
IV. LAND USE



While more than half of the Mission Bay Park area is open water, a majority of park visitors engage the water as a setting for land-based recreation, i.e., walking, jogging, bicycling and picnicking. As the county population continues to rise into the 21st century, new demands on the Park's land resources can be expected. Meeting this demand, while retaining the inherent amenity of the Park's aquatic setting, is the principal aim of the land use component of the Master Plan Update. Accordingly...

...Mission Bay Park should be 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.

It should be a park in which land uses are located and managed so as to maximize their recreation and environmental functions, minimize adverse impacts on adjacent areas, facilitate public access and circulation, and capture the distinctive aesthetic quality of each area of the Bay.

The Park should also enhance the viability and use of other connected open space areas so as to promote the creation of a comprehensive, integrated open space system into and out of Mission Bay.

AQUATIC ORIENTATION

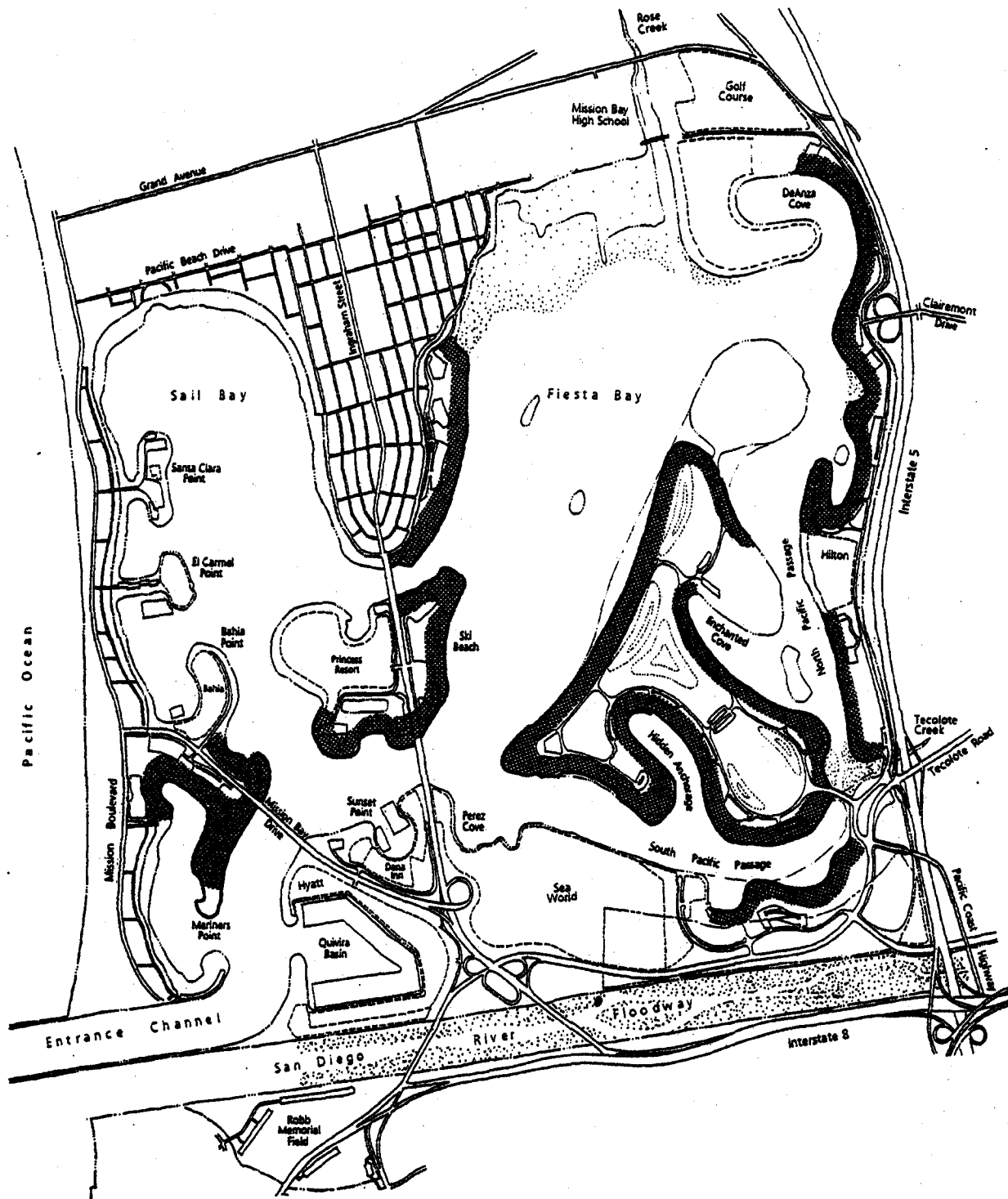
The uniqueness of Mission Bay Park lies in its aquatic setting. Fundamentally, the Park was shaped out of the water and it remains focused upon it. It is deemed essential, therefore that land use allocations in the Park be defined and arranged so as to maximize public access and enjoyment of the water. In other words, the zones with maximum exposure to the water should generally be reserved for those activities benefitting the most from such exposure, such as picnicking, strolling or bicycling.

Recommendations

4. Primary Zone: 300-foot depth is established in the Design Guidelines component of this Plan as the primary zone of water influence. Within this zone, priority should be given to passive recreation uses or uses compatible with the water setting. Conversely, land uses which restrict public access and enjoyment of the shore should be discouraged and avoided to the greatest extent possible.

5. Secondary Zone: Beyond the 300-foot zone, measures that further enhance and preserve critical views of the Bay should be pursued, such as maintaining visual corridors to the water and mounding the grade to heighten its presence. Such mounding, however, should not preempt the use of the land for active play where this activity proves to be desirable and convenient.

6. Commercial Access: New commercial development areas and hotel redevelopment projects should be required to provide convenient and secure public access to the water. Food and beverage facilities, for example, should be sited in close proximity to the water, encouraging their use by the general public.



