the Bay untreated.

Wetlands provide water quality improvements through a combination of physical, chemical, and biological processes. Constructed marshes can be designed to enhance these processes and provide more treatment than would be available in a natural wetland. While saltmarsh vegetation is being used to treat wastewater, no examples of saltmarsh wetlands specifically designed to treat freshwater urban runoff were identified in preparing the Master Plan Update. According to Dr. Richard Gersberg (Appendix F-2 of this EIR, Appendix B-2 of the Master Plan Update) there is no biological reason such marshes would not be as effective as freshwater marshes and the processes that remove bacteria and viruses (i.e., physio-chemical and biological processes, including adsorption, sedimentation, ultra-violet radiation inactivation, filtration, predation (by zooplankton, chemical antagonism, and antibiosis) are more dependent on hydrology than the actual marsh type or salinity levels.

The area of marsh needed to treat urban runoff varies with the degree of water quality improvement desired. The hydraulic residence time, or the time it takes water to flow through the system, is the factor most directly associated with the potential for water quality improvement. As the water flows through the system, the following factors act to improve the quality of the water: Sunlight penetration, settling of suspended sediment, and chemical and biological processes. It is estimated that a 100-acre marsh system could provide some water quality benefits for up to the peak flow from the average storm in San Diego. At

this time, it is not possible to predict actual treatment levels because design details are not available. It may be difficult to construct a secondary distribution system to convey flow from the main distribution channel into the marsh. Also, levies or other structures may be required to provide the necessary residency time. It is uncertain as to what impacts such structures would have on the habitat value of the marsh.

Maintaining and extending the existing flood control channel through the marshes would ensure that the hydraulics of Rose Canyon Creek and Tecolote Creek and the two storm drains are not altered so as to cause upland flooding. Of course the proposed marshes would be flooded during storm events; however, such flooding would not be a significant environmental effect because marsh systems naturally withstand flooding events.

Implementation of the water quality control measures, described in the Master Plan Update, alone or in combination, would help to improve the water quality of Mission Bay. Therefore, impacts would be beneficial and no adverse impacts would be expected.

#### Impacts Related to Dredging

As described previously under Biological Resources (Section IV.C), dredging activities could result in significant short-term adverse impacts to water quality in the Bay.

#### **Significance of Impacts**

Implementation of the Master Plan Update would not affect the hydraulic capacity of the Rose Canyon Creek or Tecolote Creek; therefore, no upstream flooding would be expected and impacts would be insignificant. Water quality impacts associated with proposed dredging would be short-term and significant. No long-term adverse impacts would be expected.

#### **Mitigation, Monitoring, and Reporting**

The mitigation, monitoring, and reporting measures described in Section IV.C, Biological Resources, under the heading "Dredging" shall be implemented to reduce dredging-related impacts to below a level of significance.

## E. CIRCULATION/TRAFFIC

### Existing Conditions

#### Circulation

##### Park Access

Regional access to Mission Bay Park is provided from the north by I-5 and from the east by I-8. Local access to the Park can be obtained via Mission Boulevard or Ingraham Street from the north; Clairemont Drive, Tecolote Road, or Friars Road from the east; and Pacific Highway, Midway Drive, or Sunset Cliffs from the south. The Park's primary internal roadway network consists of West Mission Bay Drive, Ingraham Street, Sea World Drive and East Mission Bay Drive. In addition to providing primary circulation within the Park, these internal roads carry a tremendous amount of through traffic.

##### Existing Data and Supplemental Counts

The following documents were reviewed for this project:

- Mission Beach Traffic Congestion Study, JHK, 1988;
- Beach Communities Traffic Options Study, JHK, 1989;
- Mission Bay Coastal Access Study, 1982; and the
- Master Plan Recommendations for Mission Bay Park, 1969.

In addition, all relevant traffic data from the City of San Diego and Caltrans District 11 offices were reviewed. A supplemental count program consisting of both manual turning movement counts and 24-hour machine counts was conducted. These counts were conducted during the peak summer season on weekday and weekend periods.

##### Intersection Operations

Operations, at four intersections key to Park access, were analyzed as part of this study. Both weekday and weekend peak period conditions were examined. The Level-of-Service (LOS) concepts, a standardized means of classifying traffic conditions associated with various traffic volume levels, was used in this analysis. Figures 4.E-1 and 4.E-2 show the existing volumes for each of the key intersections.

Table 4.E-1 shows the corresponding peak seasonal LOS for four intersections. As can be seen in Table 4.E-1, the intersection of Mission Boulevard and West

TABLE 4.E-1

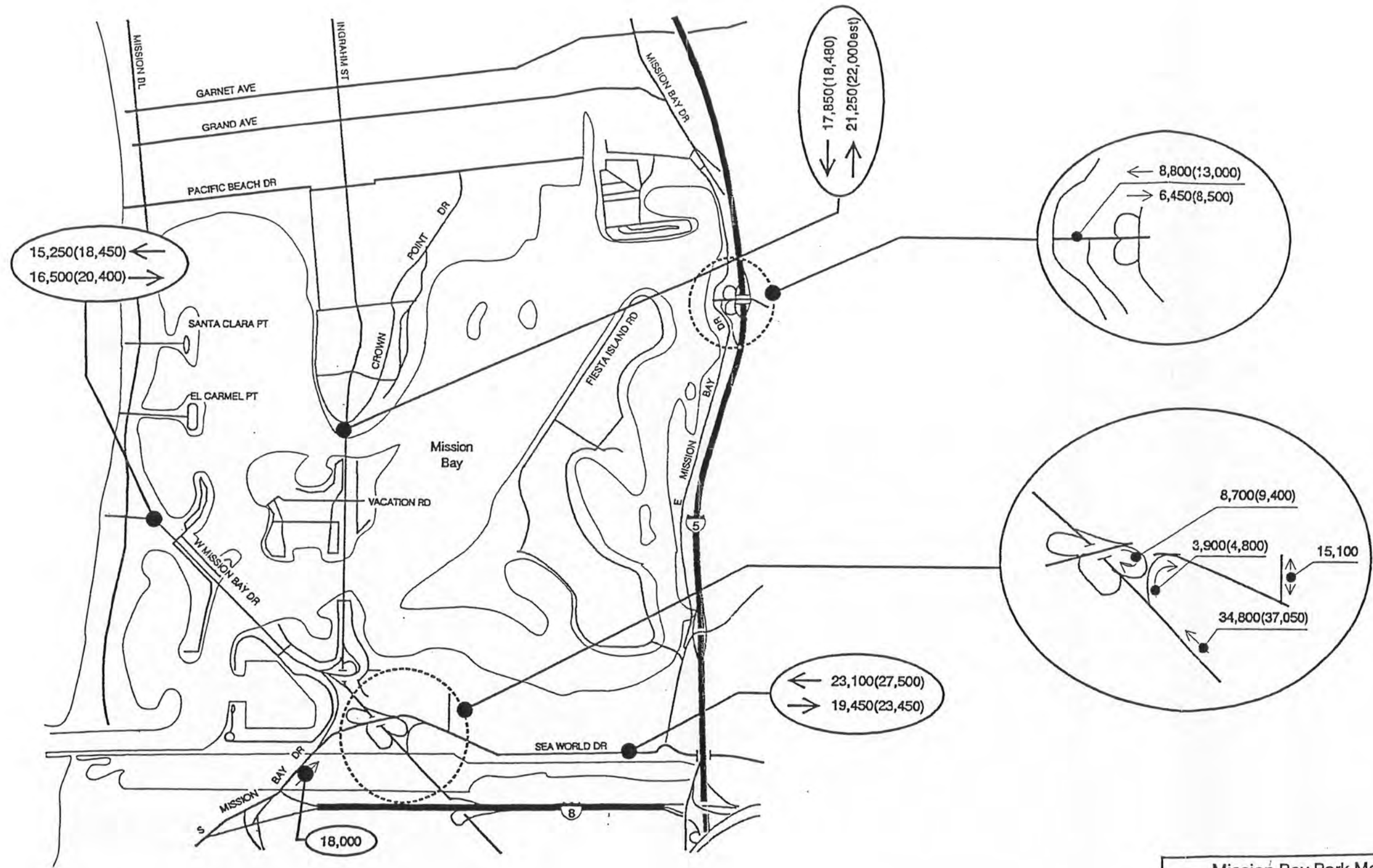
Intersection Level-of-Service Summary  
Existing Conditions  
Mission Bay Park Master Plan Update

Intersection	Weekday PM Peak LOS	Average Delay in Seconds	Weekend Midday Peak LOS	Average Delay in Seconds
1. Clairemont Drive/East Mission Bay Drive	C (1)	--	C (1)	--
2. East Mission Bay Drive/Pacific Highway/ Sea World Drive	B	13.2	F	180.0+
3. West Mission Bay Drive/ Mission Boulevard	F	60.0+	F	180.0+
4. Vacation Isle Road/Ingraham Street	B	12.3	C	17.8

Note:

(1) The methodology for analyzing 4-way STOP sign-controlled intersections defines only three levels-of-service; LOS C or better - under capacity; LOS E - capacity; and LOS F - over capacity (counts taken in August 1991).

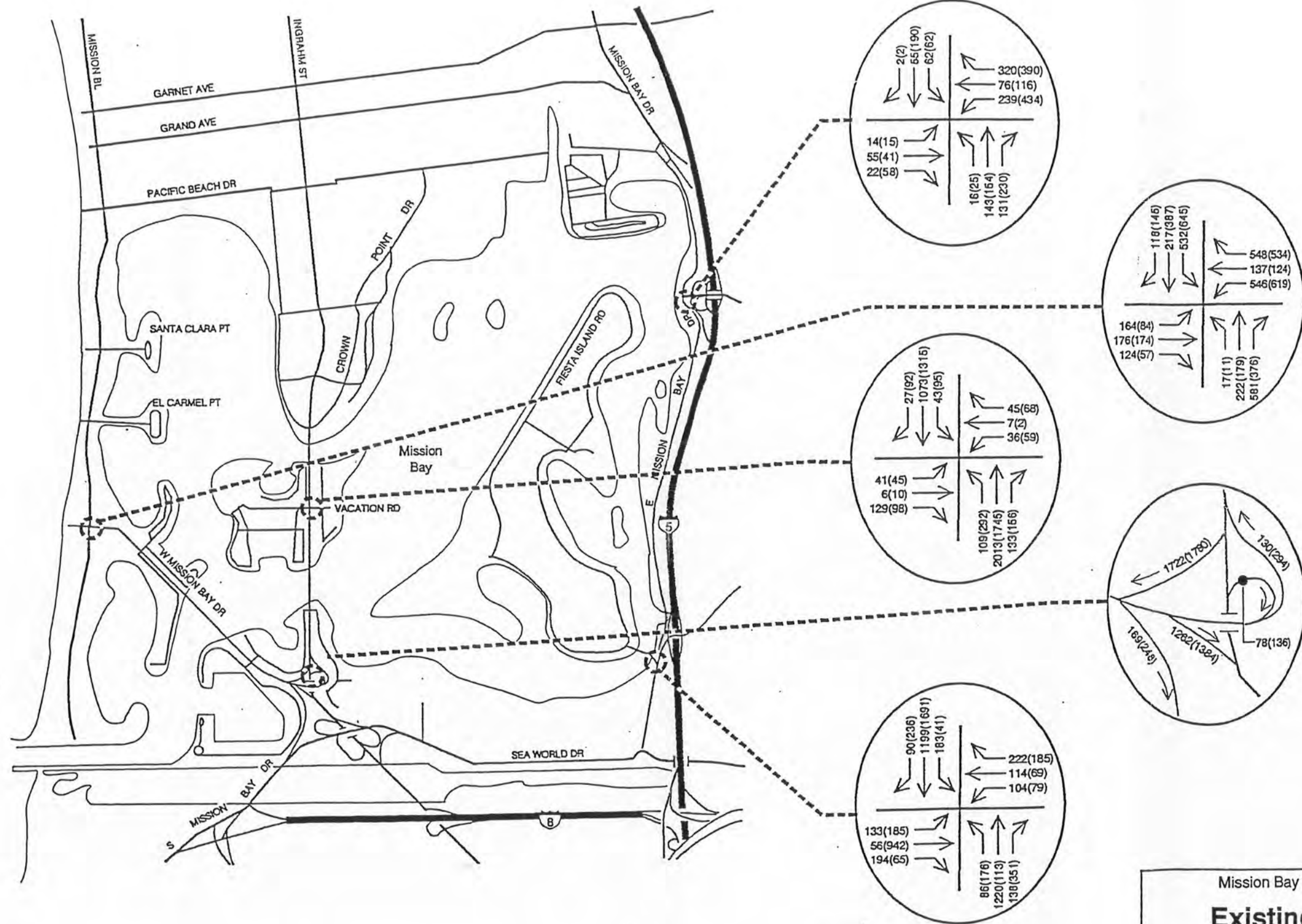
Source: Wilbur Smith Associates, November 1991.



N  
NO SCALE

Mission Bay Park Master Plan Update  
**Existing Volumes for Key Intersections (Sheet 1)**  
**FIGURE 4.E-1**  
 SOURCE: Wilbur Smith Associates

LEGEND:  
 ↓ Weekday Traffic  
 100(100)  
 ↑ Saturday Traffic



No Scale

Mission Bay Park Master Plan Update  
**Existing Volumes for Key Intersections (Sheet 2)**

**FIGURE 4.E-2**

LEGEND:  
 Weekday PM Peak  
 Saturday Midday Peak

SOURCE: Wilbur Smith Associates

Mission Bay Drive is operating at unacceptable levels of service during both the weekday and weekend peak periods. This intersection, therefore, represents the greatest capacity constraint within the Park. The other major capacity constraint occurs primarily on weekends during the midday when vehicles destined for Sea World cause westbound queues to form from Sea World Way which extend along Sea World Drive and the southbound right lane of I-5 northward up to the Grand Avenue underpass. The following paragraphs give details of the four gateway intersections.

Clairemont Drive/East Mission Bay Drive. This intersection serves as a primary entrance-way into the east side of the Park. The intersection is controlled by a four-way STOP with a directional split ranging between 60/40 and 65/35, which gives the intersection an estimated capacity of 2,200 vehicles per hour. The weekday PM peak hour approach volume at this intersection was 1,618 vehicles, which indicates LOS C or better operations. The weekend midday peak hour approach was approximately 2,000, representing a 24 percent increase over weekday conditions. Even with the higher Saturday volumes, operations remained at LOS C or better.

