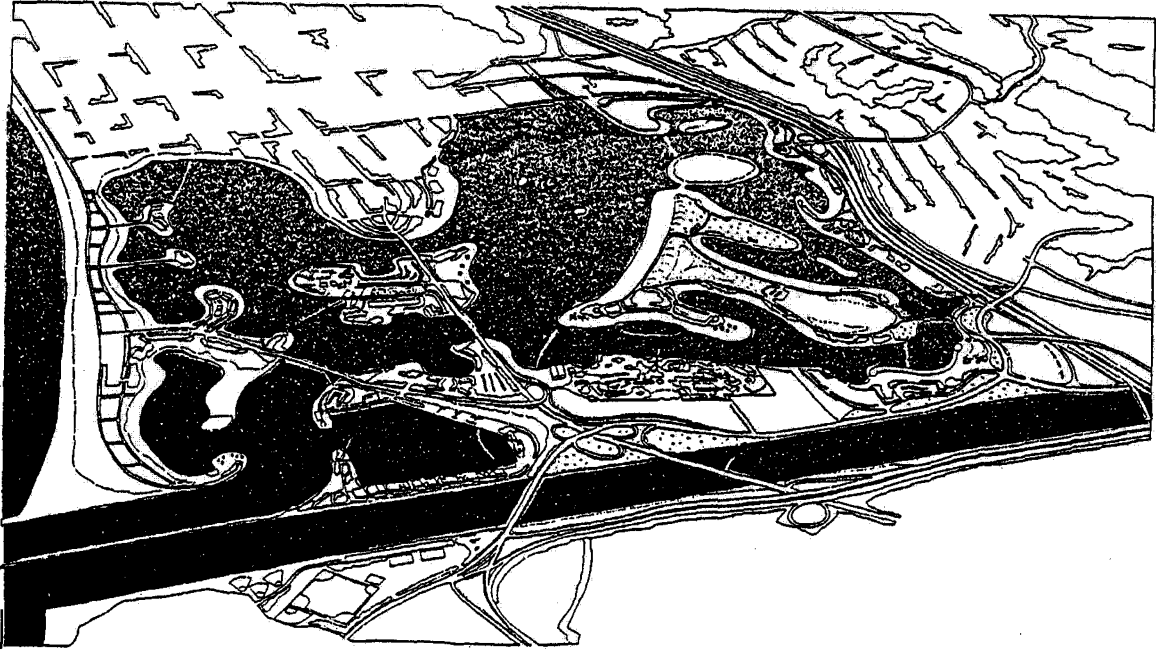


# MISSION BAY PARK MASTER PLAN



**City of San Diego**  
Adopted August 2, 1994

**Amended:**  
**August 1, 1995**  
**May 13, 1997**  
**July 9, 2002**  
**November 21, 2021**

Executive Summary

## **I. EXECUTIVE SUMMARY**

No changes to discussion

### **KEY RECOMMENDATIONS**

#### **ii. Water Quality**

- Incorporate Low Impact Development (LID) practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff and encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

#### **ii. Regional Recreation**

The turf and beach areas along the Park's shorelines support the most intensive public recreational activity in Mission Bay. These areas draw users from throughout the San Diego region. With the County's population on the rise, the capacity of the Park to accommodate this activity must be commensurately increased.

- Fiesta Island includes over 300 acres of open parkland and public recreational uses to serve the broader public, including regional visitors. For specific land use and recreational types refer to recommendations within the South Shore & Fiesta Island Chapter and see Figure 32 – Fiesta Island Concept Plan. Another 40 acres are proposed in South Shores.
- Group picnic facilities are included throughout the Park in close proximity to improved regional recreation areas. Existing group picnic events are to be phased out from Crown Point Shores and be transferred to South Shores and Fiesta Island once these areas are developed.
- League sports are proposed to remain in Robb Field and the Pacific Beach Athletic Fields. No additional areas for "league-play" are proposed, except for the potential use of the Ski Club lease area, which will be relocated to the new South Shores embayment.

#### **iii. Tourist Attractions**

No changes

#### **iv. "Natural" Recreation Areas**

The rise of environmental awareness in recent decades has been paralleled by an increase in the desire for more natural recreation venues. The telephone survey conducted as part of the Master Plan ~~Update~~ revealed that a majority of San Diego residents would like to experience parts of Mission Bay in a more natural condition.

- Delineated least tern, upland and wetland habitat areas are identified on Fiesta Island. These areas are generally surrounded by an interconnected “natural” recreation area consisting of beach, coastal landscape vegetation, and gently rolling topography with multi-use paths and hiking trails. See the Fiesta Island Concept Map - Figure 32.
- The wetland areas proposed at the Rose Creek outfall would provide a natural setting for bird-watching, kayaking, rowing and canoeing.

Executive Summary

**v. Wildlife Habitats**

In response to an extraordinary level of public demand for preservation and enhancement of natural resources, this Plan includes a number of proposals aimed at improving the Park's wildlife habitats. (These same areas are also planned to pro- actively respond to future state and federal requirements for habitat mitigation).

- An 80-acre saltwater marsh is proposed west of Rose Creek adjacent to the existing Northern Wildlife Preserve. This recommendation requires the relocation of the Recreational Vehicle Park (Campland on the Bay), possibly to the east side of the Creek as a potential use in the proposed De Anza Special Study Area. Smaller marshes are also proposed at the outfall of Tecolote Creek and in North Pacific Passage.
- Eelgrass beds are proposed in Fiesta Bay. These result from the dredging of East Ski Island, which allows a desired shortening of the Thunderboats event, and the implementation of a channel across the Island's north end, which enhances the viability of the existing Least Tern preserve in the northern peninsula.
- Eelgrass beds will be located within an embayment in the south shore of Fiesta Island facing Sea World. The embayment would provide tranquil, south- facing waters for wading adjacent to new regional parkland. Should additional eelgrass beds be needed for mitigation purposes, this embayment could be doubled in size.

**vi Water Recreation**

No changes

**vii. Access and Circulation**

No changes

**viii Aesthetics and Design**

No changes

**ix. Capital Costs and Funding**

No changes

**LOCAL COASTAL PROGRAM**

**Introduction**

No changes

**Public Access**

No changes

**Recreational and Visitor Servicing Facilities**

No changes

**Community Park and Recreation Areas**

The Master Plan provides for regional-serving recreation areas which include areas for turf and adjoining beach area. This parkland includes areas of Fiesta Island and South Shores. See Fiesta Island Concept Map – Figure 32 for a distribution of uses.

These areas are optimally served by public transit facilities and by regional roadways, helping to minimize vehicular congestion in the Park and on surrounding city streets. Playgrounds, fields for informal sports, picnic grounds, and a sand area for the Over-the-Line Tournament are part of the recreation development.

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**Provisions for Low-Income and Moderate Income Housing**

No changes

**Preservation of Water, Marine and Biological Resources**

The Master Plan incorporates a comprehensive water quality improvement program for Mission Bay, including the creation of nearly 100 acres of salt marshes, 80 of them at the mouth of Rose Creek to help trap contaminants before they enter the Bay's main water bodies. Most of the new marshes will be located either contiguous or in close proximity to the Northern Wildlife Preserve, which under the Plan is retained in its present configuration. Specifically, within Fiesta Island, eelgrass beds are located along the southern shore as shown on the Fiesta Island Concept Map – Figure 32. The marsh and eelgrass areas will help enhance the Bay's marine and biological resources by augmenting the availability of habitat for shore birds and invertebrate populations, and by helping improve the Bay's overall water quality.

Under the Plan, existing Least Tern preserves are proposed to be retained and/or relocated to alternate sites once such sites are proven, by breeding terns, to be demonstrably suitable. The Plan also proposes extensive areas of coastal landscape containing coastal sage scrub, maritime scrub, and dune plant communities. This coastal landscape is envisioned within Fiesta Island.

**Beach and Coastal Bluff Preservation**

No changes

**Impact of Buildout on Coastal Access**

No changes

**Visual Resources**

No Changes

**Public Works**

No changes

**Executive Summary Figures:**

**Figure 1- “Parks within a Park**

No change

**Figure 2 - Land Use**

Figure amended

**Figure 3 - “Natural” Recreation Areas**

Updated figure

**Figure 4 - Key Environmental Recommendations**

Updated figure

**Figure 5 - Water Access**

Figure amended

**Figure 6 - Proposed Roadway System**

Figure amended

Land Use

## II. INTRODUCTION

No changes

### Introduction Figure

#### **Figure 7 – Historical Development**

No change

## III. PLANNING APPROACH

### "PARKS WITHIN A PARK"

No change

#### *Recommendations*

1. **"Park Regions":** No change

2. **Recreation Orientations:** In viewing the broad types of recreation available in Mission Bay Park, four basic orientations emerge: regional, neighborhood, commercial, and habitat.

**Regional-oriented** recreation refers to regional active open space and parkland activities such as group picnicking, bicycling, and attendance of special events, such as the Over-the-Line tournament.