Aquatic Orientation

figure 8

LEGEND

 300-Foot Depth
Public Waterfront Zone

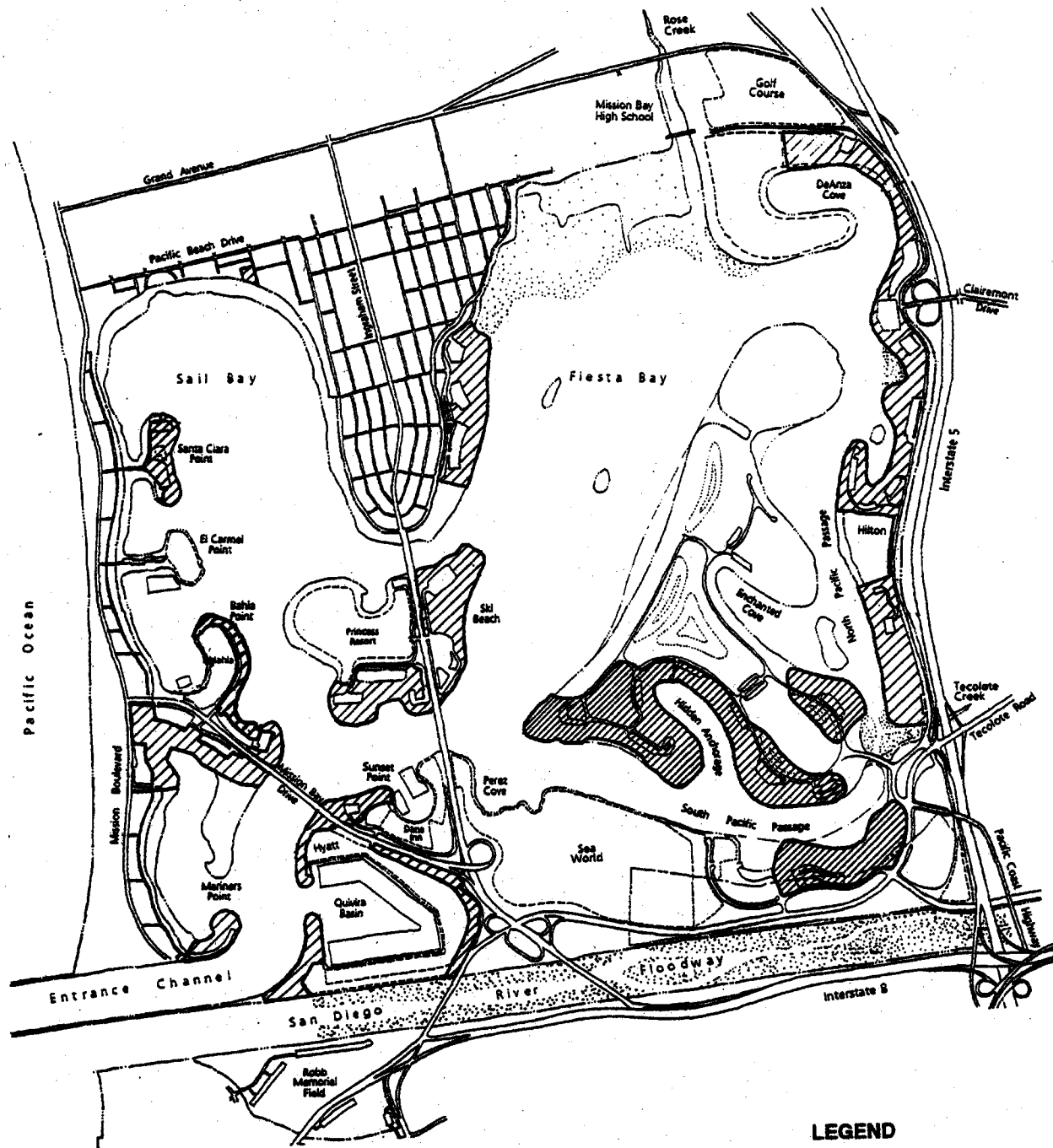
REGIONAL PARKLAND

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.

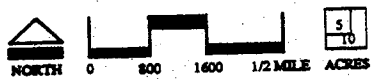
Because of this projected regional growth, the City recognizes a need to improve the major undeveloped public areas of Mission Bay Park as the first priority under this plan. Open parkland and public recreational uses serve the broader public, including regional visitors. The City recognizes that public recreational improvements have not kept pace with intensification of commercial leaseholds. The City agrees to prepare and complete, no later than 2 years from the effective certification of this LCP amendment, a capital improvement program for the development of significant public recreational facilities, including but not limited to, necessary infrastructure improvements at Fiesta Island and South Shores. This program will identify strategies for funding in addition to the mitigation funds (\$3.8 million) currently available for the recreational improvements. The capital improvement program will include a phasing component in order to ensure that the recreational improvements will be developed commensurate with new commercial development approved in the Park. The City agrees to make recreational improvements on Fiesta Island and South Shores the highest priority.

Recommendations

7. Southeast Quadrant: A total of about 340 acres of regional parkland are achieved under this Plan, which meets the 50 percent increase target. (Acreage calculations do not include support parking and roadways). Because of their intensive use, the new parkland areas are envisioned in the southeast quadrant of the Park – namely, the southern end of Fiesta Island and South Shores – where visitors can enjoy convenient access to and from the regional roadway network and planned transit facilities. This will facilitate access to the Park while minimizing internal vehicular circulation.





Note: Large group picnics to be phased-out from Crown Point Shores



Regional Parkland

figure 9

LEGEND

-  Area to Remain (228.6 Ac.)
-  Proposed Area (130 Ac.)

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



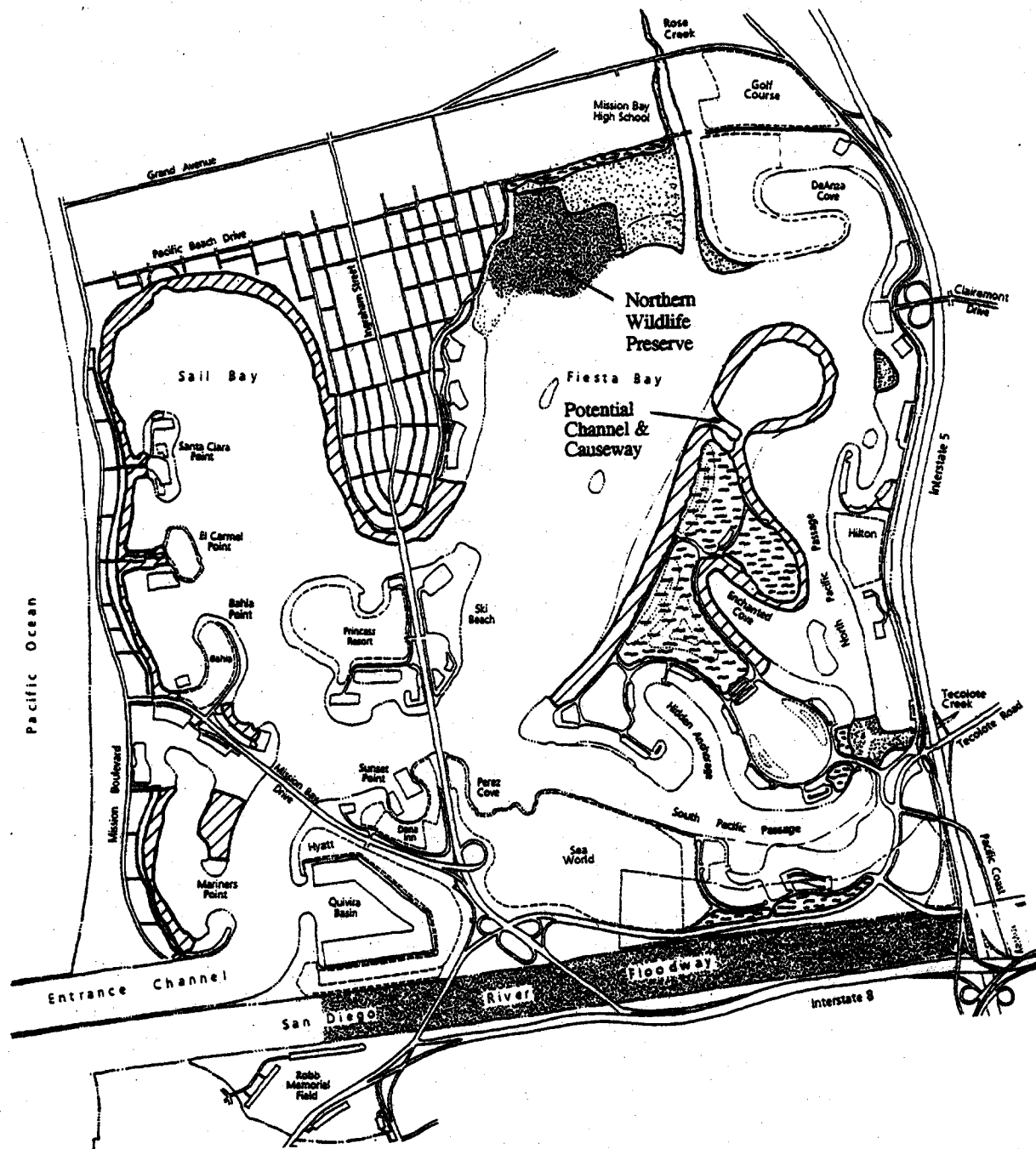
***New Regional Parkland of
Fiesta Island & South Shores***

9. South Shores: About 34 acres of regional parkland are proposed in South Shores, all of it east of the embayment. This proposal is consistent with the current development plans for South Shores, although the configuration of roadways, paths, and shore revetments have been altered in an effort to improve access and circulation, enhance the water's exposure to the recreation areas, and accommodate a public, multipurpose amphitheater.