East Mission Bay Drive/Pacific Highway/Sea World Drive. With an average delay of 13 seconds, this signalized intersection operates at LOS B during the weekday peak. During the weekend midday peak, operations at the intersection deteriorate to unacceptable LOS F conditions, with motorists experiencing average delays in excess of three minutes. This weekend level-of-service failure is directly linked to activity at Sea World. The high volume of Sea World bound visitors overloads the intersection. Further contributing to the intersection's operational failure is the present configuration of Sea World's entrance which causes major queuing along Sea World Drive and back ups at the intersection. Sea World officials are presently working on a plan to solve some of the queuing problems at the entrance; however, the capacity problem will remain.

West Mission Bay Drive/Mission Boulevard. As previously mentioned, this intersection presents the greatest capacity constraint within the Park. During the peak season, this signalized intersection experiences operational failures (LOS F) on weekdays and on weekends. During peak hours, average delays of over two minutes are experienced on weekdays, while on weekends, average delays grow to over three minutes.

Vacation Isle Road/Ingraham Street. This signalized intersection is currently operating at LOS B on weekdays and LOS C on weekends. Peak period average delays on weekdays and weekends are 12.3 seconds and 17.8 seconds, respectively. These level-of-service ratings indicate the availability of excess capacity; however, it should be noted that the northbound left turn movement along with the eastbound and westbound left/through movements are already operating at an unacceptable level-of-service, therefore, any increased activity on Vacation Isle would have a drastic impact on the intersection. Earlier reports



have attempted to address this issue by suggesting that the intersection be removed and a median divider be placed on Ingraham so as to restrict all left turn movements as well as eastbound and westbound through movements. If this were implemented, significant capacity would be added.

### Traffic Components

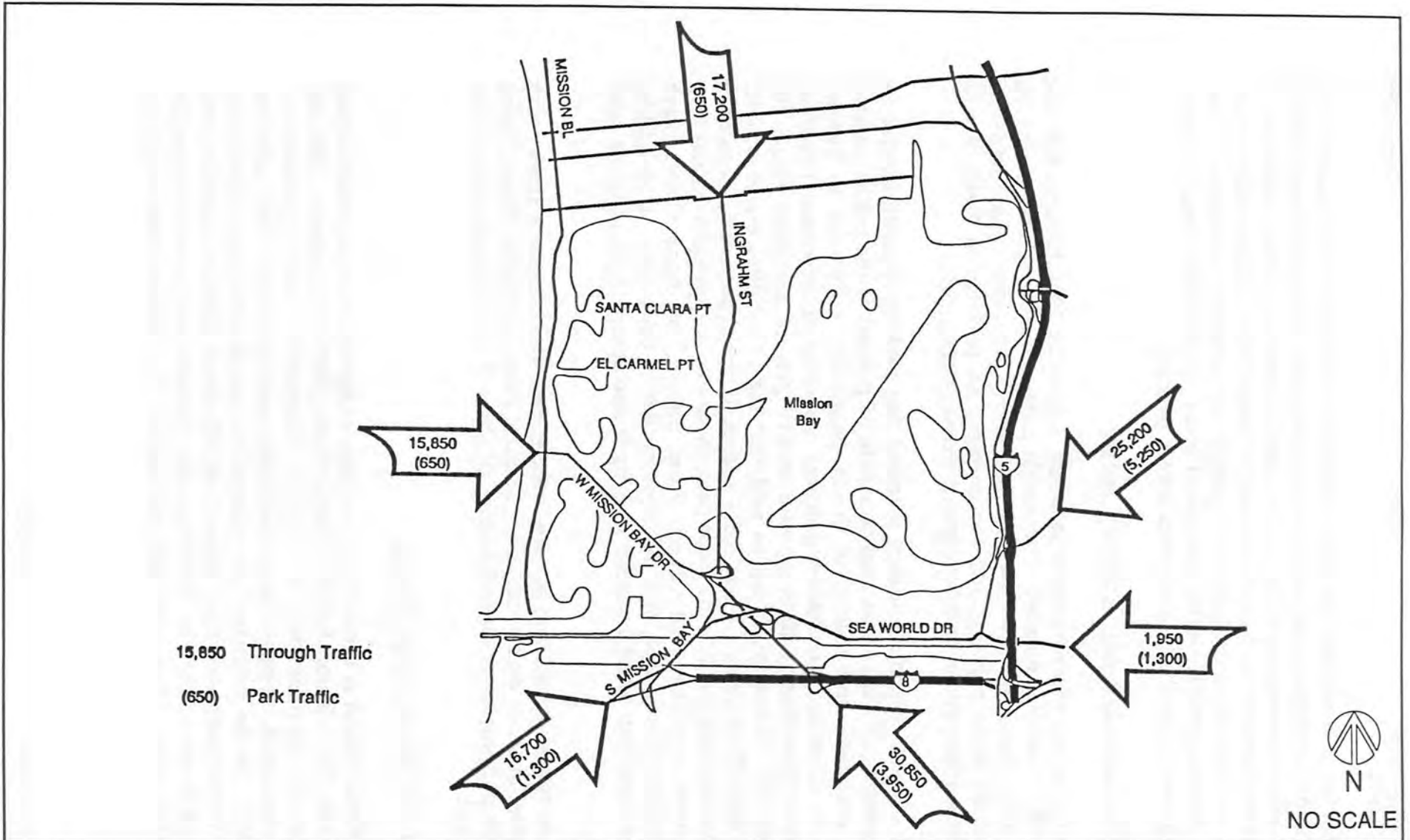
To further the understanding of traffic activity within the Park, the present mix of parkbound trips to through trips using the Park's primary roadway system was estimated. The resulting parkbound/through traffic splits are shown in Figure 4.E-3. These given splits show that approximately 11 percent of all trips entering the park have destinations somewhere within the park boundary. This percentage is for weekday peak season traffic; the percentage of weekend peak season parkbound trips would be substantially higher.

### Carrying Capacity Summary

Operations on any given network can be considered at capacity when key network links or intersections display operational failures (LOS F). It can, therefore, be said that as a whole, the Park is now at capacity during the peak season on both weekday and weekend peak periods due to operational failures at the intersection of West Mission Bay Drive/Mission Boulevard and the weekend peak period operational failure of the Sea World Drive/West Mission Bay Drive/Pacific Highway intersection. When the Park is assessed in terms of individual activity areas, a more optimistic carrying capacity scenario exists. This is due to the fact that many sectors of the park can be reached without having to travel on the Mission Boulevard/West Mission Bay Drive segments or the westbound Sea World Drive segment. For the remaining network links including Park entrances via Midway Drive/Sports Arena Boulevard, Sunset Cliffs, Ingraham Street, and Clairemont Drive, an excess capacity of approximately 10 percent or 12,000 vehicle trips exists. This excess capacity is based on existing roadway geometries and the expected directional distribution and through trip mix of future traffic.

### Parking

The second major component of the transportation system is parking. Total available parking within the Park amounts to approximately 23,000 spaces, including both marked public parking areas, dirt lots, and parking within the leased areas of the Park including Sea World (Figure 4.E-4). The number of public and private spaces is 9,000 and 14,000, respectively. Seasonal weekend peak usage in the Park amounts to an occupancy of approximately 85 percent. Previous studies have shown that, due to continual turnover, practical capacities of recreational parking facilities are approximately three percent to five percent less than actual 100 percent capacity. Therefore, there would be an overall reserve capacity of between 10 and 12 percent during seasonal weekend peak



SOURCE:  
 Wilbur Smith Associates

Mission Bay Park Master Plan Update  
 Through Traffic vs. Park Traffic

FIGURE  
 4.E-3

usage. This figure holds true for both the public and leased areas; however, the distribution of parking is quite varied with some areas being well over capacity and other areas showing capacities of less than 50 percent. Under utilization of public parking lots such as North Cove and Mission Point is due to the fact that these lots are somewhat isolated and people are generally unaware of their presence. Excess capacity within the leased areas, on the other hand, is largely due to surpluses in hotel and conference center parking.

#### Public Parking Inventory and Occupancy Survey

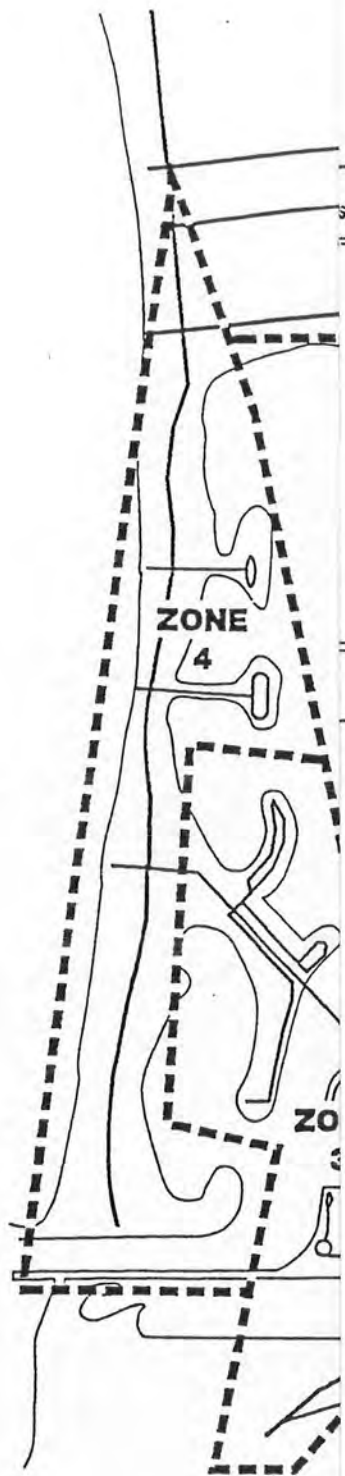
An occupancy survey was performed Saturday, August 24, 1991, between 9:00 AM and 5:00 PM. The total number of available public parking spaces within the Park is 7,168; however, the existence of several dirt lots, unmarked and unrestricted on-street parking, and the unrestricted parking on Fiesta Island, increases the existing public parking capacity to over 9,000 spaces.

The survey of peak season occupancy revealed that parking demand reaches its height at around 2:00 PM, when approximately 85 percent of the public parking spaces are occupied, and that 13 of the 26 public lots were over 97 percent occupied. As discussed previously, practical capacities of recreational parking facilities are approximately three percent to five percent less than actual 100 percent capacity. Therefore, it can be said that the 13 facilities are at or over capacity. These 13 facilities contain 3,646 spaces, which represent 51 percent of the total parking supply. For the most part, these lots are grouped within four recreation areas consisting of Crown Point Shores, De Anza Cove, Playa Pacifica/Tecolote Shores area, and the Ventura/Bonita Cove area. It should be noted that in these four areas, on-street parking is also at capacity during the peak period.

In addition to revealing existing parking deficiencies, the occupancy survey also showed several areas of excess capacity. Mission Point, El Carmel Point, North Cove and the parking lot at Dana Landing all showed peak occupancies of less than 50 percent.

#### Fiesta Island and Special Event Parking

Parking on Fiesta Island is unrestricted with the exception of an unpaved fenced lot restricted to Old Mission Beach Athletic Club (OMBAC) members. This lot contains room for approximately 300 vehicles. Unrestricted parking occurs at a number of unmarked, unpaved lots; additional parking occurs along side the perimeter road. On the mainland, just prior to the entrance of Fiesta Island is an unpaved lot with an approximately capacity of 100 spaces. This lot tends to serve people coming to run or bicycle. Approximately 20 cars were present during the August 24, 1991 count. That same day, parking on the Island reached a high of 495 cars.



Peak Occupancy Rate	Unmarked Parking Space Occupancy
87%	618
94%	505
81%	134
79%	-
-	495
<b>85%</b>	<b>1752</b>



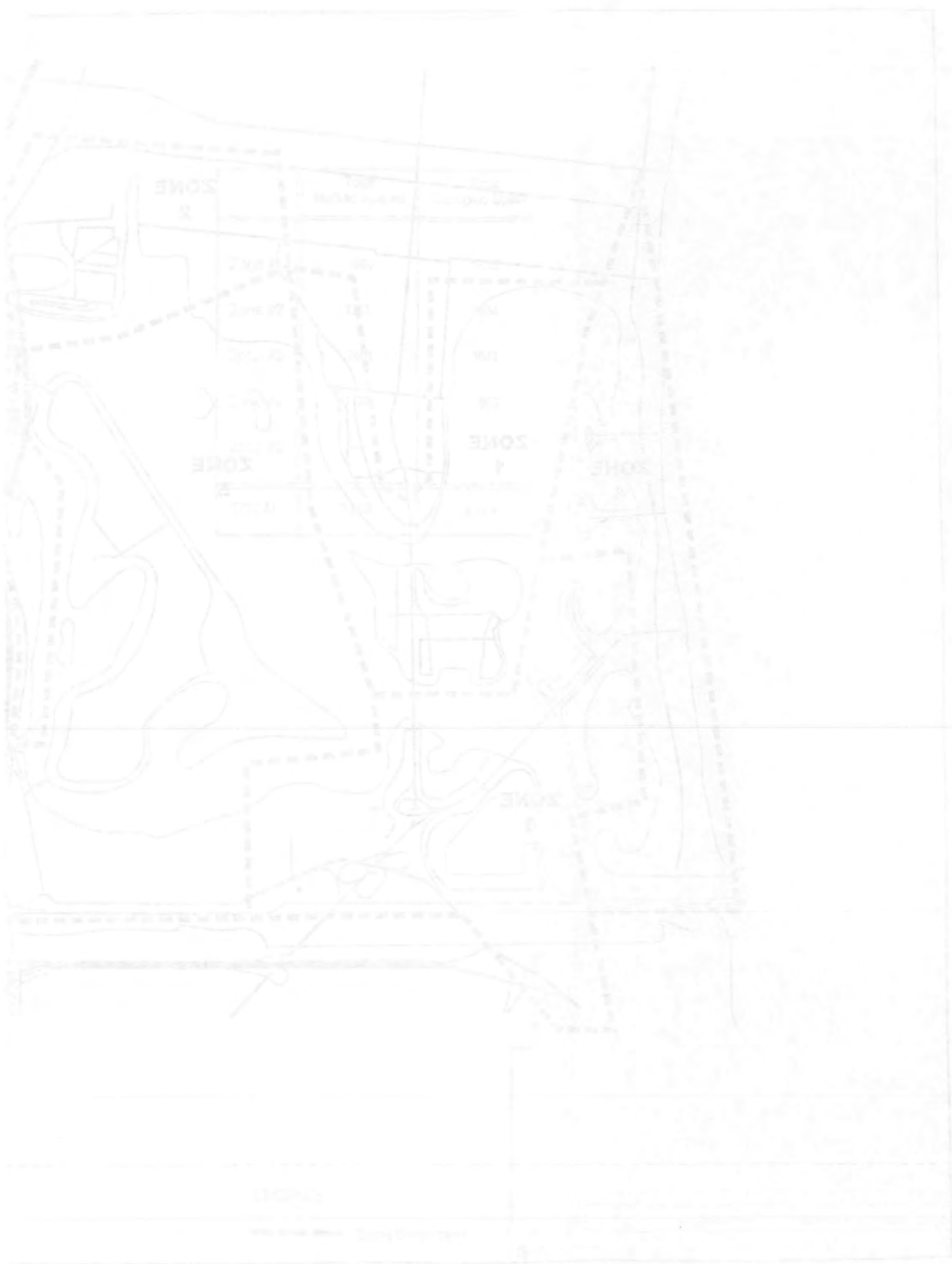
NO SCALE

Mission Bay Park Master Plan Update

### Off-Street Public Parking Inventory by Zone

**FIGURE 4.E-4**

SOURCE: Wilbur Smith Associates



In order to determine special event parking usage, occupancy counts were taken on Fiesta Island during the 38th Annual Over-the-Line Tournament (OTL). This event is estimated to be the largest special event to occur annually at Fiesta Island. Sponsored by OMBAC, the OTL tournament was held over two consecutive weekends in July 1991 (7/13-14 and 7/20-21).