**Neighborhood-oriented** recreation refers to more local recreation, including facilities like game courts and children's play areas.

**Commercial-oriented** recreation refers to resort hotels, Sea World, and other commercial operations, such as recreational vehicle 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.

Pedestrian and bicycle paths are common to all areas. These paths are viewed as the essential common thread that will bind the Park into a single recreational fabric.

3. **Distribution of Recreation Orientations:** As is described in orientations should be concentrated in the following areas:

**Regional:** Eastern South Shores, Bonita Cove, East Shores, East Vacation Isle, Crown Point Shores, and the central and southern portions of Fiesta Island.

**Neighborhood:** West Shore, Sail Bay, and Riviera Shores.

**Commercial:** Western South Shores, Northwest Vacation Isle, Dana and Quivira Basins, Bahia Point and northeast comer.

**Habitat:** Southern and Northern Wildlife Preserve areas, the central, northern, and southeastern portions of Fiesta Island, and Least Tern nesting sites.

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These categories and locations in no way restrict full use of all Park areas by the general public, in recognition that the entirety of Mission Bay Park is of regional, statewide, national, and even international significance.

Although termed differently, the "Parks Within a Park" concept is not a new approach to the planning and design of parks. In Boston's famous "Emerald Necklace," Frederick Law Olmsted created an integrated, connected series of distinctive recreational landscapes including wetlands and picturesque meadows and play areas. As one drives by these landscapes, different yet harmonious images of the city emerge. For Mission Bay Park, the "Parks Within a Park" concept can deliver a much needed sense of landscape and recreational coherence - and an essential efficiency of use.

Land Use

#### **IV. LAND USE**

No changes to introduction discussion

#### **AQUATIC ORIENTATION**

No changes

#### **REGIONAL PARKLAND**

Consisting of mostly sandy beaches backed by ornamental turf, vegetation, and support parking, the regional parkland areas of Mission Bay Park are the recipient of intensive, region-wide, land-based recreation. Picnicking, kite flying, frisbee tossing, informal sports, walking, jogging, bicycling, and skating are typical activities in the Park's regional parkland. In consideration of an anticipated 50 percent increase in the county's population over the next 20 or so years, an equivalent increase in the amount of regional parkland area has been targeted for the Park to meet future recreational demands.

Because of this projected regional growth, the City recognizes a need to improve the major undeveloped public areas of Mission Bay Park as the first priority under this plan. Open parkland and public recreational uses serve the broader public, including regional visitors. The City recognizes that public recreational improvements have not kept pace with intensification of commercial leaseholds. Planning for the provision of adequate open parkland and public recreational uses will be further addressed through various implementation strategies (e.g. Mission Bay Park Improvement Fund 10-Year Plan and the Capital Improvement Program.)

#### **Recommendations**

**7. Southeast Quadrant:** The southeast quadrant of the Park- namely, the southern end of Fiesta Island and South Shores – includes regional parkland, such as active recreation, natural recreation, and beach areas, where visitors can enjoy convenient access to and from the regional roadway network and planned transit facilities. This will facilitate access to the Park while minimizing internal vehicular circulation.

**8. Fiesta Island:** Fiesta Island enjoys unequalled exposure to the Bay waters and surrounding landscapes. Keep the island relatively undeveloped and connect “natural” recreation areas of the coastal landscape to the park through multi-use paths and hiking trails. Locate most of the park improvements within the southeastern subarea of the Island. Locate a new parking area near the end of Hidden Anchorage to provide access to the beach via a multi-use path and include a paved parking lot for visitors for the existing fenced off-leash dog area. Locate a public camping area in the southeastern subarea. Connect uses through multi-use paths and trails and maintain and expand natural habitat areas and the coastal landscape throughout the Island. Consider the effects of sea level rise, based on best available science and most recent flood maps, to identify design and siting that would reduce coastal and flood hazard risk and increase adaptive capacity of development within areas susceptible to flooding.

(No changes to Recommendations 9 and 10)

#### **"NATURAL" AREAS**

A distinctive feature of this Plan is the recognition of the desire by a growing segment of the population to recreate in less congested, more natural areas. "Natural" areas in the context of Mission Bay Park include open beach areas backed by coastal strand vegetation, upland areas vegetated by coastal sage scrub species, and wetland areas. In addition to providing a unique, more natural environment in which to recreate, this

Land Use

landscape can also provide substantial benefits to wildlife and serve mitigation purposes for other disturbed environments.

***Recommendations***

To maximize their recreational and biological functions, the "natural" areas of the Park are proposed in the northeast quadrant of the Park where they can benefit from optimum contiguity. In essence, the new development areas in the eastern half of the Park would progress from the most intensively used, ornamental and highly maintained landscape in South Shores, to the least intensively used, more natural and lowest maintained landscape by the Northern Wildlife Preserve.

**11. Central Fiesta Island:**

The Island's Central Subarea includes a mixture of regional and natural recreation. Retain the existing youth camping and aquatic center. Expand the open sand arena suitable for sand-based tournaments and integrate a trail system for hiking, biking and equestrian activities within the coastal landscape area containing upland coastal sage scrub and maritime scrub. Locate the kelp drying and sand maintenance and storage to the Central Subarea as it is an important infrastructure for beach maintenance throughout Mission Bay Park. These sand and kelp areas provide foraging for bird populations inhabiting the Northern preserve area. Design the kelp drying and sand management area to avoid impacting sensitive plant species and wetlands located in the Central Subarea to the greatest extent feasible, including reducing the size of the facility, and provide on-site mitigation for impacts that are unavoidable. The coastal landscape areas may be gently raised to afford enhanced views of the Bay and provide wind protection for the eastern portion of the Island. Prioritize the preservation of the natural dune habitat located in the Coastal Landscape area of the Central subarea where feasible.

**12. North Fiesta Island:**

The Island's north subarea is a controlled habitat preserve area for the California Least Tern. In addition to sandy areas, this area includes mudflats, lower, mid and upper salt marsh and expanded wetland habitat. The existing mile-long paved roadway located around the perimeter of the subarea will be removed except for an approximately 1,600-foot long segment on the east side, which shall be converted to solely pedestrian and bicycle use. The shortened roadway (to be regraded to drain inward, away from the coast, to promote wetland formation) shall be for bicycles and pedestrians, allowing the public to access the beach areas on the east side of the peninsula outside of the Least Tern breeding season. Gates provided at both the western and eastern entry points to the northern area. Maintain visibly permeable, fences with anti-perching features and interpretive signage around the Least Tern and salt marsh sites, with the interior space to be accessed only by authorized individuals. Public access shall be maintained to the roadway and eastern beach areas outside of the Least Tern breeding season, and the remainder of the north subarea shall be closed to public access year-round to protect the Least Tern and salt marsh sites. Dredge a channel across the Island along with bridges at the western and eastern roadway points to create new habitat areas and improve water circulation. The habitat improvements to the least tern nesting site and new wetlands shall be prioritized in the overall redevelopment of Fiesta Island and shall be completed prior to full redevelopment of the Southeast Subarea.

(No changes to Recommendations 13 and 14)

**DEDICATED LEASE AREAS**

- No changes

***Recommendations***

No changes to Recommendations 15-22 or 24



Land Use

**23. Primitive Camping:** Provide approximately 7 acres of public primitive camping and 22 acres of youth primitive camping on Fiesta Island to be operated by the City or as a commercial concession. The intent is to provide nature-oriented "primitive" tent camping sites removed from more intensive recreation areas. See Fiesta Island Concept Map – Figure 32 for lease locations.

**DE ANZA SPECIAL STUDY AREA**

No changes

*Recommendations*

No changes

**RECREATION VEHICLES**

No changes

*Recommendations*

No changes

**ACTIVE RECREATION**

There are currently a variety of land-based active recreational pursuits in Mission Bay Park, such as sand volleyball, Over-the-Line, walking, cycling, and in-line skating. Other groups, including soccer leagues, have also expressed an interest in the Park as a venue for league play.

*Recommendations*

**29. Sand Arena Sports:** Existing active sports which have a natural association with the waterfront setting, such as sand volleyball, and Over-the-Line, should continue to be accommodated in Mission Bay Park. Improve and expand the Fiesta Island sand arena serving these sports through the development of a sand volleyball area. Keep the sand arena within the Central Subarea of Fiesta Island, as it is important for the success of events to be within walking distance of the overnight special permit parking located along the western edge of the Island. Adjacent overflow parking is proposed within the southwest and southeast subareas of the Island. Viewing mounds are proposed on either side of the arena to enhance its function as a "world-class" spectator and tourist attraction.

**30. League Play:** (no changes)

**31. Open Play Areas:** This Plan does include flat, turf, open areas suitable for active play. Areas equivalent in size to a soccer field are proposed on East Vacation Isle (one field); South Shores (two fields); and the parkland active recreation area of Fiesta Island (See Fiesta Island Concept Map – Figure 32). These areas are available on a first-come, first-served basis to any group or public organization. Exception should be made to permitted picnic groups, which should be allowed to reserve such field areas as part of their permit. Partial regrading and the relocation of trees may be necessary in the East Vacation Isle site to create the open play area.