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

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






Note: Existing Northern Wildlife Preserve area is not intended as a recreation area beyond its aesthetic and educational values.



"Natural" Recreation Areas

figure 10

LEGEND

-  Upland Area
-  Wetland Area
-  Open Beach

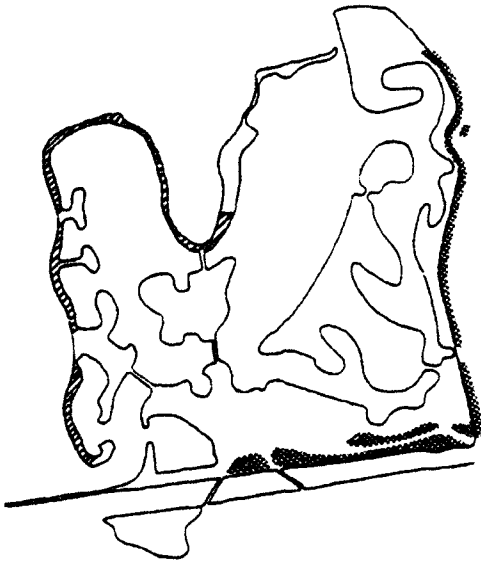
Recommendations

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 peninsula is proposed half as an open sand arena suitable for sand-based tournaments and half as an upland coastal sage scrub landscape suitable for hiking and biking. The sand arena should be located in the eastern end of the peninsula to make most efficient use of the proposed overflow parking area in South Shores. The area in coastal landscape should be gently raised to afford enhanced views of the Bay.

12. North Fiesta Island: The Island’s north end is proposed as a controlled habitat area for the California Least Tern and as a site for salt pan mitigation. A path for bicycles, pedestrians, and maintenance and emergency vehicles is proposed around the perimeter of this site, allowing the public to access the beach areas of the peninsula. Gates and fences should be provided around the Least Tern and salt pan mitigation sites, which should be accessed only by authorized individuals. A channel across the Island along with a bridge or causeway should be considered as a means to further separate the north end of Fiesta Island from the more intensively used areas to the south. The channel could also provide added eelgrass habitat.

13. Northern Habitat Area: West and south of the Rose Creek outfall, and contiguous with the Northern Wildlife Preserve, an 80+/- acre wetland habitat area is proposed. This habitat would include salt marsh, salt pan, and coastal sage scrub plant communities, and would be designed to permit limited public access for hiking, jogging, resting, bird-watching, rowing and canoeing.



"Rustic" Perimeter

-  Beach
-  Coastal Vegetation

14. "Rustic" perimeter: The Design Guidelines call for the Park to be encircled by a more natural band of vegetation to emphasize its unique coastal setting. In East Shores, this band can be accomplished in the space between I-5 and the park road. In South Shores, limited areas of coastal sage scrub are proposed between a new park road and Sea World Drive. In Sail Bay and Mariner's Basin, the rustic perimeter is already provided by the open sand areas, which should be maintained. Elsewhere along the Park's perimeter, such as in Hospitality Point and Mariner's Point, the partial substitution of ornamental turf areas with coastal plants, particularly around their outer edges, should be implemented.

DEDICATED LEASE AREAS

Dedicated lease areas on Mission Bay Park, comprised of both non-profit and commercial leases, contribute to the revenues of the City while providing a variety of recreation opportunities to Park visitors. Of the nearly 472 allowable acres dedicated for lease areas in the Park, 404.42 acres, or about 85 percent, are currently in use. It is not the intent of this Plan to "reach the limit" of allowable dedicated lease area. Rather, lease areas have been considered in balance with public recreation needs, environmental objectives, and revenue generation. Overall, three basic objectives have guided the consideration of dedicated leases:

- Existing commercial leases should be intensified to the greatest extent possible, so as to minimize the taking of public land to expand or create new commercial leases elsewhere in the Park.
- Commercial leases should provide a variety of recreational opportunities, i.e., high, as well as moderately priced guest housing accommodations, recreational vehicle camping, and sites for primitive tent camping.
- Within the preceding objectives, commercial lease areas should render maximum revenue utility to the City.

Recommendations

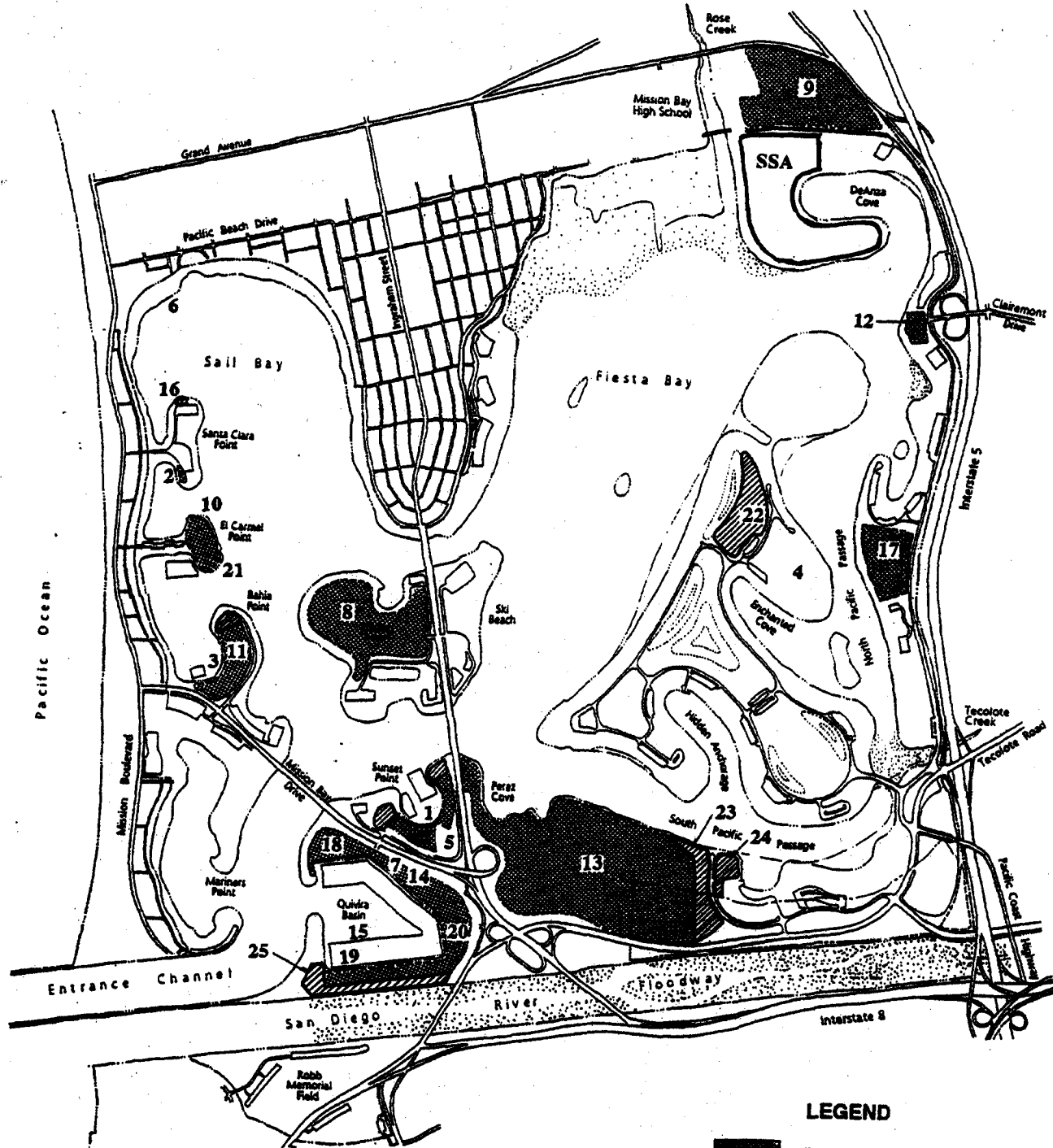
The following new dedicated lease areas, are proposed:

15. Marina Village: 500 hotel rooms, limited retail, conference facilities. The redevelopment of this existing lease should include the unimproved parking strip facing the San Diego River Floodway as an addition to the lease area (4.0+/- acres), with concurrent realignment of Quivira Road to the south of the expanded lease area creating a 23 +9-acre¹⁾ redevelopment site. Expanding the lease area would allow the implementation of a wider public promenade on the north side of the development, taking full advantage of marina views. Likewise, realigning Quivira Road to the south of the expanded leasehold and preserving or providing a public walkway/buffer area between the realigned road and the river channel will allow the public increased viewing opportunities along the San Diego River Floodway. Vehicular public access to Hospitality Point through the site shall be maintained.

16. Pacific Rim Marine Enterprises, Inc. (Mission Bay Marina): Optional hotel redevelopment. Should market conditions warrant, part or all of the Yacht Center leasehold should be permitted to redevelop into a guest housing complex similar in character to that proposed in Marina Village. Provisions for boat maintenance and servicing should be maintained as part of the redevelopment to the extent feasible. As in Marina Village, the unimproved parking area opposite the Yacht Center, plus a portion of Hospitality Point, should be added to the commercial lease area for redevelopment purposes (about 6 acres total). As in Marina Village, any redevelopment/expansion of this leasehold shall include the realignment of Quivira Road and provision of a public pedestrian walkway/buffer area along the San Diego River Floodway. In addition, public access along the marina frontage shall be provided in the future, in the event that boat maintenance/servicing operations are discontinued at this site.

1. Dana Landing
2. Mission Bay Aquatic Center (NP)
3. Bahia Belle
4. Youth Aquatic Center (NP)
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 & (NP)
Mission Bay Rowing Association
11. Bahia Hotel
12. San Diego Visitor and
Information Center
13. Sea World
14. Seaforth Sport Fishing and
Boat Rental
15. Everingham Bros. Bait Co.
16. Mission Bay Sports Center
17. S.D. Hilton Beach and
Tennis Resort
18. Hyatt Islandia and Marina
19. Pacific Rim Marine Enterprises, Inc
(Mission Bay Marina)
20. Marina Village
21. Mission Bay Yacht Club (NP)
22. Primitive Camping
(Private or Public)
23. "Best Use" Commercial Parcel
24. Mission Bay Boat & Ski Club (NP)
or Other Commercial Use
25. Marina Village/Pacific Rim
Potential Lease Expansion

1. This was a mathematical error in the original document - the existing Marina Village land leasehold area is about 19 acres. The addition of approximately 4 acres, as the text states, would make the total redevelopment site 23 acres (19 + 4 = 23 acres.)



Dedicated Lease Areas

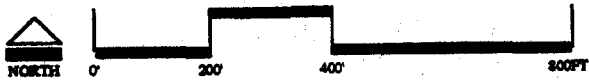
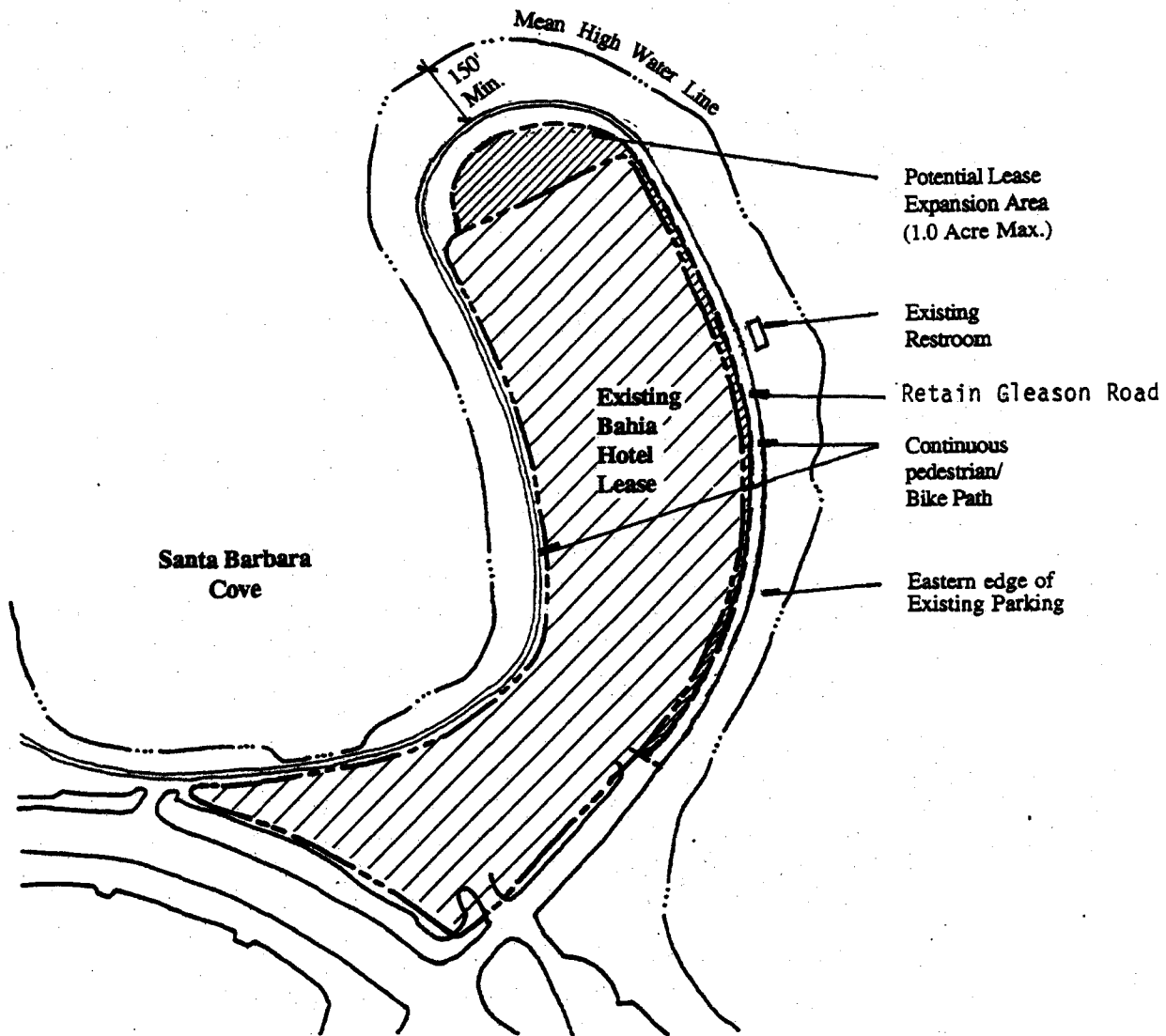
figure 11