Approximately 450 vehicles parked on Fiesta Island prior to 6:15 AM on Saturday, July 20, 1991. The Island was closed to vehicles at 10:00 AM and, based on vehicle count, it is estimated that approximately 2,430 vehicles were parked on the Island at that time. In addition to this on-site parking, off-site parking was available at Mission Bay High School located approximately two miles from the entrance of Fiesta Island. Shuttle buses operated on the half hour from this site. The capacity of the school lot is 275 spaces. When the lot was surveyed at 11:00 AM, 135 spaces were occupied.

#### Parking Usage Within the Leased Areas

Based on information provided by the lessees, it is estimated that approximately 14,000 parking spaces are contained on leased property within the Park. Overall, peak season, weekend occupancy within the leased areas of the Park is near capacity (approximately 85 percent occupied) although parking occupancy varies by land use type.

The most intense recreational use within the Park is Sea World. Total designated guest parking at this facility is 6,685 spaces. However, due to increasing demand Sea World recently converted its 1,236 space employee lot into an additional guest lot. Employees have now been moved to neighboring restaurant parking lot and the previously grassed area between the restaurant and the marina. Total available spaces at this site amount to approximately 500 spaces, which is inadequate to park all the employees. Even with this increased guest capacity of 7,921 spaces, on weekends during the summer months, guest parking capacity at Sea World is usually exceeded between the hours of 3:00 PM and 4:00 PM.

#### Carrying Capacity Summary

As previously stated, the practical capacity of recreational parking lots is between 95 and 97 percent of the actual lot capacity. Using a practical capacity of 95 percent, a reserve public parking capacity of 10 percent, or 717 spaces exists within the Park. It should be noted that the term "practical capacity" is usually applied to individual lots and not to area parking as a whole. In the case of the Park, the fragmented nature of the public parking supply and the lack of clear signage directing visitors to some of the less visible or more remote parking lot sites, contributes to the reduction of the practical parking capacity within the Park. Based on these factors, it is estimated that reserve public parking capacity within the Park is approximately 350 spaces.

**Issue:** How would the implementation of the Proposed Master Plan effect the current and future circulation around the Park?

### **Impact**

The Master Plan targets Fiesta Island and South Shores as the growth area of the Park. Approximately 100 acres of new park land and 23 acres of lease land is slated for this area. This section of the Park was chosen for expansion because of its close proximity to major regional access (I-5 and I-8). By isolating the expansion of regional park facilities to this area, significant circulation impacts to the Park as a whole are minimized.

Circulation impacts would be considered significant if the level-of-service at an intersection would decrease from an acceptable operating condition (LOS D or better) to an unacceptable condition (worse than LOS D), or if the level-of-service would drop from LOS E to LOS F. For intersections already operating at LOS F, a significant increase in the average delay time would be considered a significant impact to circulation.

### Peak Season Circulation Impacts

As a result of the increases to peak period Saturday traffic, operations at the 4-way STOP intersection of Clairemont Drive/East Mission Bay Drive would drop from LOS C to LOS D. This level-of-service would be considered acceptable.

The expansion of South Shores and Fiesta Island facilities would increase peak season weekend traffic on Sea World Drive by 5,400 daily trips. Peak period Saturday traffic would increase by 500 vehicles. At the intersection of East Mission Bay Drive and Sea World Drive where peak season Saturday traffic already causes LOS F conditions, average delay would increase to approximately four minutes without the improvements proposed by the Master Plan Update. With the proposed improvements, LOS E would be obtained during peak traffic periods.. The impact at this intersection would be significant even with the proposed improvements.

The intersection of West Mission Bay Drive and Mission Boulevard currently operates at LOS F during peak traffic periods. This intersection represents the greatest capacity constraint within Mission Bay Park. With implementation of the proposed Master Plan Update, this intersection would remain at LOS F. However, the proposed Master Plan Update does not include any proposed actions that would result in increased traffic at the West Mission Bay Drive/Mission Boulevard intersection. Therefore, the proposed project would not significantly increase delay times at this intersection, and impacts would be below a level of significance.

The Vacation Isle Road/Ingraham Street intersection currently operates at LOS C during peak weekend traffic periods. The proposed Master Plan Update does not include any proposed actions that would result in increased traffic at this intersection. To the contrary, the proposed Master Plan Update includes proposed actions that could improve weekend peak period traffic conditions. Crown Point Shores, located just north of Vacation Isle, currently receives intensive use as a region-wide, land-based recreational area. With implementation of the proposed project, large group picnic events would be phased away from Crown Point Shores to the southeastern quadrant of the Park. This would likely reduce the number of vehicles at the Crown Point Drive/Ingraham Street intersection during peak weekend traffic periods.

A comparison of intersection level-of-service during peak seasonal conditions, with and without project traffic, is provided in Table 4.E-2. Impacts to other roadways and intersections would be below a level of significance.

#### Over-the-Line Peak Event Circulation Impacts

It is assumed that by 10:00 a.m., Fiesta Island would be fully parked and access to the Island would be limited to shuttle buses. An estimated 1,100 vehicles would be entering the Island during the peak a.m. hour. At the close of the event, approximately 2,000 vehicles would be exiting over the bridge to Sea World Drive and East Mission Bay Drive. Extreme delays would be experienced. Although a three-lane bridge is recommended, only one egress lane should be used. Limiting traffic to one lane would serve to meter traffic thereby reducing the impact to the surrounding roadway network. Impacts would be below a level of significance because these special event conditions would occur only on two weekends per year and would primarily impact special event attendees and not other Park users.

#### **Significance of Impacts**

Impacts to the intersection of Clairemont Drive/East Mission Bay Drive, the intersection of West Mission Bay Drive/Mission Boulevard, and the intersection of Vacation Isle Road/Ingraham Street would be below a level of significance. Impacts related to Over-the-Line would also be below a level of significance. Impacts at the intersection of East Mission Bay Drive and Sea World Drive would be significant. All other roads and intersections would not experience significant impacts.

#### **Mitigation, Monitoring, and Reporting**

The Master Plan Update proposes to improve the roadway in the southeastern portion of the Park to improve circulation. The proposed improvements are shown on Figure 4.E-5. Implementation of these improvements would improve the operation of the East Mission Bay/Sea World Drive intersection from LOS F



TABLE 4.E-2

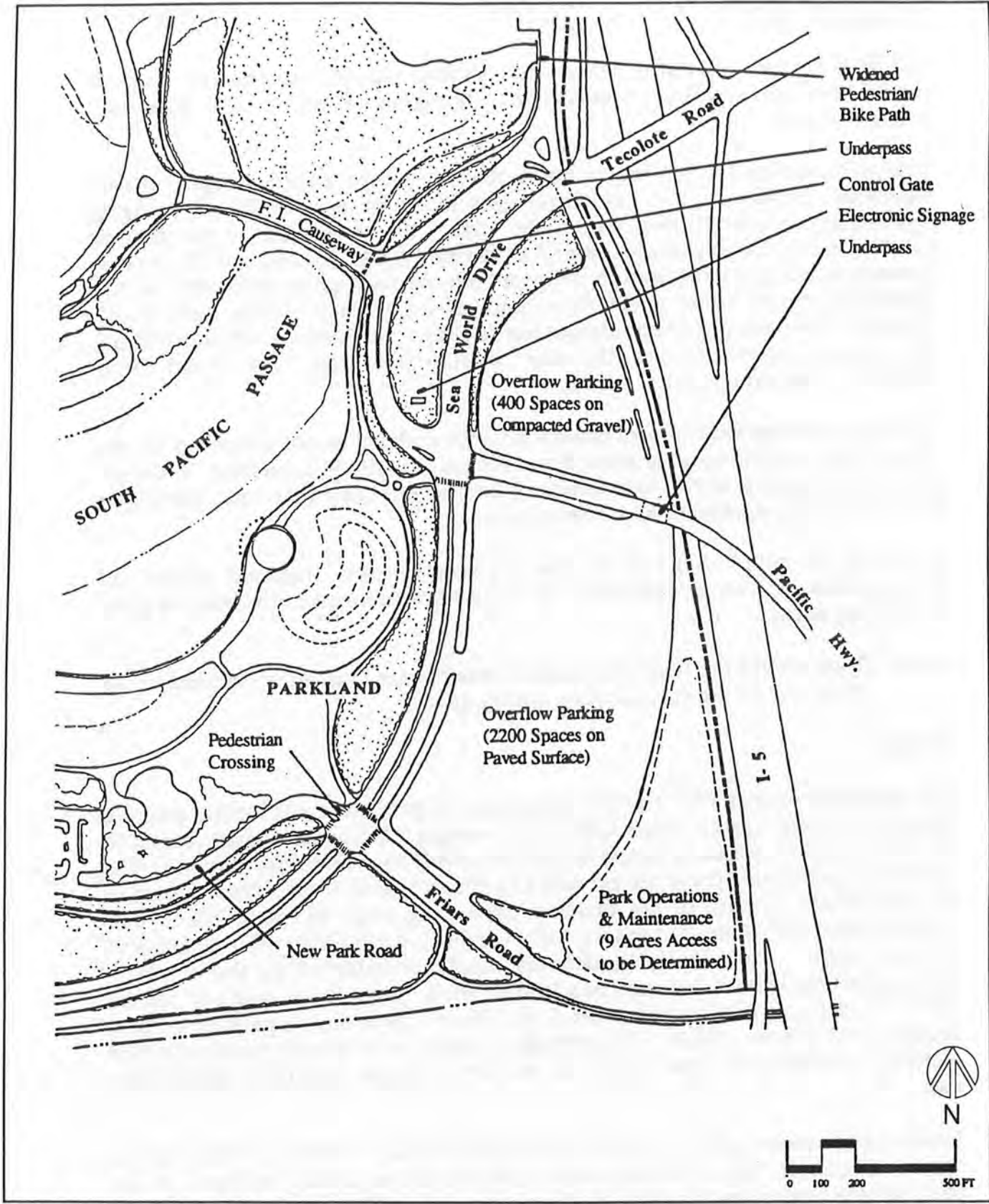
**Intersection Level-of-Service Summary  
Peak Seasonal Conditions With and Without Project Traffic  
Mission Bay Park Master Plan Update**

Intersection	Existing Conditions		Mission Bay Park Master Plan Update	
	Weekday Midday Peak LOS	Average Delay in Seconds	Weekend Midday Peak LOS	Average Delay in Seconds
1. Clairemont Drive/East Mission Bay Drive	C (1)	--	D (1)	--
2. East Mission Bay Drive/Pacific Highway/ Sea World Drive	F	180.0+	F (2) E (3)	240.0+ 60.0+
3. West Mission Bay Drive/ Mission Boulevard	F	180.0+	F	180.0+
4. Vacation Isle Road/Ingraham Street	C	17.8	C	17.8

Note:

- (1) The methodology for analyzing 4-way STOP sign-controlled intersections defines only three levels-of-service; LOS C or better - under capacity; LOS E - capacity; and LOS F - over capacity.
- (2) Without proposed improvements.
- (3) With proposed improvements.

Source: Wilbur Smith Associates, October, 1993.



SOURCE: Wallace Roberts & Todd, 1993.

Mission Bay Park Master Plan Update  
**Proposed Roadway Improvements**  
 Southeast Corner of Mission Bay Park

**FIGURE**  
**4.E-5**

to LOS E during peak traffic periods (i.e., summer weekend afternoons). Impacts would remain significant even with implementation of the proposed improvements.

Expansion of the I-5/Sea World Drive freeway ramps would mitigate off-site significant impacts at I-5. However, this improvement would not mitigate significant impacts on-site, within the Park. The provision of the missing southbound I-5 to westbound I-8 and westbound I-8 to northbound I-5 freeway connectors would be required to mitigate both on-site impacts (East Mission Bay Drive/Sea World Drive intersection) and off-site impacts during peak traffic periods. With the proposed improvements shown on Figure 4.E-5 and without the freeway improvements, the East Mission Bay Drive/Sea World Drive intersection would operate at LOS E.

Providing the freeway improvements described above is not proposed by the Master Plan Update because these improvements would be infeasible. Therefore peak traffic impacts at the intersection of East Mission Bay Drive and Sea World Drive would be significant and unavoidable.

It should be noted that specific development projects included within the proposed Master Plan Update would be subject to additional traffic analysis prior to final approval.