**32. Parking on Play Areas:** (no changes)

**OFF-PEAK PARK USE**

No changes

Land Use

***Recommendations***

No changes

**Land Use Figures:**

**Figure 8 - Aquatic Orientation**

Updated figure

**Figure 9 – Regional Parkland**

Figure amended with Option b

**Figure 10 - “Natural” Recreation Areas**

Updated figure

**Figure 11 – Dedicated Lease Areas**

Updated figure

**Figure 12 – Bahia Point Development Area**

No change

**Figure 13 – Sunset Point/Dana Landing Development Area**

No change

**Figure 14 – DeAnza Special Study Area**

No change

**Figure 15 – Recreational Vehicle Facilities**

Updated figure

**Figure 16 – Active Recreation**

Updated figure

Water Use

## V. WATER USE

(No changes to introduction discussion)

### MANAGEMENT STRATEGIES - TIME AND SPACE ALLOCATIONS

No changes

#### *Recommendations*

No changes

### WATER USE CAPACITY

No changes

#### *Recommendations*

No changes

### WATER ACCESS

No changes

#### *Recommendations*

No changes to recommendations 41 – 43 and 46

**44. Motorized and Non-motorized Personal Watercraft (PWC) Trailer Parking:** A dedicated PWC area is recommended at the east end of South Pacific Passage. Access to this water body, which under this Plan is expanded by about 8 acres, would be available from the South Shores ramp. Provide PWC vehicle/trailer parking on Fiesta Island primarily via roadside and beach parking along the shoreline offering close access to the water's edge.

Within the Southwestern Subarea of Fiesta Island, locate PWC vehicle parking at the northern end of Hidden Anchorage Cove.

**45. Beach Launching:** The Park should contain a variety of beach launching sites for board sailors, kayakers, canoeists and rowers. Board sailors in particular would benefit from a diversity of sites in order to capitalize on changing wind conditions. To this end, existing beach launching sites should be maintained, except where in conflict with specified natural habitat enhancement areas such as the northern area of Fiesta Island. Shoreline launching of motorboats, jet skis and catamarans is allowed around the Island, except for the Southwest Subarea.

Locate the parking lot within the Southwestern Subarea near Hidden Anchorage to further enhance the use and benefit of this wide water area for board sailing.

A controlled access and clear roadway improvement design should be implemented on Fiesta Island to allow beach-launching to continue while providing for water quality improvements. Gates and fences are proposed to limit access to the western half of the North Subarea year-round and limit access to the eastern half during the Least Tern breeding season.

### WET SLIPS AND ANCHORAGE

No changes

Water Use

**Recommendations**

No changes

**SPECIAL EVENTS**

There are a number of special water sport events held throughout the year in Mission Bay. The annual Thunderboats Race and the Crew Classic are the most significant. Both these events are held in Fiesta Bay, using Crown Point Shores and Vacation Isle, with Thunderboats additionally using Fiesta Island for spectators, parking and support facilities. The Thunderboats currently use a 2.5 mile course, but the race organizers have expressed a desire to change to a 2-mile course. The Crew Classic occurs in west Fiesta Bay from Crown Point Shores to Perez Cove.

**Recommendations**

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

**49. Fiesta Island Beach Parking:** Several hundred vehicles, RV's in particular, currently park along the beach in Fiesta Island to watch the Thunderboats and to shoreline launch motorized and non-motorized watercraft. To improve and enhance this practice, the one way loop road should extend southward along the Island's west shores towards Stony Point. However, RV's and other vehicles should park within a designated strip off the road, not on the beach proper. This will permit the Park's combined bicycle and pedestrian path to run uninterrupted along the beach, forward of the parking strip. With implementation of the proposed roadway design on Fiesta Island, drainage would run towards the inward of the Island and away from the beach to reduce potential contamination of the shore area and Bay waters. To limit beach parking and control traffic, additional parking areas are identified on the Island (see Parking and Circulation on Fiesta Island Figure 27).

Within the Southwestern Subarea of Fiesta Island, locate parking at the northern point of Hidden Anchorage.

**50. East Ski Island Dredging:** To eliminate a navigational hazard and to permit the Thunderboats to race on the shorter course, East Ski Island on Fiesta Bay should be dredged in accordance with the planned shoreline stabilization project. The dredged area should be contoured so as to promote the growth of eelgrass.

**WATER LEASES**

No change

**Recommendations**

No change (renumber Recommendations and change Table number to Table 2)

**SWIMMING**

No change

**Recommendations**

**53. Existing Swimming Areas:** Sail Bay, Crown Point Shores, De Anza Cove, Fiesta Island, Leisure Lagoon, Tecolote Shores, the west end of Enhanced Cove, Ventura Cove, and Bonita Cove should be

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maintained as posted and supervised public swimming areas. Under the De Anza Special Study Area, most of the Cove's north and west shore could potentially face a guest housing leasehold.

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

*(Note: no new supervised swim areas are proposed. Fiesta Island, facing South Pacific Passage along the Island's south shore will remain a fenced off leash dog area with an unsupervised beach.)*

- Fiesta Island, west shore. Though swimming can occur along the western shore, swimming is not encouraged. Strict monitoring and supervision is required to mitigate its proximity to motor craft in Fiesta Bay. Place buoys, markers, and signage in the water and on the beach defining the limits of the swimming area.
- West Vacation Isle, south shore. A small embayment already exists here. The addition of bouys, markers and signage would make the site suitable for swimming.

**SHORE TREATMENT**

No change

***Recommendations***

**55. Shoreline Modifications:** In the interest of enhancing the Bay's aquatic appeal, several modifications to the SSRP are proposed. These recommendations add about two-thirds of a mile of shoreline to the Bay, creating additional waterfront recreational opportunities, both passive and active. In all cases, geotechnical studies should be conducted to determine the engineering requirements and feasibility of the shoreline modifications.

- South Shores: (no change)
- Fiesta Island Channel: A limited dredge area creating a channel between Fiesta Bay and North Pacific Passage would support the creation of new habitat areas, allowing greater viability of existing habitat, and improving water circulation through the Island from Fiesta Bay to Northern Cove.
- Rose Creek Outfall: (no change)
- De Anza Channel and Cove: (no change)
- De Anza Special Study Area: (no change)

**56. Shoreline and Water Monitoring:** (No change)

**Water Use Figures:**

**Figure 17 – Water Use Allocation**

Updated figure to remove Fiesta Island land circulation (no changes to Water Use)

**Figure 18 – Water Access**

Figure amended

Water Use

**Figure 19 – Supervised Public Swimming**

Figure amended

**Figure 20 – Shoreline Treatment**

Updated figure to remove Fiesta Island land circulation (no changes to Shoreline Treatments)

**Figure 21 – Dredge & Fill Areas**

Updated figure to remove Fiesta Island land circulation and areas to be dredged along Fiesta Island.

## VI. ENVIRONMENT

Mission Bay Park is virtually a human-crafted aquatic structure satisfying a wide range of recreation demands. In shaping the Park to satisfy these demands, mostly through dredging, much of its biological and ecological health has been lost. The Northern Wildlife Preserve, a 31-acre wetland, constitutes the only natural remnant of what once was a 4,000-acre habitat serving the Pacific Flyway. Along with other areas of the Park devoted to wildlife, this marsh remains an important biological resource deserving protection and enhancement.

Natural habitats serve more than the interests of wildlife, however. As a water-oriented Park, hundreds of thousands of people go to the Bay to swim, sail, row, water-ski, or just enjoy the aquatic setting. As San Diego's urban area has expanded, the Bay waters have become increasingly polluted, at times causing the closure of some of its waters. Not surprisingly, county residents rate water quality as a key issue facing the future of Mission Bay Park. Clearly, an aggressive plan is necessary to redress the course of contamination. More broadly ...

...Mission Bay Park should be planned, designed, and managed for long-term environmental health. The highest water quality; sustained bio-diversity; ongoing education and research; and the reduction of traffic noise, and air pollution should all be priorities. The Park's natural resources should be conserved and enhanced not only to reflect environmental values, but also for aesthetic and recreational benefits.

Coastal zones are dynamic environments that have always been subjected to change due to land modifications, tides, waves, and storms. Climate change is projected to accelerate these changes, requiring a location specific response in land use planning and project design. Planning for climate change impacts, such as sea level rise, can reduce risk of costly hazards, support communities in thriving, protected coastal habitat, and maintain recreation resources.

The environmental attitudes that existed when the Park was first developed are no longer valid. Today's values demand a higher awareness of the potential impacts of development upon natural resources - and adequate action to protect and enhance them. The environmental element of the Master Plan Update is, in effect, a reflection of these new values.