LEGEND

- Lease Area to Remain
- Potential New Lease Area
- Abandoned Lease Area
- SSA DeAnza Special Study Area

17. Bahia Hotel: 600-room resort hotel. In accordance with the objective of intensifying existing leaseholds, the Bahia Hotel lease, at the lessee's option, should be expanded towards the point of the peninsula, no further than the south curb of the north parking area, and shifted eastward in some areas. Such an expansion and shift could potentially permit the addition of 120 hotel rooms to the complex, above and beyond the current 484-room redevelopment plans. The following criteria should guide the precise redevelopment plan for Bahia Point:

- The demand to maintain public parking shall be a priority of any redevelopment plan. Any net loss of public parking resulting from a lease expansion and/or relocation shall be mitigated by increasing parking lot capacity at Bonita Cove, Ventura Cove and if necessary, other areas in the western half of Mission Bay.
- On site parking for all hotel employees and guests within the hotel's leasehold shall be provided.
- Nothing in this plan shall be construed to allow development or the closure of public rights-of-way in a manner inconsistent with statutory or constitutional law.
- Access needs for small water craft users and the use of traditional picnic areas along the eastern shoreline shall be preserved as part of the specific redevelopment plan.
- An adequate public use zone should be maintained in accordance with the Design Guidelines taking into account the narrowness of the peninsula.
- A 10-foot wide continuous pedestrian and bicycle access around Bahia Point shall be made part of any redevelopment effort of the Bahia Hotel in accordance with the Design Guidelines.
- A minimum 20-foot grass strip along the eastern side of the peninsula shall remain.
- To mitigate the loss of any lawn area at Bahia Point, a minimum 20-foot wide grass strip shall replace beach along the length of Ventura Cove, adjacent to the parking lot, for approximately 400 feet.



Bahia Point Development Area

figure 12

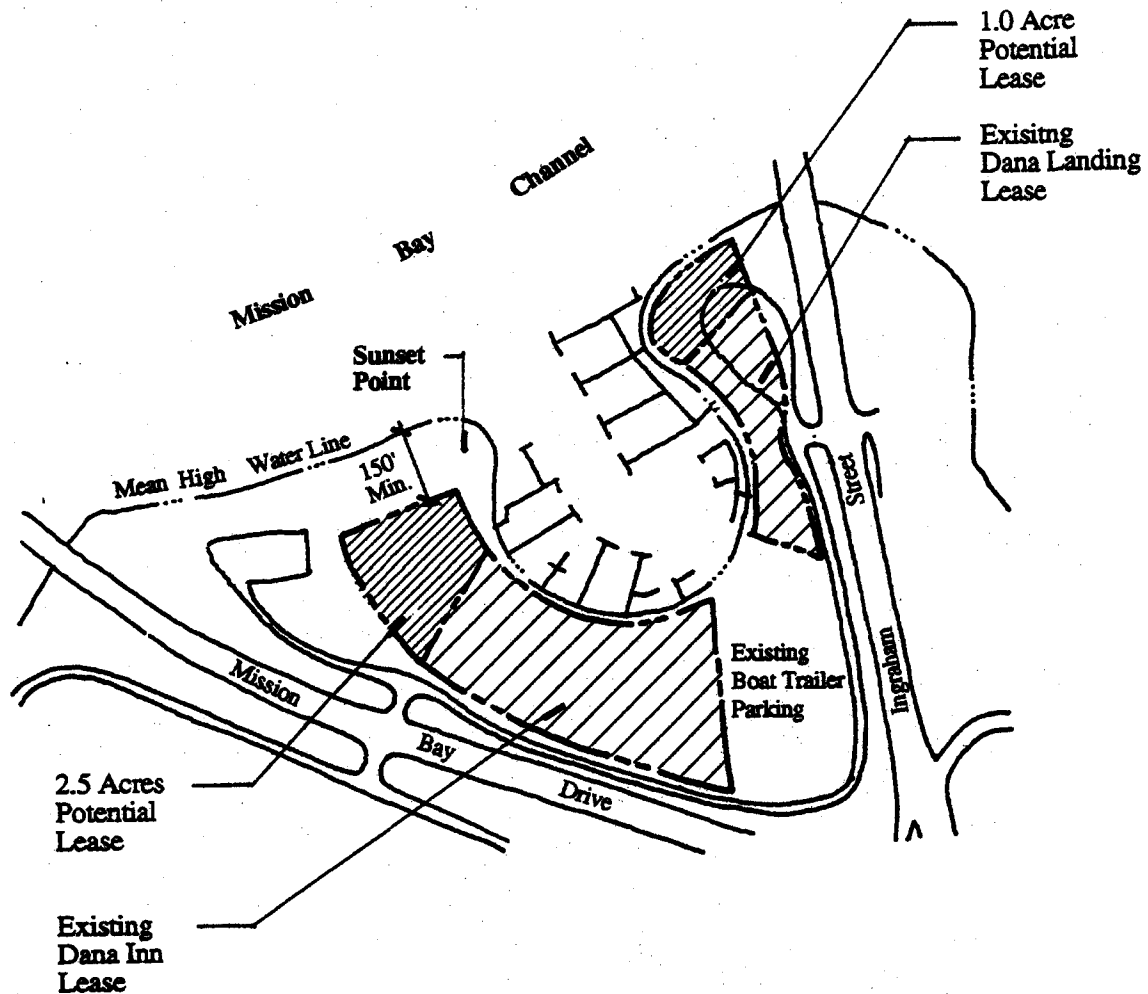
In addition, an approximate 50-foot by 100-foot lawn area for bocce ball and other recreational uses shall be added north of the entrance to the Ventura Cove parking lot, adjacent to the beach.

- A seasonal accessible-walkway-for-all shall be installed at Ventura Cove to the beach and the Bahia Hotel's expansion plan shall comply with the Americans with Disabilities Act.
- Any other public facilities, including all public parking removed from Bahia Point, shall be fully mitigated in the vicinity of Bahia Point at the time of, or prior to, redevelopment.

18. De Anza Cove (Special Study Area): This area is planned as a Special Study Area (SSA) potentially involving any one or all of the following uses: guest housing, regional parkland, beach, boating concessions, wetland, wetland-related hydraulic improvements, paths and trails. Recommendation 25 describes in more detail the intent of this SSA and its development criteria.