**Issue: How would the implementation of the Master Plan effect parking in the Park and in the surrounding communities?**

### **Impact**

The proposed Master Plan Update is expected to produce a peak event parking demand of 11,801 spaces. Since 6,786 of the existing 7,295 spaces would remain in the future, 5,015 additional spaces would be needed to meet future demand. The necessary additional spaces are provided by the proposed Master Plan Update in the immediate vicinity of the demand generating areas of Fiesta Island and South Shores. Of the needed spaces, 2,570 would be provided in adjacent lots and parking strips. The remaining demand would be satisfied by the overflow parking facility located between Sea World Drive, Friars Road, and I-5. About 2,800 vehicles could be accommodated in this area, providing a parking surplus of about 355 spaces. Table 4.E-3 provides a summary of existing and proposed parking provisions by zone (zones are shown in Figure 4.E-4) for Mission Bay Park.

Existing peak event activity creates a parking deficiency of between 135 and 200 spaces. Currently, this deficiency must be met at off-site parking facilities. In the past, off-site peak event parking has been provided at Mission Bay High School. Future peak event parking demand would be met on-site with implementation of the proposed Master Plan Update.

TABLE 4.E-3

**Public Parking at Mission Bay Park  
With and Without the Proposed Master Plan Update**

	Existing Parking Spaces	Additional Parking Spaces Required with Project Implementation	New Parking Spaces Included in the Proposed Master Plan Update	Difference between Required and Proposed
Zone #1	1,909	--	--	--
Zone #2	1,731	--	--	--
Zone #3	2,401	--	--	--
Zone #4	1,127	--	--	--
Zone #5	--	5,015	5,370	+ 355
TOTAL	7,168	5,015	5,370	+ 355

Source: Wallace Roberts & Todd, September 1993.

The availability of the 2,800 overflow parking lot would also improve future year peak season parking conditions within the eastern portion of the park. The proposed Master Plan Update is not expected to alter existing parking conditions within the remaining portions of the park.

### **Significance of Impacts**

The proposed Master Plan Update provides adequate parking for future peak events; therefore, impacts would be below a level of significance.

### **Mitigation, Monitoring, and Reporting**

Parking impacts would be below a level of significance. Therefore, mitigation, monitoring, and reporting would not be required.

## F. PUBLIC SAFETY

### Existing Conditions

An Existing Conditions Report for the Master Plan Update was prepared in February 1993 (City of San Diego, 1993). This document is hereby incorporated by reference; sections relative to this discussion are summarized below.

Mission Bay Park is one of the most heavily used urban waterfront facilities of its kind in the world. The Park provides a unique water playground ideal for both inland waterway and sea-going leisure pursuits. To date, the success of the Park lies partly in its ability to accommodate many different water uses over a relatively limited area. New and anticipated future demands on the Park have and will continue to place more stressful demands on the Park's space allocation program.

Over the years, the Park has developed such that incompatible recreational uses have been congregated within the Park. Congestion and over-crowding are primary concerns on peak summer weekends. New recreational activities have further stressed the ability of the Park to accommodate all of its users (i.e. increasing demand for limited water area by PWC users among various water sports groups; the high-speed dimension added to the Park's network of paths added by in-line skating, etc.). As a result, public safety hazards have been created both on land and water.

### Water Safety

As discussed in Section 4.B, Recreation, of this EIR, a wide variety of aquatic recreational activities are practiced in Mission Bay. A set of regulations for the use of the Bay waters, referred to as the *Mission Bay Regulations*, has been established over the years, and includes time, space, and speed allocations for the use of the various water areas. These regulations are contained in Appendix D of this EIR.

A citizen's committee was convened in 1988 to formulate suggestions for improving water safety and reducing conflicts among users at the Bay. This committee now meets biennially. The recommendations of this group have had a positive effect on water safety. The majority of boating accidents with injuries continues to involve power craft including PWC (50 percent) and motorboats (42 percent). From 1989 to 1990 there was a seven percent increase in the accident rate. However, from 1990 to 1991 there was a 30 percent decrease (City of San Diego, 1993).

Continuing safety concerns focus on boat launch conditions and locations in addition to the congestion and compatibility conflicts experienced on the Bay itself. The main safety concern area at present is located off the De Anza launch

ramp to the north of Fiesta Island. Other areas of particular safety concern include the PWC area in South Pacific Passage, the high-speed use area on Fiesta Bay (a congestion zone on peak usage days), and any location where water-skiing and PWC intermingle.

### Water Use Capacity

The "capacity" of a water body is related to the number of watercraft operable while maintaining both a safe and enjoyable level of use. It is estimated that up to 240 water ski boats can safely use Fiesta Bay. This estimate considers that at any given time, only about one-quarter of the boats are actually active in the water (remaining boats would be on-shore).

Boat ramps at four locations currently provide access to the Bay: De Anza, Dana Landing, Vacation Isle, and Santa Clara Point. A planned boat ramp on South Shores will replace the De Anza boat ramp.

### Special Events

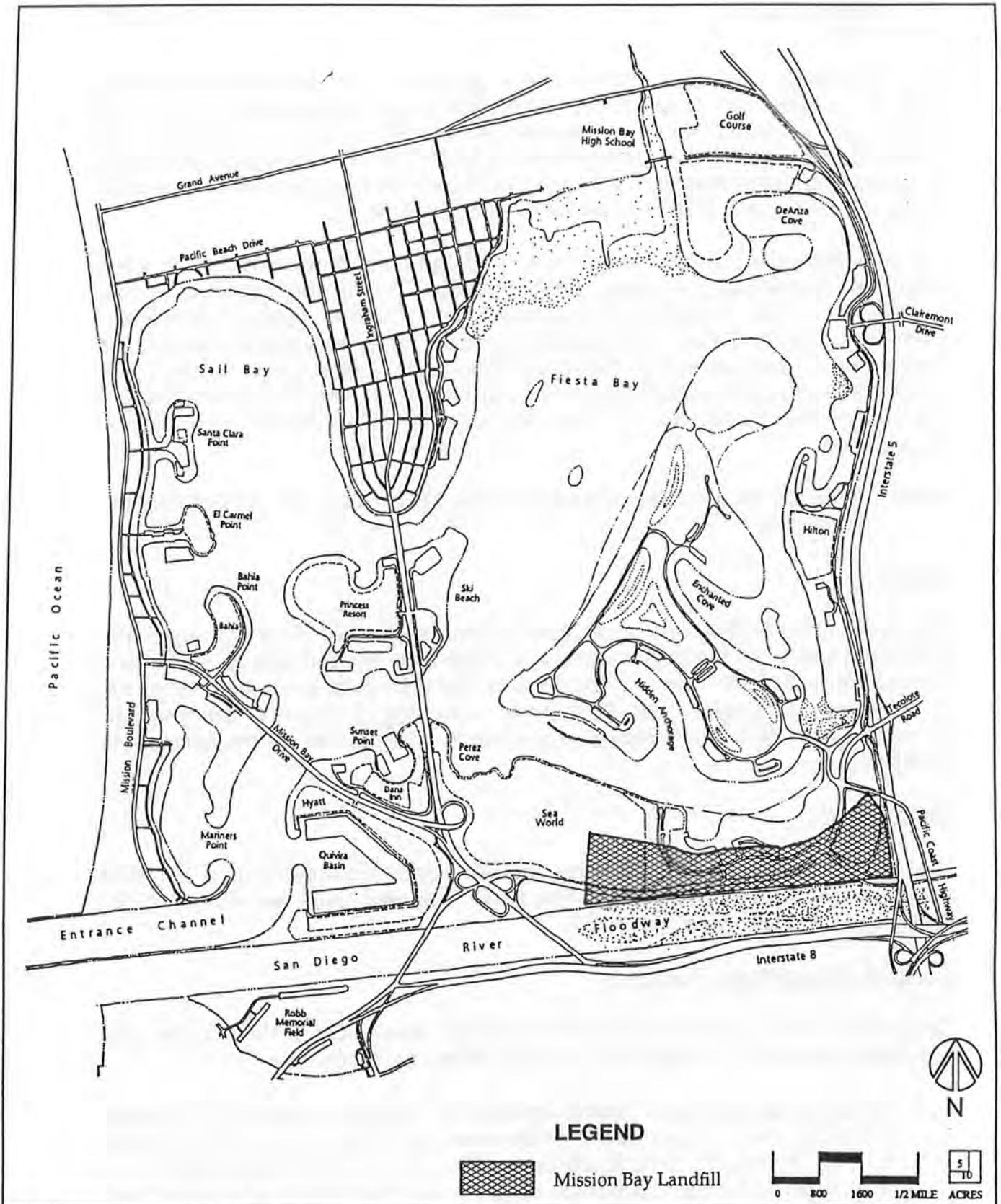
The annual Thunderboats Race currently utilizes a 2.5-mile course on Fiesta Bay. Race organizers have expressed a desire to change to a 2-mile course due to navigational hazards associated with the existing course.

### Land-based Activity

There is an extensive system of paths throughout Mission Bay Park. This system is shared by bicyclists, pedestrians, joggers, and skaters. These paths are typically ten-foot wide. Many conflicts with the existing bicycle circulation system have been identified. The path system within the Park, and in particular, the path that is gradually being developed to connect around the Bay's water edge, is widely believed to be too narrow for the level and diversity of use. The pathway is often fragmented, forcing users to move on to the street system to complete a loop of the Park. Numerous approach roads to the Park do not include adequate bicycle and pedestrian access provisions.

### Mission Bay Landfill

The Mission Bay Landfill was opened on July 24, 1952 and operated until December 7, 1959 as an unrestricted landfill, accepting as much as 25,000 cubic yards of municipal and public refuse monthly. The landfill ranges in thickness from approximately 7 to 20 feet with as much as the bottom 5 to 10 feet below the water table. The landfill deposits lie in the southeastern quadrant of the Park, north of the San Diego River Floodway, west of I-5, and South of Mission Bay. The approximate boundaries of the landfill are shown on Figure 4.F-1.



SOURCE:  
WRT, 1994.

Mission Bay Park Master Plan Update

Location of  
Mission Bay Landfill

FIGURE  
4.F-1



The City began the formal landfill closure process for the Mission Bay Landfill with the adoption of Order 85-78, Waste Discharge Requirements for the Site Closure of the City of San Diego, Mission Bay Landfill, San Diego County, by the California Regional Water Quality Control Board, San Diego Region (RWQCB). This order requires that the City maintain three groundwater monitoring wells at the site to detect any leaks of regulated contaminants.

Landfills have the potential to generate air pollution and ground/surface water pollution. Therefore, in addition to the RWQCB, the following agencies regulate landfills in the San Diego: U. S. Environmental Protection Agency, State Water Resources Control Board, California Integrated Waste Management Board, San Diego County Department of Health Services (Local Enforcement Agency), San Diego Air Pollution Control District. In addition, active and closed City landfills are under the jurisdiction of the City of San Diego Waste Management Department.

**Issue: How would the implementation of the Master Plan affect Public Health and Safety?**

### **Impact**

The distribution of land and water uses within Mission Bay Park fundamentally affects the ability of the Park to safely accommodate the recreational needs and expectations of Park users. The Master Plan Update provides water use management strategies aimed towards achieving a balance between the accommodation of as many recreational users as possible and the maintenance of public safety.

### Water Safety

The proposed Master Plan Update includes both managerial and physical measures to improve water safety at the Park. Proposed water use allocations for Mission Bay are shown in Figure 3-5.

### Proposed Management Strategies

The current time, space, and speed allocations identified in the *Mission Bay Regulations* would be maintained, with the following exceptions:

- South Pacific Passage: Establishment of a "no-wake" zone in the Passage, primarily west of the planned embayment, to facilitate use of South Pacific Passage by rowers. The South Shores boat ramp would begin operation at 8:30 A.M. (Hidden Anchorage could be accessed before 8:30 A.M. from other boat ramps on the Bay.)

- North Pacific Passage: Dedication of a large portion of North Pacific Passage for sailing and rowing craft. A "no-wake" zone would be established north of the Hilton pier to allow personal watercraft and other motorized craft use of the south end of the Passage.
- Personal Watercraft Area: The eastern end of South Pacific Passage would remain a dedicated PWC area. An additional 8 acres of water area would be created for exclusive use by PWC through the reconfiguration of the South Shores shorelines.

### Water Use Capacity

Water safety on the Bay is directly related to the maintenance of desired water use capacities. This would be accomplished through the limitation of the number and location of boat ramps and related boat trailer parking spaces provided at the Park. Figure 3-6 shows the proposed water access plan. The Master Plan Update includes the following recommendations related to controlled water access:

- Closure of De Anza Ramp: The De Anza ramp would be closed in consideration of the high level of watercraft congestion that is currently experienced in the north end of North Pacific Passage.
- Boat Trailer Parking Provisions: About 240 boat trailer parking spaces would be provided for water-skiing purposes. This figure would represent about 40 percent of the overall boat-trailer parking demand. The other 60 percent of the demand is for ocean-bound vessels and recreational vehicles. Therefore, to accommodate demands for boat trailer parking provisions while maintaining the desired capacity on the Bay, up to 600 boat trailer parking spaces should be provided.

Following current development plans, 631 total boat trailer parking spaces would be provided at the Park. This would be relatively consistent with the estimated guideline for maintaining the desired capacity on the Bay.

- Personal Watercraft Trailer Parking: Access to the PWC dedicated area at the east end of South Pacific Passage would be available from the South Shores ramp and from a proposed dedicated PWC parking and launching facility at the eastern end of Fiesta Island. Based on the desired PWC usage capacity for this area, up to 45 PWC vehicle/trailer spaces would be provided at the Fiesta Island site.
- Beach Launching: All existing beach launching sites (for use by board sailors, kayakers, canoeists, and rowers) would be maintained, except where in conflict with proposed habitat enhancement areas (as discussed in Section 4.C, Biological Resources, of this EIR). Adequate access

restrictions and provisions on Fiesta Island would be implemented to maintain beach-launching within prescribed areas.

- Quivira Basin Boat Ramp/Dry Boat Storage: The Master Plan Update recommends that these facilities not be pursued at Mission Bay Park.
- Wet Slips and Anchorage: No new slip or mooring areas are recommended with the following exceptions:
  - Current wet slip expansions proposed by the Bahia Hotel, the Princess Resort, and the Mission Bay Yacht Club.
  - Provision of up to 24 wet slips at the South Shores embayment as part of new dock area for the Ski Club (if relocated).