### THE NATURAL RESOURCE MANAGEMENT PLAN

In anticipation of the need for a Bay-wide natural resource protection plan and the identification of mitigation opportunities and constraints to secure permit approvals for Park improvements requiring environmental mitigation, the City undertook, in 1988, a comprehensive review of the Park's biological resources. This led to the preparation of the Mission Bay Natural Resources Management Plan (NRMP), which was adopted and its EIR certified by City Council as meeting CEQA requirements in May of 1990.

Among key features of the NRMP was the dedication of the sludge beds in Fiesta Island as a 110-acre habitat area comprised of salt marsh, salt pan, and upland vegetation. An eelgrass embayment to function as a mitigation bank against future improvements was also included within the 110-acre site. These proposals were viewed as a "proactive" means to improve the Park's ecology and secure mitigation for the Park's planned and future improvements.

The NRMP is included under Appendix E. The proposals contained in this Master Plan Update differ from the NRMP in two significant ways:

- No mitigation/habitat areas are proposed in the southern peninsula of Fiesta Island, with the exception the Least Tern Habitat with a seasonal buffer and fencing between habitat and the fenced

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off leash dog area at Stony Point in the Southwestern Subarea of Fiesta Island. Rather, this Plan includes a substantial expansion of wetland areas immediately adjacent to the Northern Wildlife Preserve, along with a smaller wetland at the outfall of Tecolote Creek, and creation of a wetland in the North Subarea of Fiesta Island. In addition, the Plan includes four Habitat preserves throughout the Island and eelgrass beds are proposed along sections of the southern shore of Fiesta Island.

- Expansion of upland preserves are proposed 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 overall objective of maximizing the benefit of all habitat areas by placing such areas in as large and contiguous sites as possible. These and other Plan recommendations will supersede the NRMP.

**PUBLIC INTEREST AND CONCERN**

No changes

**IMPROVING THE PARK'S WATER QUALITY**

No changes

*Recommendations*

No changes

**Water Quality**

**a. Watershed Planning**

No changes

**b. Development**

No changes

**c. Hydromodification**

No changes except to renumber recommendations for 59-63 (new 57-61)

**62. Controlled Hydraulic Connections:** Poor flushing of the Bay waters exacerbates the problem of deteriorating water quality by holding contaminants in concentrated areas.

In order to improve the biological conditions and water quality, a hydraulic connection is proposed beneath the Fiesta Island main entry road surface. The entry roadway design will allow a limited hydrologic circulation connection between Enchanted Cove and South Pacific Passage. Water flow would be controlled between the Mean Higher High Water line and Mean Lower Low Water line with the use of one-way flap gates to prevent backflow to the south.

**63. New Tidal Channels:** As part of Dr. Dorman's study, opening channels through Fiesta Island and De Anza Cove was also evaluated. Tidal simulations conducted on a scaled model of the Park revealed that the Fiesta Island channel only marginally improved water circulation; the De Anza channel was more effective. The De Anza channel should therefore be pursued as part of the De Anza SSA redevelopment.

**64. Wetland Filtration:** (no change)



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**WETLAND HABITAT**

no changes

**Recommendations**

No changes except to renumber recommendations for 67; 68a-70 (new 65; 67a-69)

**66. Wetland Location:** Given their potential treatment value, new wetland areas should be placed where they can optimally perform a pollution filtration function: the outfalls of Rose and Tecolote Creeks, and other significant storm sewer outfalls, which is where the "first-flush" of pollutants would most likely enter the Bay.

Because Rose Creek drains the largest portion of the Park's watershed, most of the new wetland should be placed in the vicinity of its outfall. This location offers several additional major benefits:

- Places new wetlands in contiguity with the Northern Wildlife Preserve, which magnifies the combined waterfowl habitat value.
- Integrates proposed and existing upland and wetland habitats, enhancing their respective ecologies.
- Establishes integrated and distinctive "natural" recreation areas in the Park serving hikers, walkers, bird watchers, rowers and canoeists.

By removing the NRMP-planned wetland areas from Fiesta Island, about 70 acres of prime parkland became available for recreation once the sludge beds were abandoned. The Southwest Subarea now includes the Stony Point Least Tern Preserves and a Coastal Landscape area maintained as a fenced off-leash dog area and trails for natural recreation opportunities. Accordingly, the following wetland areas are proposed:

- Fiesta Island: The North Subarea (15+/- acres). This site includes expanded wetland habitats, open water, and mudflat habitat.
- Rose Creek outfall: 80+/- acres. This site requires the removal of Campland. Additionally, some wetlands creation may be required as part of the De Anza Special Study Area.
- Tecolote Creek outfall: 12+/- acres.
- Pacific Passage, south of the Visitor Center/(Cudahy Creek): 5+/- acres.

The configuration and ultimate area of these wetland areas should be derived from balancing mitigation, water quality, floor control, aquatic recreation, and safety values and needs. The wetland mitigation value should not be compromised by their design as water quality improvement facilities but be balanced to optimize both objectives.

**SUBMERGED (BENTHIC) HABITAT**

In the context of Mission Bay, submerged, or (benthic) habitat refers to plant, invertebrate and fish life associated with eelgrass and other microorganisms, which feed a host of invertebrates. The latter, in turn, support the Bay's fish communities such as the halibut. Fishing in the Park, therefore, is greatly dependent on the quantity and quality of eelgrass beds. As eelgrass dies and washes onto the beaches, it becomes a food source for other invertebrates, which in turn feed a population of shore birds.

Environment

**Recommendations**

Large areas of Mission Bay Park already exhibit healthy areas of eelgrass, while others, such as the planned South Shores embayment, are targeted for potential eelgrass mitigation.

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

- Southwest Subarea, Fiesta Island: 5+/-acres. The area along the southern shoreline near Stony Point is a location for eelgrass establishment. Should it prove necessary from a mitigation stand-point, this embayment could be enlarged to about 9 acres.

In addition, some beach areas of the Park should remain unswept, allowing dead eelgrass to be recycled by wildlife. Less frequented beaches should be targeted for "on-shore" eelgrass. Potential sites should include the northern part of Fiesta Island, south tip of Crown Point Shores, and the isthmuses to El Carmel and Santa Clara Points.

**UPLAND HABITATS**

Upland habitats include both preserve areas for the California Least Tern and native vegetation areas available for public use. Several sites are identified in the NRMP as Least Tern preserves. These sites, with the exceptions noted below, are to remain. Non-preserve upland areas are viewed as recreational coastal landscapes benefitting those who desire open space for strolling, hiking, bicycling, jogging or simply to enjoy wide views of the Bay.

**Recommendations**

In pursuit of the "Parks Within a Park" concept, most of the upland habitat areas are proposed in the northeast quadrant of the Park, particularly within Fiesta Island.

**71. Preserves:** The NRMP identifies four of the Least Tern preserves to remain: on the north shore of the San Diego River Channel near Sea World Drive, by the Ingraham Street "cloverleaf"; the tip of Mariner's Point; FAA Island in Fiesta Bay; and the northern peninsula (north end) of Fiesta Island.

This Plan proposes that Stony Point in Fiesta Island be preserved to provide Least Tern habitat but that the Cloverleaf site at the intersection of Sea World Drive and Ingraham Street be abandoned and replaced at other locations. Stony Point, which was a historic breeding area, though previously proposed to be abandoned to permit the full utilization of the Island's southern peninsula for regional recreation purposes is now intended to remain. NRMP recommended that the Cloverleaf site be released from a nesting site and be returned for park use, because it is surrounded by high traffic roads, is less than an acre in size, and is difficult to maintain and monitor. Proposed replacement sites include North Fiesta Island and area along the levee of the San Diego River floodway, west of Ingraham Street.

**72. Coastal Landscape Enhancement:** As described in more detail in the Land Use Section of this Plan, substantial new upland areas are proposed for recreation purposes. These areas would be vegetated primarily by beach strand and coastal sage scrub communities. In addition to their recreational value, these plant communities provide cover and forage for several wildlife species, adding to the overall biological vitality of the Park. Within Fiesta Island, areas designated as Coastal Landscape intended to buffer wetlands, habitat, and least tern preserves should be enhanced with appropriate vegetation native to southern California and compatible with the adjacent habitat and weeds shall be controlled to allow native plants to dominate the landscape. Plant native plants as part of habitat restoration or revegetation activities within disturbed areas. Consider using plants native to the area that would have been gathered

Environment

historically by members of the local Kumeyaay village to promote opportunities for educational engagement and public participation in historic preservation and enjoyment of cultural resources. Ensure that invasive plants are not included in any planting palette in coordination with Parks and Recreation biology staff.