19. Sunset Point Lease Expansion: In keeping with the objective of intensifying existing commercial areas, the Plan proposes the potential expansion of the Dana Inn by approximately 2.5-acres. It is estimated that 80 additional hotel rooms can be developed in this area. The expansion area should stretch from the northern boundary of the current leasehold towards Sunset Point, and observe the following development criteria:

- Development proposals should enhance pedestrian, bicycle, emergency and maintenance circulation around Sunset Point in accordance with the Design Guidelines.
- All required private parking should be provided within the leasehold area.
- Development intensification should minimize the impact to Sunset Point Park users. The waterfront areas of the Point should remain accessible to the public as required by the Design Guidelines.



Note: Mean high water line should be measured to elevation +2.01 MSL datum.



Sunset Point/ Dana Landing Development Area

figure 13

20. Dana Landing Lease Expansion: The Plan proposes a 1.0-acre expansion of the Dana Landing leasehold. The expansion area should stretch from the leasehold's current northern boundary towards the Mission Bay Channel, provided that emergency and public access to the waterfront be maintained in accordance with the Design Guidelines.

21. South Shores Commercial Parcel: Because of its limited water access and isolation from other areas of the Park, this 16.5 acre site is considered more suitable for commercial recreation purposes. The parcel has been configured such that the northern portion (approximately six acres) lies outside the limits of the South Shores landfill while capturing a wide stretch of waterfront facing Pacific Passage. This allows a number of possible commercial uses to be considered, including the expansion of Sea World attractions, a 200-room motel, or a water-oriented entertainment center.

The underlying objective is that this parcel's "best use" is commercial recreation or visitor-serving commercial support facilities, compatible with existing and proposed public park/boating facilities at South Shores Park adjacent to the east. In accordance with public consensus on this issue, "best use" should not mean permanent and exclusive commercially-supporting parking. However, that portion (approximately ten acres) of the parcel constrained by the underlying landfill may be improved for parking purposes, to provide an additional safety cap over the landfill, consistent with landfill closure requirements.

21a. SeaWorld: In 1998, the City of San Diego's voters approved an amendment to the Coastal Zone Height Limitation Overlay Zone allowing development to a maximum height of 160 feet within the SeaWorld leasehold. In keeping with the intent of the Mission Bay Park Master Plan to preserve existing viewsheds and visual corridors, the additional height available to SeaWorld should be used judiciously. Therefore, the development criteria for the SeaWorld leasehold shall be governed by the SeaWorld Master Plan (also known as the lease development plan) which is incorporated by reference into the Mission Bay Park Master Plan and the LCP Land Use Plan. In addition, any proposed development shall require an approved coastal development permit pursuant to the requirements of the Coastal Act.

22. Ski Club: The present site for the Ski Club is being rendered obsolete by the sedimentation process on Rose Creek. A relocation of this facility to South Shores is therefore recommended. Located west of the planned embayment, the new site would remain 4 acres in area. As an option to the lessee, the facility could include a small chandlery and snack shop serving the adjacent South Shores boat ramp and potential day use slips. Should the Ski Club not relocate to this site, other commercial uses should be considered.

23. Primitive Camping: 18-acre site in Fiesta Island. This lease area could be operated by the City or as a commercial concession. The intent is to provide nature-oriented “primitive” tent camping sites removed from more intensive recreation areas.

24. Resulting Dedicated Lease Area: 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 404.42 acres, or about 21.4 percent of the total land area of 1,887.74 acres. Should the above new dedicated leases be implemented and should the De Anza Special Study Area achieve maximum buildout in accordance with the development criteria as described below, the existing and proposed dedicated lease areas would total about 419.46 acres, or about 22.2 percent of the total land area of the Park (see Table 2). In light of public support to increase the land areas of the Park for public use, the recommended 419.46 acres in dedicated leases should be considered a practical maximum.

Under this Plan, about 102 acres of land are proposed to be dredged for wetland habitat, swimming, navigation, and Eelgrass mitigation purposes (see Figure 21). Removing this area of land would raise the dedicated lease percentage to about 23.5 percent, still within the City Charter mandate.

Table 2**LAND LEASE CHANGES**

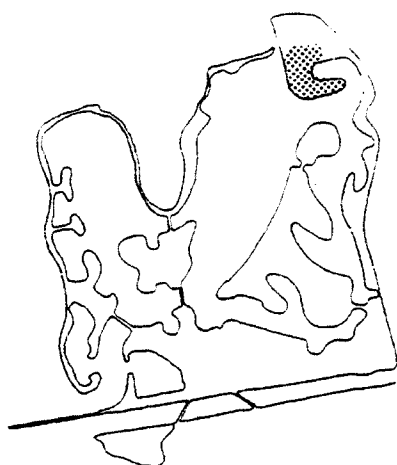
Leases Lost	Acres	Leases Gained	Acres
Campland on the Bay	24.13	De Anza SSA	60.0 ⁽¹⁾
De Anza Trailer Resort	69.83	Sunset Point	2.5
Ski Club (Present Location)	4.0	Dana Landing	1.0
		Bahia Hotel	1.0
		South Shores "Best Use" Parcel	16.5
		Marina Village/ Pacific Rim Marine Enterprises, Inc. Potential Lease Expansion	10.0
		Ski Club (or Other Operation)	4.0
		Fiesta Island Primitive Camping	18.0 ⁽²⁾
Total (Acres)	97.96	Total (Acres)	113.0

Net Dedicated Lease Gain = 15.04

Current Lease Total = 404.42 Acres

Proposed Maximum Lease Total = 419.46

⁽¹⁾ Maximum available for commercial development⁽²⁾ Lease area could be non-profit