### Swimming

New swimming areas would be located in areas of the Park with relatively good water quality, and where conflicts with incompatible activities would be minimized to the greatest extent possible. Strict monitoring and supervision would be required at the proposed swimming area on the west shore of Fiesta Island to mitigate its proximity to motor craft on Fiesta Bay. Buoys, markers, and signage would be placed in the water and on the beach defining the limits of the swimming area.

### Special Events

The East Island on Fiesta Bay would be dredged in accordance with the planned shoreline stabilization project. This would allow for the annual Thunderboats Race to utilize the desired 2-mile course, and thereby eliminate the existing navigational hazard.

### Land-based Activity

Figure 3-10 illustrates the pedestrian/bicycle path improvements included in the proposed Plan. A combined path would be implemented around the Park, consisting of a clearly-marked, 5-mile-per-hour, 8-foot walkway, and an 8-foot bicycle and skating way. Where desirable to separate the courses, the bike/skating course would be 9 feet in width to allow circulation by Park maintenance and emergency vehicles. A 5-mile-per-hour speed limit would be maintained on the bike/skating portions of the pathways. To accommodate the higher speeds of touring cyclists and skaters, dedicated bicycle lanes would be provided on Park roads to the extent possible.

### Key Linkage Improvements

Four key linkage improvements are proposed to maintain safe and convenient continuity of pedestrian/bicycle pathways around the Park.

- Grade-separated Pathway at Sea World Entrance: This overpass would span Sea World's entrance roadway, and would thus allow pedestrians/bicyclists to safely cross the entrance roadway, continuing along its southern side to Ingraham Street.
- Pedestrian/Bicycle Bridge at Rose Creek: In addition to providing access for maintenance and emergency equipment, this bridge would allow Park users convenient and safe circulation around the northern edge of the Park.
- Ingraham Street Bridge Path: A raised path has been constructed under the Ingraham Street Bridge at Crown Point Shores, thereby connecting the existing path systems at either side of the bridge.
- Widening of East Mission Bay Drive Bridge: The East Mission Bay Drive Bridge would be widened to accommodate a pedestrian/bicycle pathway, or a separate path would be constructed along the west side of the bridge.

In addition to these proposed path linkage improvements, the Master Plan Update recommends that a continuous pedestrian and bicycle path be pursued around Bahia Point.

### Roadway Improvements

Roadway improvements implemented throughout the Park would provide a safer and more effective circulation system. Proposed improvements are discussed in more detail in Section 4.E, Circulation/Traffic/Public Access, of this EIR. All traffic and roadway improvements would ultimately be designed to meet the requirements of the City's Engineering Design Division. Roadway improvements throughout the Park would include provisions for emergency vehicle access.

### Monitoring and Enforcement

The Master Plan Update provides management strategies to increase public safety at Mission Bay Park. As discussed further in Section 4.G, Public Services, of this EIR, monitoring and enforcement of the *Mission Bay Regulations*, as revised by implementation of the Master Plan Update, would continue to be the responsibility of the Mission Bay Harbor Patrol and the Boating Safety Unit. The Ad Hoc Citizen committee, along with the appropriate public bodies, would

continue to monitor the use of the Bay waters and would further "fine-tune" time and space allocations as new demands are presented.

### Mission Bay Landfill

The Mission Bay Landfill can affect the proposed Mission Bay Park Master Plan Update and the environs of the Bay in three major ways: 1) Differential Settlement, Landfill (Methane) Gas Generation, and Leachate Migration.

Differential Settlement. Drivers of Sea World Drive, in the vicinity of South Shores, experience the effects of differential settlement as they drive down the road. As the landfilled material decomposes, it compresses, resulting in the settlement of the ground overlying the landfilled material and underlying the road. This settlement occurs at uneven rates within the landfilled material, resulting in uneven or differential settlement. It is this differential settlement that produces the "roller coaster" effect on Sea World Drive in the Vicinity of South Shores Drive. Any structures proposed for construction on top of landfill deposits would be potentially impacted by differential settlement. The Master Plan Update proposes to place parking lots and roads, about one-half of the 16.5 acre "best use" parcel in South Shores, and natural vegetation areas above the landfill deposits. In addition, the Master Plan Update proposes to site a new Park maintenance facility in the very Southeastern corner of the Park. This facility would be subject to differential settlement of the underlying landfill deposits. Because the landfill deposits are not very deep, it may be feasible to avoid impacts by building the maintenance facility on footings that extend below the landfill deposits, or by using other standard designs to ensure protection from differential settlement. Therefore, impacts would not be significant.

Landfill (Methane) Gas Generation. Currently, the methane gas that escapes from the landfill is vented to the atmosphere, through the landfill cap and perhaps through neighboring soils, with no treatment. Methane gas is considered flammable at a 5 - 15% mixture with air in an open area. Prior to reuse of landfill areas, a vacuum gas extraction system is typically required. As a part of any proposed re-use of the landfill area, the City Park and Recreation Department and the Waste Management Department will consult with the appropriate regulatory agencies, including the San Diego County Air Pollution Control District, on the final arrangement of the landfill gas collection system and the facilities proposed by the Master Plan Update. Implementation of a gas extraction system would help increase the public safety of recreationalists in the vicinity of South Shores. Therefore, no significant impacts would be expected.

Leachate Generation. Leachate is water or other liquids that have percolated through landfill materials, either above ground or at the surface, or within the landfill itself. The Mission Bay Landfill already has substantial cover to protect the landfilled material. A drainage collection system to collect and divert storm water away from the landfill is typically required. In areas proposed for turf or

other high-irrigation plantings, an impervious layer will be placed above the landfill. This layer will be comprised of either clay-like materials that can be constructed to provide a permeability of less than  $10^{-6}$  Centimeters per second; or, a manufactured polyethylene liner that would be constructed and inspected to ensure that water infiltration is minimized. Either of these two solutions, when coupled with a drainage control system, will be necessary to allow for any low volume irrigation over the landfill and the establishment of turf grasses or other plant materials. With implementation of these measures, and with control of landscape watering, public health and safety impacts from landscape watering or precipitation would not be significant.

### **Significance of Impacts**

Implementation of the Master Plan Update would result in an increase in public safety throughout Mission Bay Park. Management strategies included in the Master Plan Update for water use are based on established "safe" capacities for the individual recreational activities that would be accommodated at the Park. Furthermore, the Master Plan Update includes measures that would reorganize recreational activities to congregate compatible and separate incompatible activities, both on land and water. Implementation of the Master Plan Update would result in an overall beneficial impact to public safety at Mission Bay Park.

The Mission Bay landfill is currently not a public health or safety risk to the Mission Bay Park users. Re-use of the landfill area for Park use could require additional monitoring and protection mechanisms (e.g., gas extraction systems) as required by the landfill closure process. Any additional measure would help increase the safety of the Park users and the health of the Bay. No significant impacts would result from the Mission Bay Park Master Plan.

### **Mitigation, Monitoring, and Reporting**

No mitigation, monitoring, or reporting would be required.

## G. PUBLIC SERVICES

### Existing Conditions

#### Mission Bay Boating Safety Unit

Water safety is the priority of the Mission Bay Boating Safety Unit. The jurisdiction of the Harbor Patrol includes Mission Bay and extends three miles out into the Pacific Ocean between Point Loma and Del Mar. Patrol headquarters are located within the Project area at 2581 Quivira Court. The Boating Safety Unit is responsible for all water safety on the Bay, including at all special permitted events. In addition to water safety, the Boating Safety Unit provides law enforcement, fire protection, and medical aid on the water. Boating Safety Unit lifeguards are certified Emergency Medical Technicians (EMT), providing medical aid on the water and at adjacent park areas, and are trained and have the authority to fight adrift fires (pers. comm., Lerum, A., July 1993).

The Boating Safety Unit is responsible for staffing five swimming areas within the Bay with lifeguards during the summer months. Staffing at any given time is determined by current water, weather, and crowd conditions. Not all swimming areas are staffed. Boating Safety Unit equipment includes five boats; one or two assigned to the ocean and the rest to the Bay. At least one boat patrols the Bay during operating hours (pers. comm., Lerum, A., July 1993).

#### Police Protection

Police protection at Mission Bay Park is provided by the San Diego Police Department, Northern Division, and the San Diego Police Harbor Unit.

#### Land Patrol

The San Diego Police Department, Northern Division is responsible for providing public safety services at Mission Bay Park. The Northern Division Substation is located in University City at 4275 Eastgate Mall. Mission Bay Park is part of police beat (Report District) 121. This district is serviced by one patrol car. This vehicle is staffed by one or two officers, depending on the time of day. Two officers are typically assigned during evening hours.

In addition, Mission Bay Park is patrolled by additional officers assigned to the San Diego Police Department Beach Team. The Beach Team also serves Mission Beach and Pacific Beach. The number of officers assigned to the Park varies during the year, depending on Park use, identified problems, and personnel availability. Two plain-clothes surveillance officers are assigned year-round for vehicle burglary detail. In addition to the two surveillance officers, the beach team is typically staffed by four officers during winter months and six officers

during summer months. Vehicles utilized by the Beach Team include patrol cars, bicycles, four-wheel drive, and all-terrain vehicles.

The Northern Division also operates a Community Relations Storefront Office at 4434 Ingraham Street. This office handles public relations, crime prevention, and acts as a liaison between the police command and the public. (pers. comm., Johnson, T., August 1993).

#### San Diego Police Harbor Unit

Law enforcement on the water, in parking lots, and recreation areas is the priority of the San Diego Police Harbor Unit. The four officers assigned to the Harbor Unit are responsible for patrolling the Park, and for the investigation of accidents on the Bay. Coverage is typically provided on weekend days, Friday through Monday. There are four boats and three vehicles assigned to this unit. The Harbor Unit headquarters are located at 2581 Quivira Court (pers. comm., Johnson, T., August 1993).

#### Fire Protection

Fire protection at Mission Bay Park is provided by the City of San Diego Fire Department. Fire Stations No. 20, No. 21, and No. 25 respond to calls within the Project area. Station No. 20 is located south of Mission Bay Park at 3305 Kemper Street. Equipment at this station includes one service area ladder truck, and one triple combination pumper fire engine. The ladder truck consists of a 100 foot aerial ladder tower and is manned by four fire-fighters. The pumper fire engine supplies 500 gallons of water, 1250 feet of fire hose, and is manned by four fire-fighters (pers. comm., Edwards, R., July 1993).

Station No. 21 is located north of the Park at 750 Grand Avenue. This station is equipped with the same fire fighting equipment and fire-fighter manpower as Station No. 20. In addition, Station No. 21 is equipped with a paramedic ambulance, manned by 2 paramedics (pers. comm., Edwards, R., July 1993).

Station No. 25 is located east of the Park at 1972 Chicago Street. Equipment at this station consists of one triple combination pumper fire engine. The battalion chief resides at this station (pers. comm., Edwards, R., July 1993).

The City of San Diego Fire Department has established general response time standards of six minutes for residential and general calls; four minutes for high hazards, such as commercial buildings, and two minutes for high rise buildings. These standards apply to the arrival of a pumper fire engine. The general response time standard for a support vehicle (ladder truck) is ten minutes. The Fire Department currently maintains adequate response times to calls received from the within the Park (pers. comm., Edwards, R., July 1993).



In the event of a three-alarm fire, strike teams are made available from other stations located within neighboring communities. This enables the fire department to maintain adequate response times (pers. comm., Edwards, R., July 1993).

**Issue:** Would the implementation of the Master Plan have an adverse effect upon, or result in a need for new or altered governmental service including, but not limited to, police protection and fire protection?

### **Impact**

As part of the Economic Element of the proposed Mission Bay Park Master Plan Update, lease revenue projections were developed for the 20-year planning period of the Project. These projections show that with implementation of the proposed Master Plan Update, for every year between 1994 and 2012, there would never be a net loss in revenue. Lease revenues with Project implementation would be projected to exceed revenues without Project implementation by \$100,000 in 1994, and by \$6,060,000 in 2012. The total lease revenue would exceed operating expenses by at least \$3,890,000 for any given year between 1994 and 2012. Therefore, based on the revenue projections developed for the Project, there would be sufficient funds to support the cost of any necessary public service increases associated with activities included in the proposed Master Plan Update.

### Mission Bay Boating Safety Unit

Mission Bay Boating Safety Unit staffing on beaches and on the water is based on the current water, weather, and crowd conditions at Mission Bay Park. Based on the anticipated demand for Boating Safety Unit services associated with implementation of the Master Plan Update, the Boating Safety Unit would be able to maintain adequate provision of water safety, medical, and marine fire-fighting services within the Project area for the following reasons (pers. comm., Lerum, A., July 1993):

- boat traffic would be limited to the carrying capacity of the Bay by limiting boat trailer parking spaces, and
- incompatible boating uses would be provided separate water areas within the Bay.

### Police Protection

The number of officers assigned to the Park for Police Harbor Patrol and Land Patrol duties is a function of Park use, identified problems, and personnel availability. Adoption and implementation of the proposed Master Plan Update would result in a separation of incompatible water and land uses, closure of certain Park areas at night, and implementation of functional lighting to deter

crime. All of these measures are proposed to reduce problems in the Park (for a given number of Park users) and therefore, reduce the need for police officers.

The City of San Diego Police Department has expressed a concern that the additional 350 to 950 hotel rooms and 7,500 parking spaces would result in an increase in average daily trips on Park roads and daily visitors to the Park. This could result in an increased need for police officers to patrol parking lots for gang-related activities, unlawful lodgers, vehicle thefts, and transient-related crimes.

It would be speculative to address impacts to police services at this time because police staffing is determined based on needs throughout the City of San Diego, future police department staffing levels cannot be predicted, and the allocation of police officers to the Park cannot be predicted. Therefore, the significance of impacts to police services cannot be determined at this time.