**ENVIRONMENTAL EDUCATION AND RESEARCH**

No changes

*Recommendations*

No changes except renumbering recommendations

**Environment Figures:**

**Figure 22 – Wetland Habitat**

Updated figure

**Figure 23 – Benthic Habitat**

Updated figure

**Figure 24 – Upland Habitats**

Updated figure

**Figure 25 – Environmental Education**

Updated figure

## VII. ACCESS AND CIRCULATION

No changes to the introduction discussion

### LAND USE GUIDANCE

No changes

#### *Recommendations*

No changes except for renumbering recommendations

### PARKING DEMAND

No Changes

#### *Recommendations*

No changes except to renumber recommendations 79;80;82;83;85-89 (new 78;79;81;82;84-88)

(No changes except renumbering for remaining recommendations, Table 3 changes to Table 4)

**80. Special Events Parking Demand:** During the Over-the-Line tournament, close to 2,000 vehicles have been recorded on Fiesta Island. For purposes of the Master Plan, 2,000 spaces have been assumed as the minimum necessary to satisfy the Over-the-Line event. Improved public parking lots are planned in addition to the existing parking along the Park roadway edges and beach areas within Fiesta Island. See Figure 32, Fiesta Island Concept Plan, for a location of planned parking lots and special event parking on Fiesta Island. Locate overflow parking for special events at South Shores and ensure that event organizers provide special transit accommodations through a City provided permit, to move spectators and participants from the parking areas on South Shores to the events on Fiesta Island. An equal, although not overlapping, demand is assumed for the Thunderboat races.

### PARKING PROVISIONS

Since all of the new regional parkland is targeted for the southeast area of the Park, all of the additional parking needs should be met in South Shores and Fiesta Island. It is the intent of this Plan to maximize the utility of the land for recreation purposes. Therefore, the provision of new parking has been approached under the following criteria:

- New parking facilities should not occupy parkland within the primary waterfront zone (300 feet from the shore) as a means to meet peak demands.
- In the interest of safety and efficiency, parking provisions should promote reductions in vehicular circulation around the Park.
- Parking provisions should serve multiple needs, including those of persons with disabilities and recreational vehicles.

#### *Recommendations*

**83. Fiesta Island/South Shores Parking:** Figure 32, Fiesta Island Concept Plan Map, identifies areas for parking lots and special event parking on Fiesta Island. The provision of parking on Fiesta Island will consider City parking requirements and follow the standards set in the Mission Bay Master Plan Design Guidelines during the design of the park space.

Access and Circulation

**PUBLIC TRAM**

No changes

*Recommendations*

No changes to introduction

**88. Fiesta Island Routes A1 and A2:** (no changes)

**89. Routes B and C:** (no changes)

**90. Transit Interface:** As a third option, the tram service could be planned as a comprehensive system, looping around the Park through Pacific Beach with stops at the Morena/Linda Vista, the Tecolote Road; the Clairemont Drive; and/or the Balboa Avenue trolley stations. This type of service could be expanded in frequency and routes during peak days to bring people to Fiesta Island, Sea World, other Park destinations, and Mission Beach. While this option is valid from a transit perspective, its feasibility cannot be determined as part of this Master Plan; additional studies, therefore, are required.

Under all of the above options, the tram should run on the Park roads. Where the tram must run on Sea World Drive or other city streets, the provision of special, dedicated tram lanes should be considered.

**91. Commuter Use of the Overflow Parking:** (no changes)

**SPECIAL SIGNAGE AND INFORMATION**

No changes

*Recommendations*

No changes to recommendation except renumbering.

**ROADWAY IMPROVEMENTS**

As the portions of Fiesta Island and South Shores are more intensively developed, new roadway infrastructure will be necessary. In addition, roadway improvements will be necessary to mitigate the traffic flows on Sea World Drive, and to effectively and safely direct motorists to the overflow parking lot.

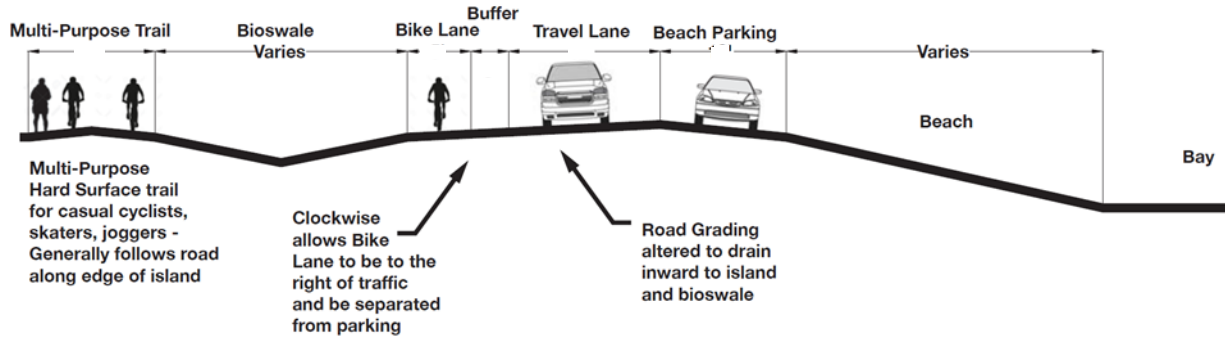
**Recommendations**

In an effort to comprehensively address the required traffic improvements, discussions were held jointly with Caltrans and the City's Engineering and Development Department. The recommendations described below meet, preliminarily, with their respective approvals. All traffic and roadway improvements as described in this regard should ultimately be designed to meet the requirements of the City Engineer and Fire Department.

**93. Overflow Parking Access:** (no changes)

**94. New Park Roads:** Fiesta Island Road is a one-way single lane loop road that circles around the perimeter of the Island and vehicles travel along the roadway in a counterclockwise direction. This existing road would be reconstructed such that the configuration would consist of four loops, vehicular circulation would be reversed to a clockwise direction, and the pitch of the road would slope towards the center of the Island (See Parking and Circulation on Fiesta Island Figure 27). The road would be designed to the satisfaction of the City of San Diego City Engineer. This includes consideration for emergency access, ADA requirements, lane widths, slopes, and bicycle treatments.

Access and Circulation



Note: This graphic is for conceptual purposes only. Further engineering study would be required prior to implementation.

In accordance with the Mission Bay Park Design Guidelines (Appendix G), the Park road should maintain a 300-foot clearance from the water's edge, except on selected areas as defined in the more detailed plan for Fiesta Island. To facilitate access to the various parking areas, as well as ensure a rapid response by fire and safety vehicles, the Park would be designed to accommodate these vehicles. In addition, the one-way roadway along the edge of Fiesta Island would be regraded to drain inward, away from the water and into a bioswale to improve water quality and lessen beach erosion. For additional details, refer to the mobility Recommendations 117 and 120 within the South Shore and Fiesta Island chapter of this Plan.

In South Shores, a park road separate from Sea World Drive should be implemented to the extent possible.

**95. Fiesta Island Causeway:** Because of the anticipated intensified use of the Island, the Island's causeway would be rebuilt as described in Recommendation #115.

(No changes except renumbering for remaining recommendations)

**BICYCLE AND PEDESTRIAN PATHS**

The Park's bicycle and pedestrian paths are among the Park's preferred and most used recreation facilities serving cyclists, in-line and roller skaters, skateboarders, strollers, wheel-chairs, joggers, and casual walkers. At present these paths are combined into a single 10-foot path, which during peak days proves to be inadequate to handle the traffic. The path is also interrupted in key parts around the Park, limiting the ability of Park users to safely and conveniently ride or walk around it. Accordingly, the Park's paths need to be widened, and extended throughout its waterfront.

**Recommendations**

**99 Combined Paths:** (no change)

**100. Fiesta Island Multi-Use Paths:** Fiesta Island includes a network of paved, multi-use paths. These paths are to support casual cyclists, roller skaters and skateboarders, runners and other users. The paved path would be accompanied by a soft shoulder on both sides for joggers and walkers. The multi-use paths would be designed consistent with the Mission Bay Park Design Guidelines. Refer to mobility Recommendations 119 and 120 within the South Shore and Fiesta Island chapter for more information.

**101. Fiesta Island Hiking and Walking Trails:** Fiesta Island is to include a network of soft surface hiking and walking trails for casual exploration of the natural areas of the island. These trails would be constructed of either compacted earth or stabilized decomposed granite consistent with trail policies and standards in the Consultants Guide to Parks.

Access and Circulation

**102. Key Linkage Improvements: (No changes except to add the following to the end of the current recommendation)** To improve connectivity, accessibility, bicycling conditions, and walkability to and from Fiesta Island, refer to mobility Recommendations 121 within the South Shore and Fiesta Island for more information.

**103. High-Speed Bicycle Path: (No changes)**

**104. Regional Linkages (No changes)**

**Access and Circulation Figures:**

**Figure 26 – Land Use Guidance**

No Change

**Figure 27 – Parking and Circulation on Fiesta Island**

Figure amended

**Figure 28 – Proposed Roadway System**

Figure amended

**Figure 29 – Overflow Parking Access and Circulation**

Updated figure

**Figure 30 – Pedestrian/Bicycle Path Improvements**

Figure amended

## VIII. SOUTH SHORES AND FIESTA ISLAND

Encompassing over 600 acres of land area, South Shores and Fiesta Island represent a significant part of the future of Mission Bay Park. One third of regional-oriented recreation, the largest naturally landscaped upland areas, major sport and cultural event venues, and the Park's parking and transportation hub will be located in these areas of the Park. Other, more contained facilities, will also be included, such as a boat ramp, potential commercial leases, a fenced off-leash free dog area, new swimming areas and primitive camping. As a goal...

*...South Shores should be 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. For its part, Fiesta Island should remain essentially open yet supportive of a diversity of regional-serving public land and low-key, for-profit recreation and natural enhancement functions.*

The key to meeting these goals is the dedication of the Island's southern peninsula, the current site of sewage treatment sludge beds, as a regional parkland area. This site enjoys unequalled access to clean Bay waters, outstanding Bay views, and is conveniently served by Park and regional roadways.

This area of the Island also faces South Shores, which achieves the concentration of regional parkland uses to the benefit of transit, public facilities, and commercial services.

Still, much of the success of South Shores and Fiesta Island will depend on more fine-grain design detail that captures the essence of the place and maximizes its recreation, commercial, and environmental potential. This Section describes in more detail the principal design criteria and recommendations that should guide the development of these areas of the Park towards this objective.

### SOUTH SHORES

No changes

#### Recommendations

No changes to recommendations except renumbering

### FIESTA ISLAND

As an open landscape, Fiesta Island should be the place where City residents and visitors alike find the ultimate refuge from urban congestion, noise and visual clutter. Fitting its namesake, the Island should also be a place for celebrations: of holidays, of sports, of sunshine, of nature, and most importantly, of the special meaning of the Bay - its aquatic empathy. To meet the specific objectives imposed on it, the Island's land use has been graded in intensity from highly developed parkland to the southeast to more natural and open areas to the north. This will allow visitors to sense coherence and order in the coastal landscape while preserving its environmental integrity.

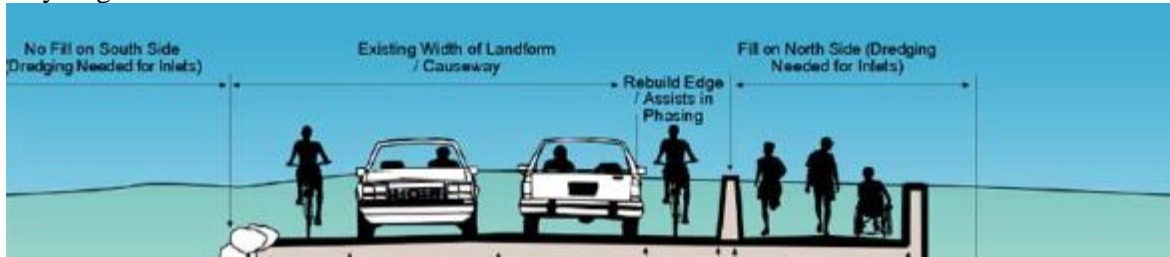
#### Recommendations

**115. Island Entry Causeway:** In accordance with the circulation objectives, - expand the Island's causeway by widening to better accommodate pedestrian and bicycle access to the Island and to provide a controlled hydraulic connection between the water bodies on the north and the south. Currently, pedestrians and bicyclists walk and ride along the two-way causeway that connects Fiesta Island to E. Mission Bay Drive. Construct a multi-use path along the north side of the causeway providing a separate space for pedestrians and bicyclists. This path would connect with the integrated system of paths and trails



Art in the Park

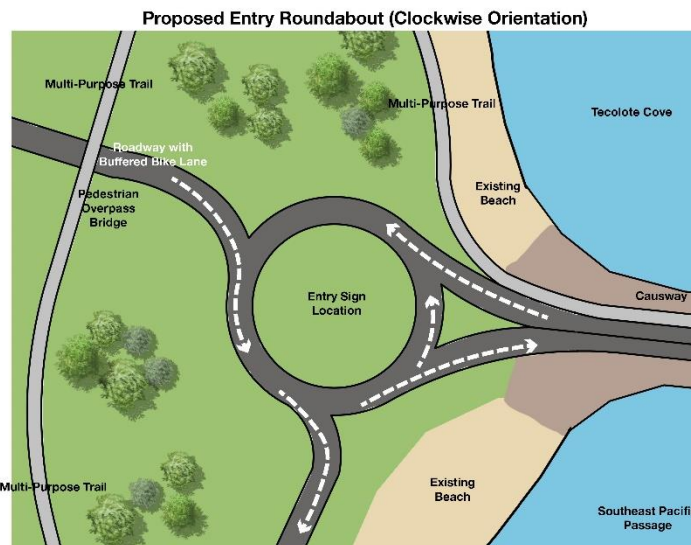
on Fiesta Island. In addition, new bicycle lanes on the causeway would connect with the bicycle lanes planned for the loop roads. The causeway would be designed to the satisfaction of the City of San Diego City Engineer.



Note: This graphic is for conceptual purposes only. Further engineering study would be required prior to implementation.

With the circulation reversed on the island, the inbound and outbound traffic must cross at the west end of the causeway. A roundabout is proposed at this location to maintain the flow of traffic while maintaining slow speeds and reducing conflicting movements. An alternative to the roundabout is controlling the outbound traffic with a stop sign. This may result in queues along the loop road, particularly during high volume special events and therefore is not preferred. Pedestrians and bicyclists would not interact with vehicles at this entry intersection west of the causeway.

The multi-use trail extends across the causeway and provides a separated walking/bicycling path. Pedestrians and bicyclists on the multi-use trail would crossover the entry road at the proposed overpass bridge. Bicycles who choose to ride along the road and interact with vehicles would enter the roundabout as shown by the white arrows of the roundabout figure. The roundabout would assist bicyclists into the buffered bicycle lanes that run along the transitioning one-way loop road around the island.



Note: This graphic is for conceptual purposes only. Further engineering study would be required prior to implementation.

Upon crossing the causeway, there will be views of the Island and Bay beyond. Coastal sage scrub and sand dune vegetation should be planted at both ends of the causeway to reinforce the coastal qualities of the Island, much like the "rustic" boundary reinforces the coastal qualities of the entire Park.

**116. Parkland, or “Islands within an Island”:** (replaces the original Recommendation 118) Consisting predominantly of undeveloped land with a mixture of coastal vegetation and sand, Fiesta Island is a significant land resource to be used for a wide variety of regional recreation activities.

Art in the Park

Fiesta Island will ultimately contain over 300 acres of open parkland and public recreational uses to serve the broader regional public. Recreation on Fiesta Island includes active recreation with turf, playgrounds, picnic facilities; a sand arena; coastal landscape natural recreation areas which include multi-use paths, hiking trails and a fenced off-leash dog area; beach recreation and other amenities as described below.

Fiesta Island has four distinct “island” subareas: North Subarea, Central Subarea, Southeast Subarea, and Southwest Subarea. Proposed uses within each subarea are as follows:

- **North Subarea.** This subarea is primarily comprised of preserved habitat with recreation limited to use of the beach area and perimeter. The existing berm surrounding the existing least tern nesting site will remain and wetland habitats will be expanded to include a mixture of mudflats, and lower, mid and upper salt marsh. Dredging is proposed to create a channel to connect Northern Cove to Fiesta Bay at the narrow section of the island near the southern boundary of the Least Tern Habitat area. These expanded wetlands would support new habitat and improve water circulation and quality in the Bay. Road barrier control would be implemented to allow for seasonal road closure during nesting season.
- **Central Subarea.** This subarea is comprised of the sand management area (an important maintenance facility used to maintain the quality of beach sand throughout the City of San Diego), preserved habitat areas, beaches, sand dunes and berms, hiking and equestrian trails, existing primitive youth camping facilities, and the existing sand recreation area. This sand recreation area would include up to 20 new sand volleyball courts and other sand-oriented recreation facilities such as horseshoe pits in addition to continuing to host special events such as the Over-the-Line Tournament. Existing and new berms are proposed to provide wind protection and arena seating for sand recreation events.
- **Southeast Subarea.** This subarea is primarily comprised of regional recreation facilities, such as plazas, turfed areas, public restrooms, primitive (non-RV) camping, public parking, coastal landscape areas with natural recreation, integrated trails and multi-use paths, playgrounds, public art, and expanded native habitat. The Southeast area also includes a reconstructed entry causeway with a new entrance monument and restored dunes and wetlands within the southernmost portion of Tecolote Cove at the causeway. This proposed entrance causeway supports the objective of high water quality by allowing water to flow from the higher quality water areas south of the causeway to lower quality water areas to the north while preventing reverse flow through the implementation of “flapper” valves.
- **Southwest Subarea:**

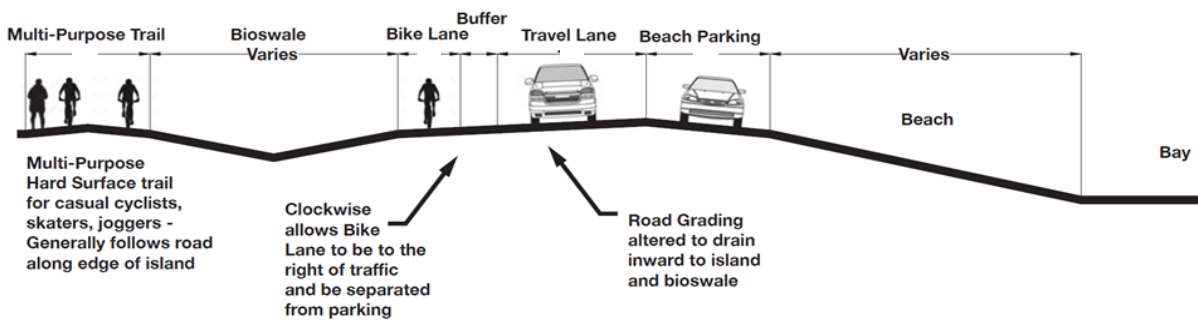
**Option B:** This subarea provides regional recreation consisting of up to 92 acres of fenced off-leash dog park area containing shoreline, coastal landscape areas, trails, public parking, an off-leash swimming beach, eel grass habitat, a view pavilion and plaza. The existing Least Tern Habitat preserve area at Stony Point would be preserved and augmented by a seasonal buffer that extends the habitat area during mating and nesting seasons.