### Fire Protection

In the event of an emergency at Mission Bay Park, the City of San Diego Fire Department would dispatch firefighters from area fire stations (Station Nos. 20, 21, and 25). The City of San Diego Fire Department would be able to maintain adequate response times within the Project area, considering the new structures proposed by the Master Plan Update. Existing capital facilities and manpower (fire stations, fire trucks, and personnel) would be adequate to meet the anticipated demand for fire protection associated with implementation of the proposed Master Plan Update (pers. comm., Medan, B., January 1994). However, the methods of providing fire protection services to special events and fire truck access have not been fully defined by the Master Plan Update. The proposed Master Plan Update does provide that "the ultimate design of the Park roads must recognize emergency vehicle access needs" and the Fire Department would like to review all future roadway improvements to assure that emergency services could be provided. Because the methods of providing fire protection services to special events and fire truck access have not been fully defined, it would be speculative to address impacts to fire services at this time. Therefore, the significance of impacts to fire services cannot be determined at this time.

### **Significance of Impacts**

No significant impacts are anticipated for Harbor Patrol, fire, and police protection services.

### **Mitigation, Monitoring, and Reporting**

No significant impacts are identified for Harbor Patrol. Therefore, no mitigation, monitoring, or reporting would be required for this service. The Fire Department shall be provided an adequate review of all future Master Plan

Update roadway improvements to ensure that emergency access is provided. Evidence of the Fire Department's approval of the roadway improvement plans shall be provided to the City of San Diego Planning Department prior to funding authorization for the roadway improvement. It is not possible to predict Master Plan Update impacts to police and fire services at this time. Prior to implementation of any project that significantly increases the number of guest residences or parking spaces in the Park, that project's effect on police and fire services in the Park shall be considered to determine if additional police officers, fire personnel, or equipment (e.g., squad cars) would be necessary to maintain adequate levels of service. The number of police officers/fire personnel needed, any equipment needed, and a mechanism to provide the needed police officers/fire personnel and equipment will be identified. This analysis shall be part of the subsequent environmental review that will be required for each Master Plan Update implementing activity and shall be subject to all applicable public and City departmental review.

## H. AIR QUALITY

### Existing Conditions

#### Meteorology

Local meteorological conditions in the project area are dominated by the regional pattern of strong onshore winds by day, especially in summer, and weak offshore winds at night, especially in winter. While winds affect the horizontal extent of pollution dispersion, the onshore flow by day and the nocturnal land breeze are both accompanied by characteristic temperature inversions that control the vertical depth through which pollutants can be mixed. The strong onshore flow undercuts a huge layer of warm sinking air within the Pacific high pressure cell. The interface between the cool layer near the ground and the warm layer aloft is a boundary where the normal decrease of temperature with height is reversed (an inversion). It acts like a giant lid over the coastal airshed where pollutants are continually added from below, but without any vertical dilution because of the impermeability of the inversion boundary.

#### Air Quality

The San Diego Air Basin is a non-attainment basin for ozone due to unfavorable local meteorological conditions and transport of pollutants from the Los Angeles/Orange County area. However, because implementation of the Master Plan Update would not result in any new stationary sources, and because any future emissions from project-related mobile sources would be fully regulated through the state's mobile source program, impacts would not be significant. While the carbon monoxide (CO) standard has not been exceeded at any air quality monitoring station in the San Diego Air Basin for the past several years, the San Diego Air Basin has not officially been designated an attainment area for CO.

Implementation of the Master Plan Update is not expected to result in substantial increases in air pollutant emissions within the Park. However, increased congestion at the intersection of East Mission Bay Drive and Sea World Drive could produce levels of carbon monoxide that exceed state of federal standards (Table 4H-1).

**Issue:** Would the projected congestion at the intersection of East Mission Bay Drive and Sea World Drive result in an exceedance of the state or federal ambient air quality standards for carbon monoxide?

#### **Impact**

Implementation of the proposed Master Plan Update would result in construction-related emission of particulates and "tail pipe" emissions from

**TABLE 4.H-1**  
**State of California and National, Ambient Carbon Monoxide Standards**

Pollutant	Averaging California Standards.			National Standards.		
	Time	Standard	Method	Primary	Secondary	Method
Carbon Monoxide		9.0 ppm	Non-dispersive	9 ppm	Same as Primary Standards.	Non-dispersive
	8 Hour	(10 mg/m <sup>3</sup> )	Infrared	(10 mg/m <sup>3</sup> )		Infrared
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Spectroscopy (NDIR)	35 ppm (40 mg/m <sup>3</sup> )		Spectroscopy (NDIR)

NOTES:

- 1 California standards, the carbon monoxide, standards are not to be exceeded.
- 2 National standards, are not to be exceeded more than once a year.
- 3 Standard expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based upon a referenced temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency.
- 6 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency.
- 7 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.
- 8 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

Source: San Diego Air Pollution Control District, 1986-87 Air Quality Annual

construction equipment. These impacts would be controlled using best available control technology as required by the San Diego county Air Pollution Control District (e.g., the use of watering to reduce particulates and low sulfur diesel fuel and engine "tune ups" to reduce rail pipe emissions). Therefore, construction-related impacts would not be significant.

The number of visitors to the Park is not expected to be substantially affected by the proposed Master Plan Update, but their destinations within the Park would be changed. In particular, the Proposed Master Plan Update would focus regional park uses and associated traffic in the southeastern areas of the Park and could cause additional peak traffic period delays of over one minute at the intersection of Sea World Drive and East Mission Bay Drive as described in Section IV.E, Traffic and Circulation. This intersection already operates at LOS F during peak season weekend afternoons. Therefore, the CALINE4 air quality model was run to determine if the additional delay would cause a local exceedance of the state or federal CO standards (Please see Appendix H for the letter report describing this model run). The modeling results indicate that worst-case, highest-hourly CO concentrations would be 17 parts per million adjacent to the travel lanes at the northwest corner of the intersection. This estimated concentration is well below the state and federal hourly standards of 20 ppm and 35 ppm, respectively. Therefore, standards would not be exceeded and air quality impacts associated with the proposed Master Plan Update would not be significant.

### **Significance**

Impacts to air quality would not be significant.

### **Mitigation Monitoring and Reporting**

Because air quality impacts would not be significant, mitigation, monitoring, and reporting would not be required.

## V. SUMMARY OF ENVIRONMENTAL CONSEQUENCES

### A. THE RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF THE LONG-TERM PRODUCTIVITY

The proposed Master Plan Update would provide a future direction for the continued development of the Park as a recreational resource benefiting local citizens and visitors while substantially improving the Park's natural resource value. The short-term uses of the environment, required for constructing proposed improvements and dredging, likely could be mitigated to below a level of significance, while the improvements themselves would enhance the long-term productivity of the Park. The proposed improvements would expand the range of beneficial uses of the Park while improving water quality, public safety, land and water use compatibility, and natural resources. In general, traffic circulation would be improved throughout the Park. However, peak period traffic impacts at the East Mission Bay Drive/Sea World Drive intersection would remain significant and unavoidable.

The proposed project is necessary at this time because of the current water quality, public safety, and other concerns facing Park visitors and biological resources and because there are a number of proposals to expand or otherwise improve existing leases in the Park. Also, some current leases are due to expire within the planning horizon of the Master Plan Update (at least 20 years). Some are due to expire as early as the year 2003, including the existing mobile home lease at the De Anza Harbor Resort.

### B. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Significant and unmitigable adverse environmental effects associated with the proposed Master Plan Update would only occur during peak traffic periods at the intersection of Sea World Drive and East Mission Bay Drive. All other impacts would not be significant or would be mitigated to below a level of significance. The loss of existing leased and other upland areas to future wetland and other natural habitats likely would be an irreversible affect of the proposed Master Plan Update. These losses would limit the publics direct access to the water in these areas and limit traditional Park activities within these areas. The Master Plan Update provides for a change in leaseable land within the Park of between -16 acres to +18 acres. It would provide for improved water access and lands for traditional park activities throughout the Park. Also, the total change in leaseable land is small in comparison to the available land area within the Park and would be less than the 25 percent cap provided by the City Charter. Therefore, this change would not be significant.

## VI. EFFECTS FOUND NOT TO BE SIGNIFICANT

A number of environmental issue areas have not been addressed in Chapter 4 of this EIR. These areas were evaluated in the Initial Study, with no potential for significant impacts identified. A brief discussion of each of these topics is provided below.

### A. LIGHT, GLARE, AND SHADING

Implementation of the proposed Master Plan Update would result in additional sources of light at various points in the Park, particularly in South Shores. Light sources in the Northeastern Quadrant would be reduced. It is envisioned that lighting would be functional and not ornamental. Therefore, downward pointing, lower intensity lights would be expected. This type of lighting would not affect motorists on nearby roads or residents in nearby neighborhoods. New development within the Park is expected to be limited to 30 feet in height as allowed in the Coastal Zone by the City of San Diego. This development would consist primarily of recreational use areas (i.e. public amphitheater), rather than large buildings. It is not expected that large, glare and shadow producing, structures would be developed.

### B. NATURAL RESOURCES

Implementation of the proposed Master Plan Update would include construction requiring the use of some renewable and nonrenewable resources. However, the proposed Master Plan Update is intended to reorganize and develop the Park for more productive utilization of land and water areas and uses. Although natural resources would be consumed during construction associated with the Master Plan Update, their use would be changed to a higher form of utilization. The proposed Master Plan Update activities would not create a substantial depletion of nonrenewable natural resources. Therefore the use of the natural resources is not considered a significant effect of the proposed Mission Bay Park Master Plan Update. In addition, soils within Mission Bay Park do not meet the USDA Soil Conservation Service definition of "Important Farmland."

### C. POPULATION/HOUSING

The proposed project would not alter the planned location, distribution, density, or growth rate of the population of the area because Mission Bay Park is not planned for residential use. The project would not create the need for additional housing in the adjacent community.

In addition, implementation of the proposed Master Plan Update would not affect the existing or future housing supply in the community. The De Anza Harbor Resort, located in the northeast quadrant of the Park, subleases over 500



mobile home sites. However, with or without implementation of the proposed Master Plan Update, the De Anza Corporation's lease on this property will terminate in the year 2003 and according to the provisions of AB 447, the mobile home park will be removed. At the time of this writing, the De Anza Corporation has not submitted a formal development proposal for this site. The site is included within the De Anza Special Study Area in the proposed Master Plan Update. When and if the De Anza Corporation, or any other interested party, submits plans for part or all of the Special Study Area, the City would review such proposals in accordance with the goals and objectives of the proposed Master Plan Update, and the development criteria set forth for the De Anza Special Study Area, contained in the Land Use Section of the proposed Master Plan Update.

#### **D. UTILITIES**

Development activities included in the proposed Master Plan Update are not anticipated to result in the need for new systems, or to require substantial alterations to existing power, natural gas, or communications systems.

#### **E. ENERGY**

Development activities included in the proposed Master Plan Update are not anticipated to result in the use of substantial amounts of fuel or energy, nor would they result in a substantial increase in demands upon existing sources of energy, or require the development of new energy sources.

#### **F. WATER CONSERVATION**

Implementation of the proposed Master Plan Update would not result in activities requiring the use of excessive amounts of water. A goal of the Plan is to protect and enhance "natural" recreation areas within the Park. Substantial upland areas would be vegetated primarily with beach strand and coastal sage scrub plant communities. The use of native plant materials for coastal landscape enhancement would result in the use of more drought tolerant species. Thus, less water would be required for irrigational purposes at the Park than with the use of non-native ornamental species commonly used in the past for landscaping purposes.

#### **G. GEOLOGY/SOILS**

According to the City's Seismic Safety Element, Fiesta Island, South Shores, the eastern shoreline area and Vacation Island are identified as moderate to high geotechnical risk zones. Others areas of the Park are generally stable. Project-specific geotechnical studies would be required prior to the issuance of building permits to identify site-specific geotechnical considerations. These geotechnical considerations would be incorporated into the structural design of the individual

facilities developed at Mission Bay Park. The proposed project would not result in any increase in wind or water erosion to soils, either on or off the site. Implementation of marsh systems at the mouths of Rose Canyon Creek and Tecolote Creek and upstream sediment traps would help reduce sedimentation impacts to the Bay.

#### **H. NOISE**

Construction of the facilities associated with the proposed Master Plan Update would be accomplished in compliance with the City of San Diego's Noise Ordinance, Section 59.5.0404, Subsection B. Construction-related noise impacts would be temporary in nature and would not exceed the limits set forth in the Noise Ordinance. Existing noise emitting sources would be concentrated away from residential areas and Mission Bay High School, thereby reducing existing noise impacts to these uses.

#### **I. VISUAL QUALITY/NEIGHBORHOOD CHARACTER**

Design guidelines have been prepared under separate cover as part of the proposed Master Plan Update, and are entitled the "Mission Bay Park Design Guidelines." Mission Bay Park is a visual, as well as recreational amenity for San Diego. The Guidelines were developed to steer the design and implementation of future Park improvements, both public and private, towards an aesthetic project that captures and manifests the Bay's aquatic environment.

In addition, the proposed Master Plan Update includes an "Art in the Park" planning element. This element provides an approach to the development of a comprehensive art program, to include both permanent installations and temporary presentations throughout Mission Bay Park. With implementation of the design guidelines, no adverse impacts to the visual quality of Mission Bay Park, or to the surrounding neighborhood character would be anticipated.

#### **J. CULTURAL RESOURCES/PALEONTOLOGICAL RESOURCES**

Impacts to cultural and paleontological resources would not be expected to occur because the filling and dredging associated with the development of the Park since the 1940's would have already disturbed any cultural or paleontological resources.

#### **K. GROWTH INDUCEMENT**

The proposed Master Plan Update would allow for the expansion of recreational facilities and certain commercial facilities at Mission Bay Park. Activities proposed in the proposed Master Plan Update would be implemented throughout the next 20 years. The proposed increase in recreational and commercial facilities would be necessary to respond to existing and anticipated

demands made on Mission Bay Park. Implementation of the proposed Master Plan Update would not foster additional population growth, either directly or indirectly.

The provision of uncongested, safe circulation and adequate and convenient parking are identified as key elements in maintaining Mission Bay Park as one of San Diego's preferred recreation destinations. As discussed in Section 4.D, Circulation/Traffic/Public Access, of this EIR, the proposed Master Plan Update includes measures to correct existing park-related circulation and parking deficiencies. In addition, it includes measures that would provide the circulation and parking infrastructure necessary to support the proposed Master Plan Update's land use recommendations. These circulation improvements include only those that would be required to facilitate circulation and parking for Park users at Mission Bay Park and not for through traffic. Therefore, approval of the proposed Master Plan Update would not be growth inducing.