**117. Island Roadways:** One of the features that should be maintained and makes Fiesta Island unique, is the existing access to the water’s edge provided by the proximity of the roadway to the beach, and the ability to simply pull off the edge of the road and park. Roadways should remain one-way and relatively narrow.

Art in the Park

Fiesta Island Road, the one-way, single lane loop road that circles around Fiesta Island, would be reconstructed into a four-loop configuration. The direction of the one-way roadways that comprise this roadway would also be altered from the current counter-clockwise direction to a clockwise direction around the Island. Reversing the flow provides opportunities for portions of the island to be closed off for special events without losing access to the other parts of the island. Gates would be installed at key connection points along the loop roads to control access during special events. All the crossover roadways between the loops would be two-way. Yield signs and stop signs would be installed to control the flow of traffic at the ends of the two-way crossover roadways (See Parking and Circulation on Fiesta Island Figure 27). Additionally, a roundabout is proposed at the entry to the island just west of the entry causeway as previously described in mobility Recommendation #115.

Existing roadways should be resurfaced, and new roadways should be constructed to drain inward toward the Island. With the reconstruction of the roadway and the reversal of the circulation pattern, a buffered bicycle lane could be provided on the right side (inside) of the vehicles along the roadway, as illustrated in the cross-section provided below. The buffer between the travel lane and the proposed designated bicycle facility would help improve bicycle safety. (Insert the following graphic)



*Note: This graphic is for conceptual purposes only. Further engineering study would be required prior to implementation*

Within the Southwestern subarea, no roadway is provided within this area.

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

- The southwestern and southeastern shores - beach backed by natural open space and coastal vegetation;
- The central shores - beach backed by coastal vegetation;
- The northern shores - beach backed by salt marsh, mudflats and upland preserve; and
- Park Shores - beach backed by traditional parkland including turfing fields, playground, and other park amenities

Linking these shore areas will be the Island trails. As they are part of the coastal landscape, the trails should also be "tuned" to the distinctive quality of the landscape, performing, in the words of poet and artist David Antin, "terrain drama." The "Art of the Park" Section of this Plan discusses this concept in more detail.

Art in the Park

(See Recommendation 116)

**119. Trails & Multi-Use Path:** Of all of the Island's recreation facilities, the pedestrian and bicycle trails and paths stand to be the most used and enjoyed. To enhance their use, separate but adjoining courses for pedestrians and bicyclists are anticipated. Approximately ten miles of minimally interrupted trails are proposed, to encircle the entire Island. In addition, more rustic soft surface trails are proposed to provide more non-vehicular internal access and connectivity between uses. As described further in the "Art in the Park" Section, these trails constitute a major opportunity for art to be integrated into the Park's overall recreation experience. Additionally, about an 8-mile paved multi-use path is proposed throughout the island to accommodate pedestrians and bicyclists. The following two types of non-vehicular or active transportation circulation features are proposed:

- A paved multi-use path with a marked centerline is proposed throughout the Island to accommodate pedestrians and bicyclists. Uses include, but are not limited to, biking, skating, skateboarding, walking, hiking, running and race walking. In addition to the paved multi-use trail, a compacted soil or decomposed granite side trail is proposed on each side of the paved path for use by runners and hikers.
- A number of soft surface hiking trails are proposed throughout the island. These trails are oriented towards hikers, dog-walkers, joggers and those who want to observe nature. This trail may be used by equestrians where appropriate.

Additionally, multiple pedestrian/bicycle bridges are planned along the multi-use path. These bridges would allow for grade separated crossings over the loop road. Should the bridges not be constructed, or should the construction of bridges be delayed to later phases of the project, all at-grade pedestrian and bicycle crossings along the loop road should be well marked with signage, markings, and/or other special treatments that will maximize visibility and awareness of pedestrians and bicyclists at these crossings. Should the at-grade crossings be necessary the, design of these crossings will be addressed during the design phase of the project.

Three pedestrian/bicycle bridges are proposed to cross the multi-use path over the loop roadways.

**120. Circulation Design:** Design, build, and maintain an on-site circulation network in a manner that accommodates not only vehicles, but also non-motorized modes of transportation and recognizes these active modes as an integral element to the circulation system that provides for the needs of all types of users (i.e. all ages and all abilities/skill levels) to improve safety, access, and mobility on Fiesta Island. See specific recommendations include:

- Design and implement an interconnected on-site pedestrian network that include features such as marked crossings with high-visibility striping or with in-pavement flashers and grade-separated pedestrian/bicycle bridges so that pedestrians, including people with disabilities, can travel safely through the site.
- Increase level of comfort and safety for bicycling, as well as accessibility, for bicyclists at all skill levels through wayfinding and markings, slip ramps, buffered bicycle lanes, pedestrian/bicycle bridges, and protected bicycle facilities.
- Implement pedestrian and bicycle facilities that meet or exceed accepted standards and guidelines.

Art in the Park

- Provide and support the reversal of the directionality of the existing on-site circulation around the island, such that the vehicles travel in a clockwise direction.
- Provide and support a comprehensive network of safe, convenient, and attractive multi-use paths, trails, sidewalks, and/or facilities to accommodate pedestrian and bicyclists, and that are designed to connect them to various activity centers and quadrants of Fiesta Island. These active transportation facilities should be as continuous as possible with minimal to no network gaps.
- Install wayfinding map signs on the multi-use path and trail system, especially at key destinations.
- Provide and support the proposed entry roundabout on Fiesta Island as it maintains the flow of traffic while maintaining slow speeds and reducing conflicting movements.
- Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort and to reduce speeding along the two-way crossover roadways between the loops, the causeway, the entry roundabout, and other locations.
- Ensure that the safety and mobility of all users (pedestrians, bicyclists, and motorists) of the on-site transportation system are considered equally throughout all phases of the master plan development.
- Install yield signs and stop signs to control the flow of traffic at the ends of the two-way crossover roadways.
- When there is potential for multi-use pathway and trail user conflict, evaluate and introduce measures to separate bicycle facilities from pedestrian facilities. These measures may include but are not limited to a compacted soil or decomposed granite side trail on each side of the concrete multi-use paths for runners and hikers.
- Implement dedicated facilities for pedestrian and bicyclists (i.e. a multi-use path) on the north side of the causeway to provide a separate space for these users and to connect them with the integrated system of paths and trails on Fiesta Island.
- At the intersection of Fiesta Island Road and E. Mission Bay Drive, install a traffic signal and restripe the intersection with stop bars and crosswalks. Include this improvement as part of the General Development Plan.

**121. Off-Site Pedestrian, Bicycle, and Transit Access:** Off-site pedestrian, bicycle and transit access to Fiesta Island can be challenging due to gaps in the existing infrastructure network that connect the nearby residential community (east of I-5), Old Town (east on Pacific Highway), and the Morena Corridor (east of I-5). Multimodal improvements identified below will improve connectivity, accessibility, bicycling conditions, and walkability to and from Fiesta Island.

- Complete sidewalk along both sides of Friars Road from Sea World Drive to end of the existing sidewalk. Construct ADA compliant curb ramps at the Friars Road/Sea World Drive intersection. Restripe all crosswalks to meet current City of San Diego standard crosswalks.
- Complete sidewalk along the west side of Sea World Drive from E. Mission Bay Drive-Pacific Highway to Friars Road. Construct ADA compliant curb ramps on the northeast and southeast

Art in the Park

corners at Sea World Drive/E. Mission Bay Drive-Pacific Highway. Install current City of San Diego crosswalks on all legs of this intersection.