#### L. CUMULATIVE IMPACTS

The City has identified a number of Capital Improvement Projects (CIP) for Mission Bay Park. These CIP projects and proposed/planned Mission Bay lessees capital projects, both future and recently completed, include those shown on the following pages.

All known proposed projects within the Park were considered in the preparation of the proposed Master Plan Update. Therefore, there would be no significant cumulative impacts because all foreseeable projects are addressed as direct impacts of the proposed Master Plan Update or as impacts of one of the alternatives.

**Capital Improvement Projects**Facilities

Bonita Cove and S.W. Vacation Isle Parking Lot Lighting	Santa Clara Point Boat Launching Ramp
Hospitality Point Picnic Shelter	Santa Clara Point Small Children's Play Area
Mission Bay Boat Launching Ramp	Ski Beach Comfort Station
Mission Bay Harbor Patrol Dock and Guest Dock	South Crown Point Walkway
Mission Bay Restrooms, Phase I (Ventura Point, DeAnza Cove and Crown Point Shores)	South Shores Phase II
Northern Wildlife Preserve Sidewalks	Tecolote Shores Parking Lot
Sail Bay Phase IV (Bridge)	Tecolote Shores Disabled Children's Play Area
	West Mission Bay Drive Sidewalk

Shoreline Reclamation and Environmental Enhancement

East Ski Island - Site 24	Ingraham Street (South Bridge Crossing) - Site 23
Mission Bay Channel Shoals	Santa Clara Point (North Shore ) - Site 11
Mariner Point - Site 3	Vacation Isle (Northeast Point) - Site 21
Mission Point - Site 1	Bahia Point (East and North) - Site 7
Ventura Point - Site 4	Visitor Center - Site 33
Ventura Cove - Site 5	Riviera Shores - Site 13
North Cove - Site 19	DeAnza Boat Ramp (North)

Natural Resource Management

Land Use Buffers	Northern Wildlife Preserve Buoys
Fiesta Island Sand Stockpiling	Northern Wildlife Preserve Fence Replacement
Northern Wildlife Preserve Dredging	Northern Wildlife Preserve Viewing Platforms
Rose Creek Dredging	Native Vegetation Landscaping
"Preserve" Development	Research Project Approval
Sludge Bed Habitat Restoration	Nature Center Complex
NWP Expansion	Native Plant Erosion Stabilization
North Fiesta Island and Stony Point Nesting Site Expansion	

### Mission Bay Lessees Capital Projects

Bahia Hotel - 158 room expansion with restaurant, banquet facilities and 698 car parking garage and additional slips

Dana Inn - 152 room expansion with dining/meeting rooms, lobby and parking, rehabilitation of entire property

Hilton - Rehabilitation of entire property

Marina Village - Hotel  
Conference Center Expansion

Mission Bay Yacht Club - New Dock - 27 to 30 slips

DeAnza - 3 Hotels, Retail - Resort

San Diego Princess -  
Addition of 58 slips

Sea World - Parking lot addition and realignment of entry drive

## VII. ALTERNATIVES

The State CEQA Guidelines require the evaluation of "a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project" (Section 15126(d)). The Guidelines indicate that the discussion of alternatives should focus on "alternatives capable of eliminating any significant adverse impacts or reducing them to below a level of significance."

The fundamental goal of the proposed Master Plan Update is to "chart a course for the continuing development of Mission Bay Park that sustains the diversity and quality of recreation, and protects and enhances aquatic wildlife for future generations." The following alternatives were addressed to examine the potential for increased natural resource enhancement and increased active recreational pursuits. In addition, alternatives considered in development of the project, but rejected from further consideration, are summarized.

Three alternatives to the proposed Master Plan Update are considered in this EIR. They are as follows:

- No Project Alternative
- Northern Habitat Restoration Project Alternative
- Active Recreational Park Project Alternative

Table 7-1 compares existing Park land uses with future Park land uses under the proposed Master Plan Update, the No Project alternative, the Northern Habitat Restoration Project alternative, and the Active Recreational Park Project alternative.

### A. NO PROJECT ALTERNATIVE

The No Project alternative is defined as the development of the Park as described in existing planning documents, and the continued management of Mission Bay Park under the existing land use plans (e.g., existing *Master Plan* (1978) and *Natural Resources Management Plan* (1990)). Without implementation of the proposed Master Plan Update, the Park would continue to be a fragmented, inefficiently used recreational resource (Figure 7-1). A 50 percent increase in developed regional parkland would not be provided. The sludge beds would be converted to marshes, rather than Regional parkland, the areas of Fiesta Island that would be turfed and improved under the Master Plan Update would remain in a natural state under the No Project Alternative. The De Anza SSA likely would develop as a mixture of regional parkland and commercial lease area, but it is hard to predict exactly what would occur at this site. The South Shore area would develop according to the South Shores Master Plan. Existing land and water use patterns and conflicts within the Park would be maintained, and

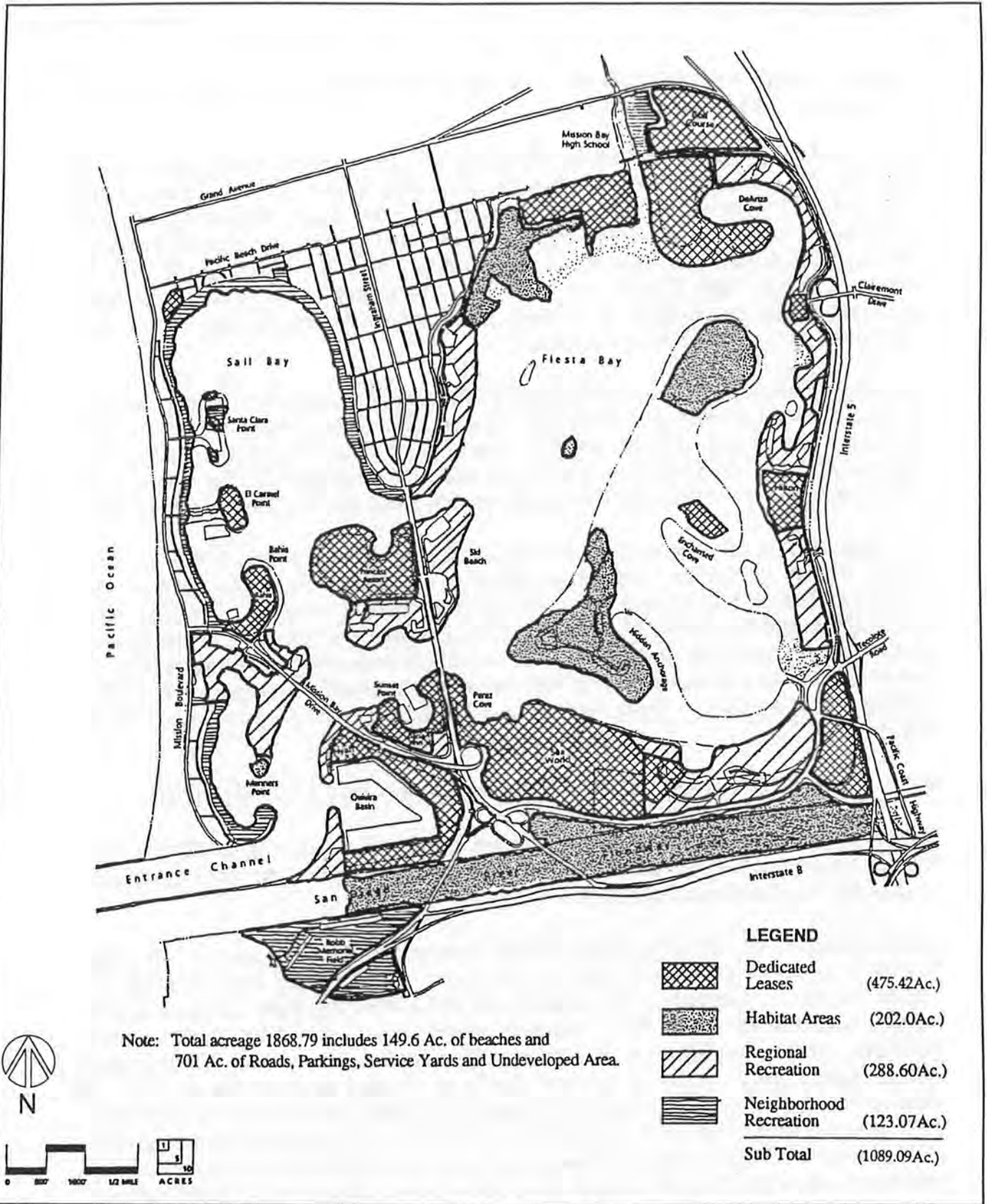
TABLE 7-1

Comparison of Park Land Uses for Existing Conditions, the Proposed Master Plan Update, the No Project Alternative, the Northern Habitat Restoration Project Alternative, and the Active Recreational Park Project Alternative

Recreational Land Use Type	Existing Conditions	Proposed Master Plan Update	No Project Alternative	Northern Habitat Restoration Project Alternative	Active Recreational Park Project Alternative
Regional Parkland	247	359	289	359	505
Neighborhood Parkland	119	123	123	123	119
Dedicated Land Lease Areas	404	388 to 422 <sup>(1)</sup>	475	398	468
Percent of Land Area	21.4%	20.8% to 22.6%	25.4%	21.0%	25.0%
Habitat	106	467 - 502 <sup>(1)</sup>	202	526	290
Beaches	150	168	150	150	168
Undeveloped Parkland, Roads, and Other Land	<u>862</u>	<u>329</u>	<u>701</u>	<u>337</u>	<u>321</u>
Subtotal Land Area	1,888	1,869	1,869	1,893	1,871
Water Area	<u>2,359</u>	<u>2,377</u>	<u>2,377</u>	<u>2,353</u>	<u>2,375</u>
TOTAL	4,246	4,246	4,246	4,246	4,246

Note: (1) This range is based on the low and high intensity development options for the De Anza Special Study Area.

Source: Wallace Roberts & Todd, October 1993.



SOURCE:  
Wallace Roberts & Todd,  
January 1994.

Mission Bay Park Master Plan Update

No Project Alternatives

FIGURE

7-1



conflicts associated with the use of Crown Point Shores for regional-oriented recreational uses would remain.

Management of the Bay's natural resources would continue under the *Natural Resource Management Plan*. Natural resource sites would remain scattered and incontiguous within the Park, often located in areas with conflicting adjacent recreational uses (i.e. potential impacts to planned coastal salt marsh areas on Fiesta Island caused by wakes and noise associated with water skiing and PWC in Pacific Passage and Hidden Anchorage). Potential water quality benefits associated with the creation of wetlands at the mouth of Rose Canyon Creek and Tecolote Creek would not be attained.

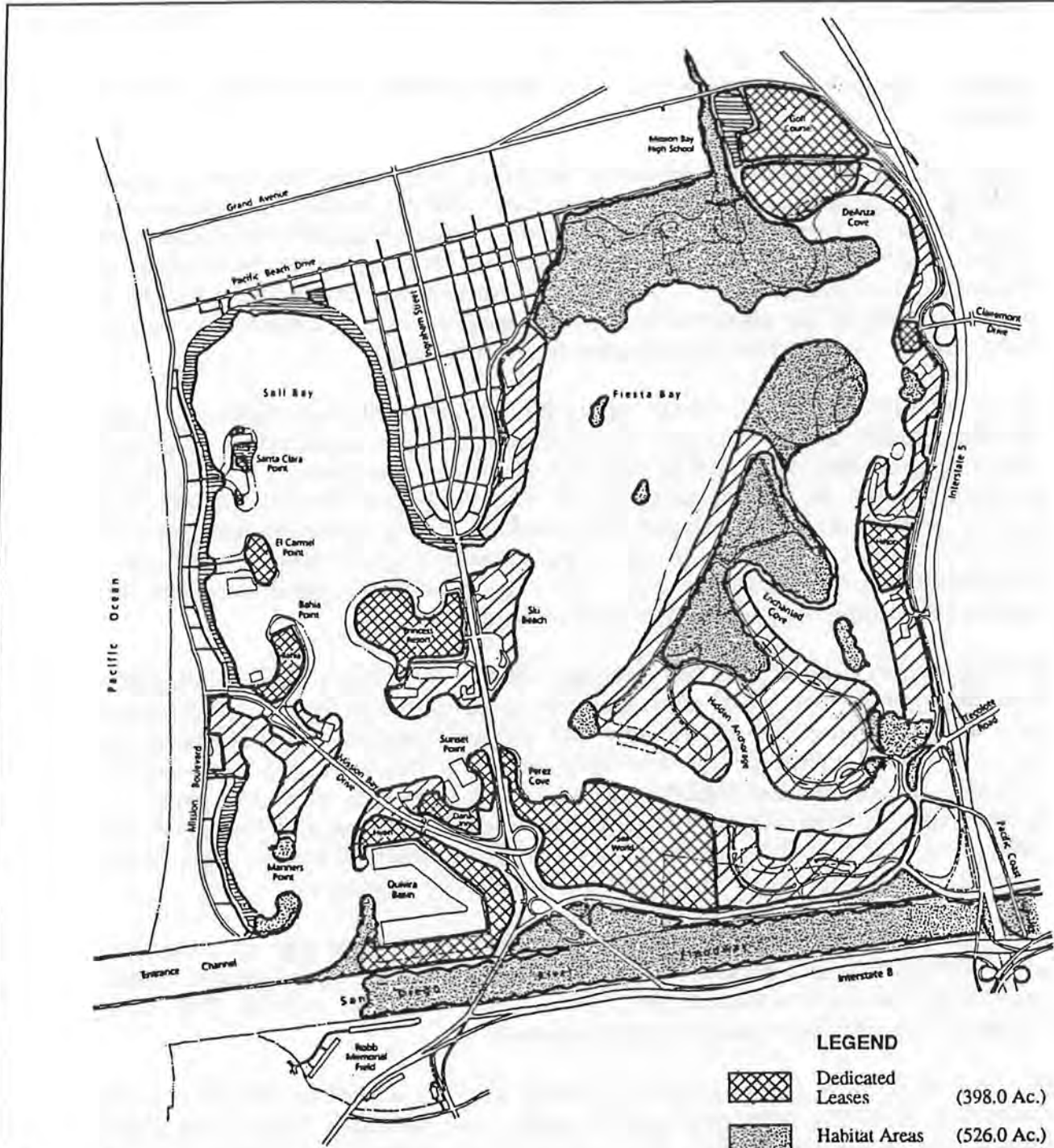
Existing public safety impacts associated with congestion and the existing patterns of incompatible recreational activities on land and water would continue. The De Anza boat ramp would remain operative. Thus, navigational hazards associated with congestion at the north end of North Pacific Passage would remain as issue. These would be significant effects of the No Project Alternative.