- Complete sidewalk along the west side of Sea World Drive from E. Mission Bay Drive-Pacific Highway to I-5 freeway southbound (SB) ramps.
- Restripe bicycle lanes to provide buffered bicycle lanes along Sea World Drive west of Friars Road to entrance of Class I bike path near Sea World Entrance. Provide bicycle detection and painted detection location indicators at the signalized intersections of Sea World Drive/South Shores Parkway and Sea World Drive/Sea World Way if bicycle detection is not currently present.
- Restripe bicycle lanes to provide buffered bicycle lanes along Sea World Drive from E. Mission Bay Drive-Pacific Highway to Friars Road. Provide bicycle detection and painted detection location indicators at the signalized intersections of Sea World Drive and E. Mission Bay Drive-Pacific Highway and Sea World Drive/Friars Road if bicycle detection is not currently present.
- Restripe bicycle lanes to provide buffered bicycle lanes along Sea World Drive from E. Mission Bay Drive to I-5 SB ramps where feasible. Widening projects on Sea World Drive through this section should include integration of buffered bicycle lanes where feasible. In the near term, where buffered bicycle lanes are not feasible add sharrows and post “Share the Road” signs.
- Work with Caltrans to identify long-term bicycle connection improvements on the Sea World Drive bridge between the I-5 Northbound (NB) and I-5 SB ramps. In the near-term stripe sharrows and post “Share the Road” signs as appropriate between the ramp intersections.

Currently, there is no access to transit near Fiesta Island. Pedestrian and bicycle improvements identified above would provide the necessary connectivity to the planned Mid-Coast Trolley station at Tecolote Road. The Tecolote Transit Station would be the closest transit stop to Fiesta Island once constructed. The transit stop would be located on the east side of I-5, south of Tecolote Drive. The station planning efforts will address the key pedestrian and bicycle linkages from the station to the surrounding streets and pathways within the area.

**122. Swimming Beach:** One of the primary objectives within Fiesta Island is to support improved access to the coastal resources of the bay and beach. Currently, many segments of the shoreline prevent safe swimming and poor water quality makes swimming undesirable. Existing swimming and wading areas along the southeastern shoreline (Northern Cove) and southwestern shoreline (Enchanted Cove) will continue. The southwestern subarea of Fiesta Island includes expanded or improved beach and water access by providing the following:

An off-leash swimming beach along the Island's southwestern subarea edge within the off-leash dog area.

**123. Large Group Picnic:** Large group picnic areas are located in conjunction with turfed areas within or near active recreation uses identified on the Fiesta Island Concept Plan Figure 32. A central large turf area and an additional smaller area located within the southeastern subarea are proposed for large group picnic functions. Lying mostly outside the primary waterfront influence zone, these areas are large enough to hold informal non-league soccer, softball, multiple volleyball or touch football games. This area also includes restrooms, bocce ball courts, and playgrounds.

Picnic options could be included within the active recreation area oriented toward the dog off-leash activities within the fenced off-leash dog area.

Art in the Park

(Remove Graphic)

**124. Potential Concession:** A potential concession for food and refreshments (150+/- square feet) should be considered at the western end of the Island's sand arena. Because of its accessible and central location, a concession could serve the entire Island, as well as special sporting events held at the arena. This concession would also add security to the more natural recreation areas in the Island's main peninsula.

**125. Beachfront Parking:** Most of the new parking proposed on the Island is in contained lots located in both the Southeastern and Southwestern Subareas. This arrangement satisfies the need to access the parkland areas safely and conveniently. Within the Southeastern subarea, major parking areas are proposed adjacent to both the large turfed active recreation area, east of the sand arena and adjacent to the sand arena area near the fenced off-leash dog area. Some visitors also desire parking in closer proximity to the shore to recreate as near to their vehicle as possible.

Additional spaces can be made for “off-the-edge” parking along the roadway edges. These are critical resources for special events. Additional parking is located:

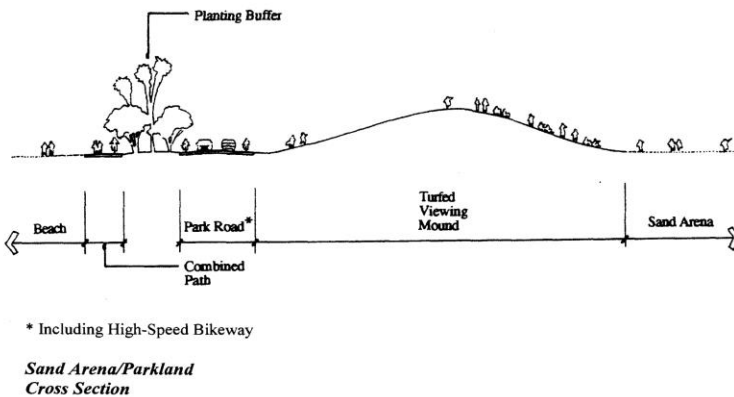
At the top of Hidden Anchorage within the Southwestern subarea.

**126. Sand Arena, Volleyball, and Over-the-Line:** The sand arena is proposed to remain in its current location. This location provides the most convenient access to the overnight parking and special permit parking located along the western edge of Fiesta Island along Fiesta Bay (See Recommendation 29). The following mounds/berms framing the arena should be provided: the inward face of the north and east mounds would serve event spectators, while the out-ward faces of the east and west mounds, facing the water from a higher vantage point, would provide for wind protection and be suitable for passive recreation activities. A potential expansion of the sand arena is proposed to the south of the existing arena. These improvements would make the arena a potential venue for nationally-televised events, bringing further attention to San Diego as a national recreation destination.

Up to 20 sand volleyball courts are proposed immediately south of the sand arena in close proximity to the parking area on the south side of the Island roadway.

Other potential uses within the Central subarea sand arena include an area for rocket launching, kite flying, flying model airplanes, and sand horseshoe pits. During city and/or regional emergency events the sand arena could be used as an emergency large animal shelter.

## Art in the Park



**127. Primitive Camping:** The youth primitive camping within the Central subarea will remain. Approximately 10 acres of new primitive camping is proposed in the Southeastern subarea to provide an urban camping experience in a non-urban environment. A typical camp site may include a picnic table, fire ring or barbeque, and hose bib for cleaning and cooking. Limited shade structures are also proposed within the camping facility.

**128. Signage and Entry Monuments:** Directional signs throughout the island will help visitors navigate the Island and locate recreation facilities. Beyond providing directional signs, Fiesta Island would benefit from signs which identify and brand the Island as a regional recreational resource and destination. A tower entry monument, directional signs at key decision points, informational signs, and consolidated entry signs to reduce confusion would create a positive aesthetic identity and effective wayfinding for visitors.

**129. Fenced Off-Leash Dog Areas:** Continue to allow dog off-leash in public areas of the park. The Southwestern subarea is designated as a major fenced off-leash dog area.

The fenced off-leash dog area would include open fields for informal dog activities, dog beaches and limited walking trails and seating areas. Parking is proposed near Hidden Anchorage and across from the sand arena.

**130. Revegetation Activities.** Ensure that weeds are adequately controlled to achieve the success criteria for any restoration activities. Plant native plants as part of habitat restoration or revegetation activities within disturbed areas. Use native plants currently growing on Fiesta Island as the basis for any plant palette. Minimize removal of native plants now growing on the island. Consult with members of the Kumeyaay nation to find ways to promote opportunities for educational engagement and public participation in historic preservation and enjoyment of cultural resources on Fiesta Island. Ensure that invasive plants are not included in any planting palette in coordination with Parks and Recreation biology staff.

**131. Burrowing Owls.** Where presence of nesting burrowing owls is confirmed, clearly delineate the area to ensure that the nesting areas are not disturbed.

## **SOUTH SHORES AND FIESTA ISLAND Figures**

### **Figure 31 – South Shore Concept Plan**



Art in the Park

Updated figure

**Figure 32 – Fiesta Island Concept Plan**

Figure amended

**IX. ART IN THE PARK**

**WHY ART?**

No change

**ART PROGRAM**

No change

**Permanent Installations:**

No change

**Temporary Presentations:**

No change

**"TERRAIN DRAMA"**

No change

**"WORD WALK"**

*Fiesta Island will contain over 14 miles of bicycle/pedestrian pathways. In accordance with the above, the opportunity of art in these paths should not be wasted. As an example, David Antin suggests that the Island's crescent path facing Fiesta Bay be designed as a "boardwalk, " connecting the Island's "suburban" or turf-oriented parkland in the southern end, to the more natural areas and preserves at the northern end Carefully selected words could be imprinted in the pavement of the boardwalk, calling attention to the Bay's special aquatic character. Hence the name: "Word Walk":*

(No additional changes to this section)

Economics and Implementation

**X E C O N O M I C S**

No Changes

**X I . I M P L E M E N T A T I O N**

No Changes

**IMPLEMENTATION CONSTRAINTS**

**1. De Anza Trailer Resort; 2003 Lease Termination Date.**

No changes

**2. Campland on the Bay; 2017 Lease Termination Date.**

No changes

**PRIORITIES**

No changes

***Recommendations***

No changes except to renumber the recommendations