A continuous pedestrian/bicycle path would not be provided around the Bay and public access to the Bay would continue to be limited in areas such as the De Anza Harbor Resort and the sludge drying beds. Predicted peak parking demands would be unmet by about 5,000 spaces as Park use rises in the future, and necessary roadway improvements would not occur (e.g., the intersection of Sea World Drive and East Mission Bay Drive would continue to operate at LOS F during peak season). These would be significant effects of the No Project Alternative.

## **B. NORTHERN HABITAT RESTORATION PROJECT ALTERNATIVE**





The Northern Habitat Restoration Project Alternative, shown in Figure 7-2, would maximize habitat enhancement throughout the Park, focused primarily within the northeastern quadrant.

Implementation of this alternative would involve the development of 309 acres (number includes existing NWP) of salt-water marshes, the vast majority of which would be located in the vicinity of the NWP, the Rose Canyon Creek outfall, and the De Anza SSA. Smaller marsh areas would be placed at the Tecolote Creek outfall and on Pacific Passage south of the Visitor and Information Center. Three sand bars would be created in north Fiesta Bay. A total of 26 acres of potential additional least tern nesting area would be provided. This alternative represents a substantial increase in the provision of marsh area at the mouth of Rose Canyon Creek and would substantially increase habitat within the Park for California least tern, light-footed clapper rails, and Belding's savannah sparrows. The provision of additional salt-water marsh area would maximize the potential benefit of these marsh areas to improve the Bay's water



Note: Total acreage 1892.72 includes 149.6 Ac. of beaches and 337.45 Ac. of Roads, Parkings, Service Yards and Undeveloped Area.



LEGEND	
	Dedicated Leases (398.0 Ac.)
	Habitat Areas (526.0 Ac.)
	Regional Recreation (358.60 Ac.)
	Neighborhood Recreation (123.07 Ac.)
<b>Sub Total (1405.67Ac.)</b>	

SOURCE:  
Wallace Roberts & Todd,  
October 1993.

Mission Bay Park Master Plan Update  
Northern Habitat Restoration  
Project Alternative

FIGURE  
7-2

quality. Open water areas would be filled to provide much of the additional habitat.

While enhancing passive recreational activities, this alternative would reduce existing opportunities for active recreational pursuits within the northeastern quadrant of the Park. No landing would be allowed on preserve or marsh areas without special permission. Campland's current location would be dredged for the creation of marsh area. Overnight recreational vehicle facilities would be provided north of the proposed marsh area, east of the Rose Canyon Creek inlet. These facilities would have direct access to De Anza Cove.

The northern half of Fiesta Island would be used primarily for existing least tern nesting habitat, salt pan habitat, and additional native landscaping to include maritime succulent scrub and coastal sage scrub. Limited human activity would be allowed, not to include camping, to encourage the development of high quality habitat areas. The existing youth boating facility would be retained at its current location. Neither an open beach area for recreational use nor a pedestrian/bicycle circulation path would be provided around the least tern nesting site on the northern end of Fiesta Island.

Habitat area associated with the Northern Habitat Restoration Project alternative would be increased by up to approximately 13 percent over the proposed project. This would enhance the opportunity for passive recreational activities at the Park. Locating increased habitat areas on Fiesta Island would result in this necessity to provide for regional recreation areas elsewhere in the park (i.e., Crown Point Shores). Six acres of commercial lease area would be lost under this alternative, less than 1.5 percent of the existing commercial leases. This would not be a substantial change and impacts would not be significant.

The increased marsh area adjacent to the NWP would increase the beneficial water quality effects associated with the proposed Master Plan Update. Traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive would still be significant during peak weekends.

Potential impacts to public safety and public services would be similar to those associated with the proposed project except that potential impacts to police services would be reduced by providing fewer overnight guest rooms within the Park, particularly in the northeastern part of the Bay. This alternative would not provide the beneficial impacts to circulation/traffic/public access associated with removing regional recreational activities from Crown Point Shores (proposed project), but would reduce traffic impacts at the intersection of Sea World Drive and East Mission Bay Drive by reducing recreational uses on Fiesta Island, as compared to the proposed project.

### C. ACTIVE RECREATIONAL PARK PROJECT ALTERNATIVE

The Active Recreational Park Project alternative, shown in Figure 7-3, would arrange land uses so as to maximize public enjoyment of the water. New parkland areas would be developed in the southeast quadrant of the Park. This alternative would provide 90 acres of regional parkland on Fiesta Island, and 20 acres on South Shores. This would represent an increase of approximately 41 percent in regional parkland over the proposed project.

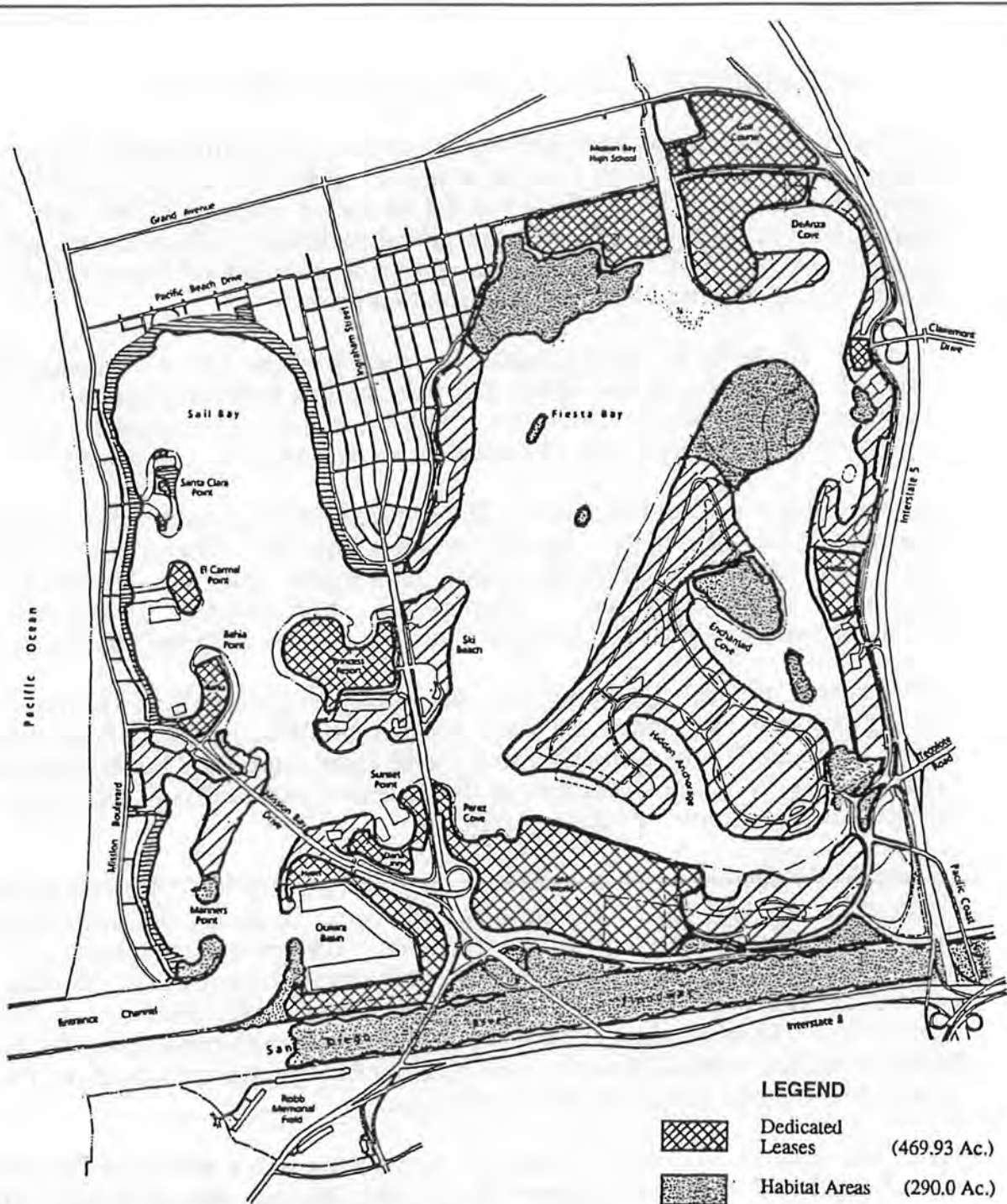
As shown in Table 7-1, while enhancing the provision of active recreational parkland, this alternative would result in a decrease of between 212 and 177 acres of habitat area as compared with the proposed project. Commercial lease area would be increased by between 130 and 45 acres over the proposed project.

Commercial leases would account for 25 percent of the dedicated land area in the Park under this alternative, the maximum allowable. Crown Point Shores would continue to be utilized for regional recreational activities. Therefore, this alternative would represent a decrease of approximately 10 percent in neighborhood recreation area compared with the proposed Master Plan Update.

Only limited "natural" recreation areas would be provided on Fiesta Island. The existing Over-the-Line and youth camp facilities would be retained. Fiesta Island would accommodate two catered-group picnic areas, supported by eight acres of turfed playfields. Implementation of the proposed Master Plan Update would not provide any additional turfed playfields.

Overnight RV facilities would remain at their current location, just west of Rose Canyon Creek. The De Anza Harbor Resort could be developed according to future private proposals. It is assumed that development of a hotel at this location would be at a higher land use intensity than currently exists, resulting in additional traffic at the North Mission Bay Drive/East Mission Bay Drive intersection. However, the anticipated increase in inbound/outbound peak hour traffic associated with a 500 room resort hotel (at full occupancy) would not result in significant traffic impacts to this intersection.





This alternative likely would increase the demand for police services in the Park, as compared to the proposed Master Plan Update, because more overnight guest facilities and parking areas would be provided within the Park. No additional salt-water marsh areas would be created within the northeast quadrant of the Park. However, five acres would be created at North Pacific Passage, and 12 acres at the mouth of Techolote Creek. On-shore eelgrass would be kept off of Santa Clara Point, El Carmel Point, and the northern side of Vacation Isle. The existing least tern nesting site at Stony Point would be relocated. Stony Point would potentially be relocated between Ingrahm Street and West Mission Bay Drive in the South Shores area. Section 4.C fully describes the USFW designated least tern breeding area relocation requirements. The least tern nesting site on the



Note: Total acreage 1870.74 includes 167.70 Ac. of beaches and 321.24 Ac. of Roads, Parkings, Service Yards and Undeveloped Area.



**LEGEND**

	Dedicated Leases	(469.93 Ac.)
	Habitat Areas	(290.0 Ac.)
	Regional Recreation	(502.80 Ac.)
	Neighborhood Recreation	(119.07Ac.)
	<b>Sub Total</b>	<b>(1381.8Ac.)</b>

SOURCE:  
Wallace Roberts & Todd,  
October 1993.

Mission Bay Park Master Plan Update  
**Active Recreational Park  
Project Alternative**

**FIGURE  
7-3**

northern tip of Fiesta Island would be maintained, as would FAA Island, Mariner's Point, the cloverleaf, and South Shores. Overall potential benefits to biological resources would be reduced in comparison to the proposed project. There would be a net increase in habitat areas compared to existing conditions, and provided all existing mitigation commitments are met, biological resource impacts would not be significant. This alternative would not be consistent with the NRMP. This would be a significant planned land use impact. Potential benefits to water quality associated with the creation of additional salt-water marsh areas would not occur.

Although the planned closure of the De Anza boat ramp would occur, PWC activity would continue at De Anza Cove. Therefore, potential impacts to public safety would be greater than with implementation of the proposed project. Potential impacts to public services would be similar to those associated with the proposed project. This alternative would not provide the beneficial effects associated with the removal of recreational facilities from Crown Point Shores, and because of the additional parkland on Fiesta Island, would increase traffic congestion at the intersection of Sea world Drive and East Mission Bay Drive, as compared to the proposed Master Plan Update.

#### **D. ALTERNATIVES CONSIDERED BUT REJECTED**

Following an initial evaluation of the environmental issues concerning Mission Bay Park, it became apparent that the redevelopment of the northeast quadrant of the Park into a combined wetland/wildlife/natural landscape would achieve a number of essential objectives. However, development of the northeast quadrant of the Park as a habitat enhancement zone would pose a conflict with Campland and with the optional development of the De Anza Harbor Resort into a guest housing facility. To minimize this conflict, several options were evaluated. The following options were developed and considered by the public during a full-day public workshop held on February 29, 1992.

Option A: Transfer of the resort site to the south end of Fiesta Island (existing sludge bed area).

While this option would allow for the enhancement of marsh area in the northeast quadrant of the Park, public opinion is against locating intensive development on Fiesta Island.

Option B: Transfer of the resort site to Fiesta Island; relocation of Campland to the east side of Rose Creek. The existing Campland area would revert to marshlands, per the NRMP.

As with option A, public opinion does not support locating intensive development on Fiesta Island.

Option C Relocation of Campland to Fiesta Island; accommodation of the resort site at De Anza Cove.

Fiesta Island would display a large area of RV's at its center, in prominent view of other areas of the Park. The RV park would not be consistent with the goal of providing a more natural and open environment for regional recreational use on Fiesta Island.

Option D: Placement of both the resort site and Campland on Fiesta Island.

For reasons discussed under Option A and Option C, this would not be a practicable option.

Option E: Placement of both the resort site and Campland in the Park's Northeast quadrant (See Active Recreational Park Project alternative).

Option F: Removal of both Campland and the resort site from the Park.

This option would eliminate overnight RV camping from Mission Bay. RV facilities are viewed as essential to the Park, as they provide access to the Bay to a sector of the population that cannot afford hotel accommodations, and/or prefer the comfort and flexibility of a motor home.

These alternatives were rejected from further consideration because of the reasons stated above, and because they did not achieve the desired balance between active and natural resource-based recreation. Option E is addressed in the previously discussed Active Recreational Park Project alternative.

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## X. CERTIFICATION PAGE

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