Special Study Areas

DE ANZA SPECIAL STUDY AREA

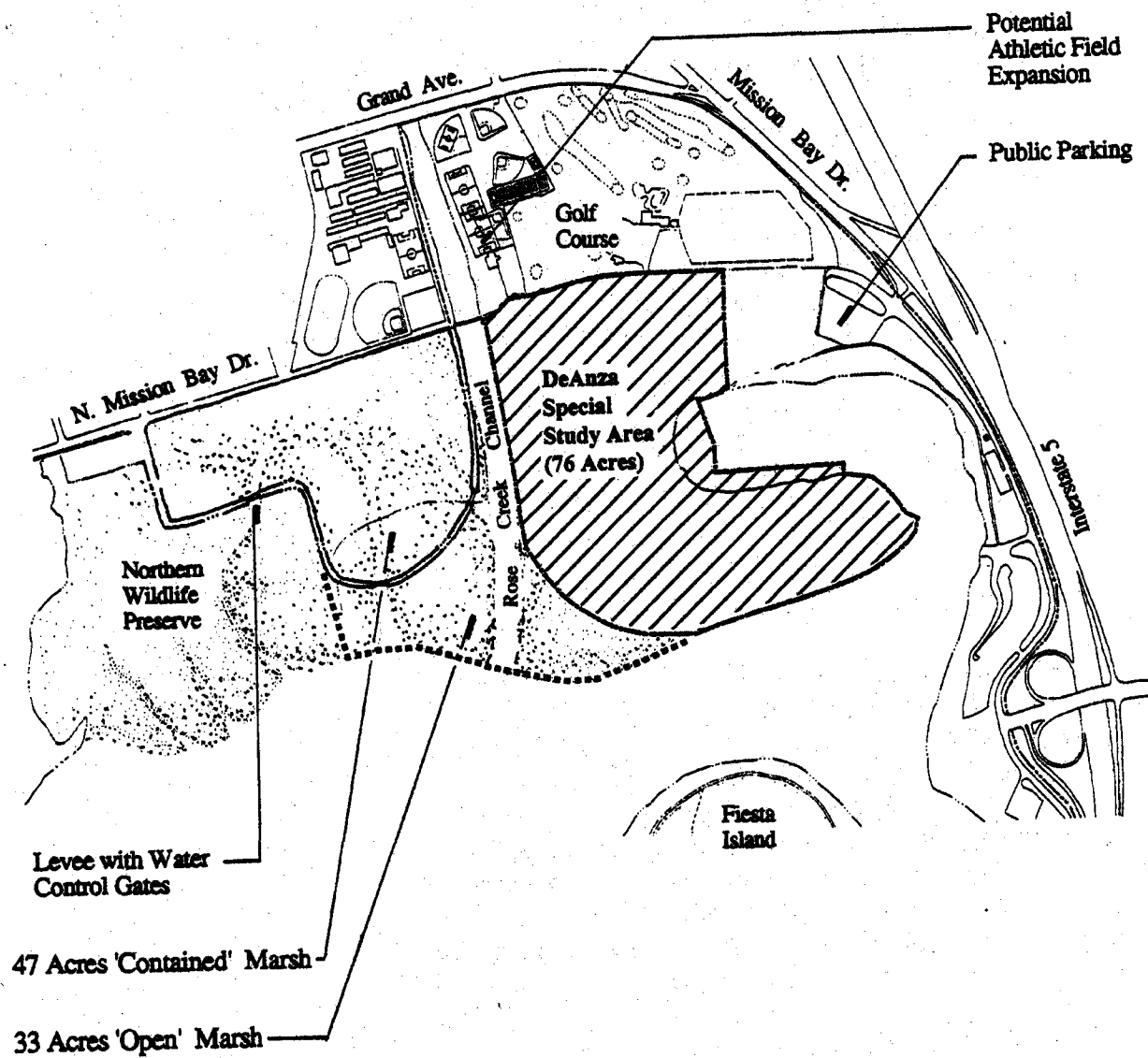
The De Anza Special Study Area (SSA) is envisioned as a flexible planning area in which a number of potential uses, both public and private, can be accommodated under varying intensities and configurations. The SSA designation allows more informed decisions to be made about the disposition of the land based on future market conditions, potential developer proposals, lease termination or renegotiation conditions, recreation needs, and potential environmental mitigation requirements. Uncertainty about these factors currently prevents the generation of more specific land use concepts.

Recommendations

The De Anza Special Study Area remains subject to the goals and objectives established for the Park. Accordingly, specific criteria should govern the conception, preparation, evaluation and approval of development proposals in the SSA. Furthermore, the final development proposal shall be incorporated into the certified Master Plan as an amendment to the City of San Diego Local Coastal Program.

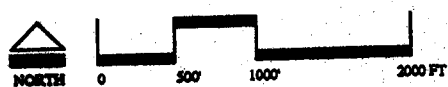
25. De Anza SSA Development Criteria:

- The SSA shall be 76 acres in area to include the totality of the existing land and water leases of De Anza Mobile Home Park of which up to 60 acres can be developed as guest housing. (Figure 14 describes the proposed SSA configuration).
- The SSA shall not be developed to the detriment of 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. In fact, additional wetlands creation must be considered as part of the SSA.
- The SSA should facilitate the implementation of hydrologic improvements aimed at safeguarding the viability of marsh areas in its vicinity.



Note: (1) The contained marsh is intended to function as a pollution filtration system.

(2) 'Open' marsh area does not include 34 acres Northern Wildlife Preserve.



DeAnza Special Study Area

figure 14

- The SSA shall be developed to enhance the public use of this area of the Park. Any redevelopment proposal shall incorporate a 100-foot buffer/public use zone along the entire Rose Creek frontage of the site, as measured from the top of the rip-rap, and adjacent to the proposed wetland at the mouth of Rose Creek located outside of the SSA. Public access/recreation improvements, such as walkways, overlooks, picnic tables, benches, etc. may only be sited in the upland 50 feet of said buffer/public use zone. In conformance with the Design Guidelines, a 150-foot minimum public use zone shall be maintained along the beach areas of the shore as measured from the mean high water line. Along other bulkhead or rip-rap areas of the shore, if any, a 50-foot minimum public use zone shall be maintained as measured from the top of the bulkhead or rip-rap. As an integral part of the SSA, a waterfront trail and viewing areas shall be provided within the public use zone along the entire shoreline of the site, in addition to other passive recreational features.

RECREATIONAL VEHICLES

Overnight Recreational Vehicle (RV) facilities are currently provided at Campland on the Bay and the De Anza Trailer Resort. The latter is scheduled to be abandoned in the year 2003, or be redeveloped in accordance with De Anza Special Study Area development criteria. RV facilities are essential to Mission Bay 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. Such facilities should, therefore, remain as an integral part of the Park's diverse recreation matrix.

Recommendations

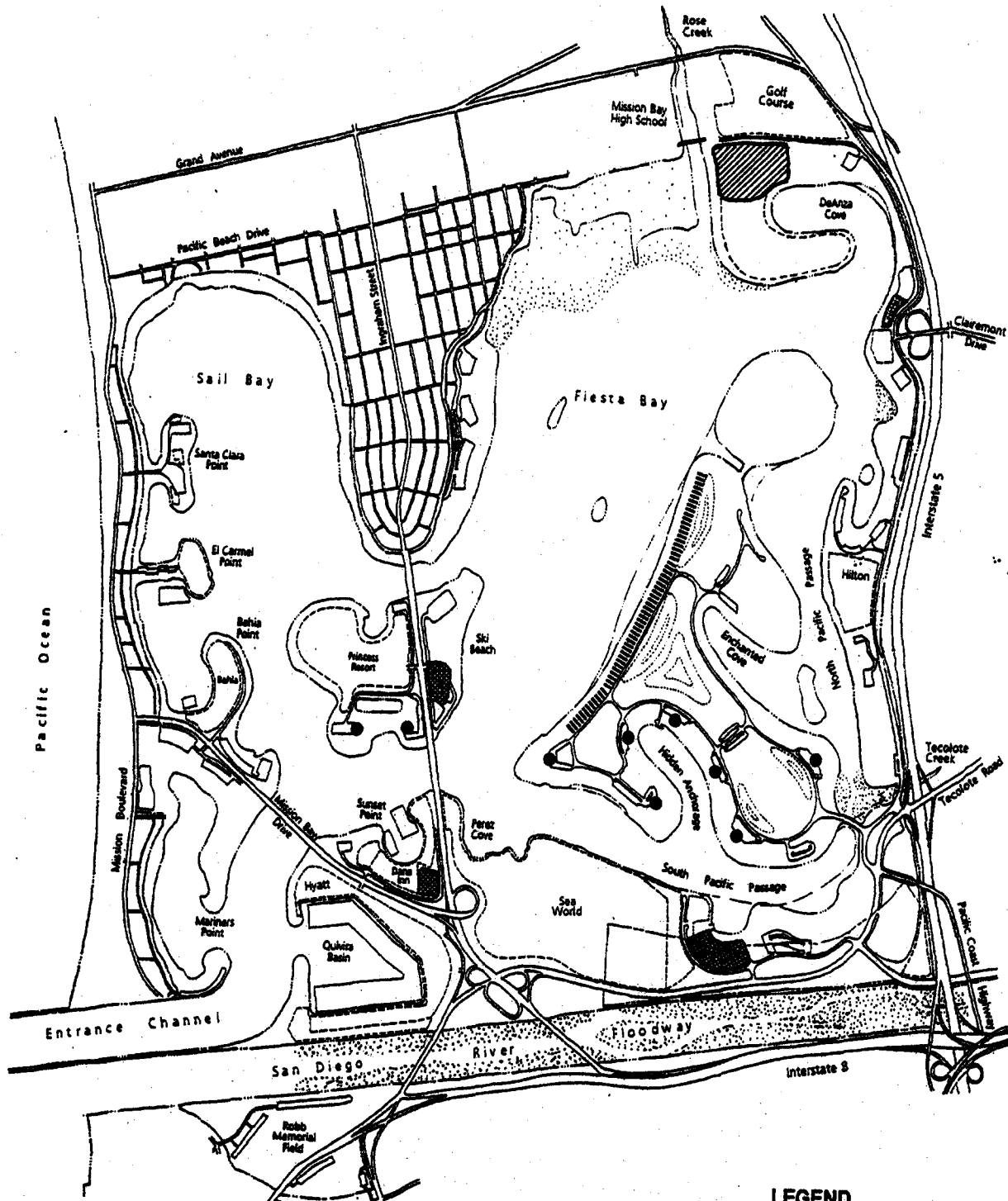
26. Relocation of Campland: As discussed further in this Plan, Campland on the Bay in its current location is incompatible with the environmental objectives for the Park. Accordingly, this facility could be relocated to De Anza Cove, as part of the SSA's guest housing program. This area has several advantages for an RV park:

- Convenient beach access for swimming and boating.
- Convenient access to the freeway, without travel through the neighborhood streets.
- Relative isolation from more intensive recreation areas.
- Optimum proximity to the nine-hole golf course.

Whether the Campland lease is transferred to the proposed site prior to its 2017 expiration date should be subject to negotiation in accordance with the development criteria established for the De Anza Special Study Area.

27. Day-Use RV Facilities: In addition to Campland on the Bay, Mission Bay Park should provide adequate areas for temporary, or "day-use" RV's. As part of the overall water-use recommendations, the De Anza boat ramp and trailer parking are proposed to be regulated, which includes the potential transfer of some of the existing trailer parking to the new South Shores ramp facility. Therefore, a portion of the De Anza trailer parking stalls could become available to RV's on a "day-use" basis. RV's should be concentrated in the southern part of the parking, where they will interfere the least with the operation of the ramp. In this area RV's would also be the least visible from Interstate 5. Beach for the launching of non-motorized, non-trailer boats, restrooms, concessions, and RV clean-up stations should be provided at this site.

28. RV Clean-up and Disposal Stations: Since many RV users park in boat trailer parking areas, all of the Park's boat ramp facilities should include RV clean-up and disposal stations, for a fee.



Note: Additional RV site would be available in the Fiesta Island and South Shores parking lots



Recreational Vehicle Facilities
figure 15

- LEGEND**
- Potential Overnight Facility
 - "Day-Use" Facility
 - Special Event RV Parking
 - "Day-Use" RV Parking Stalls

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

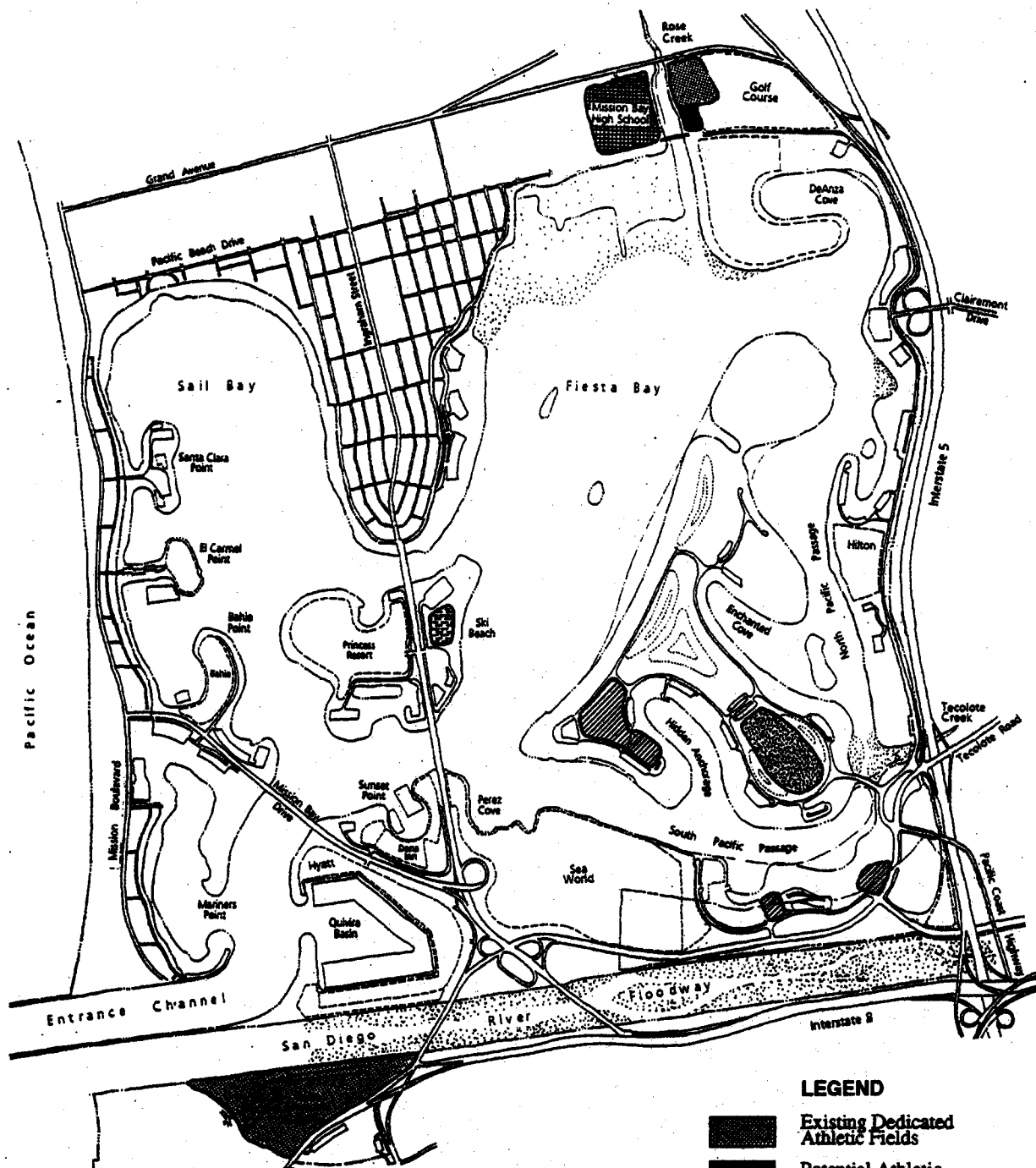
29. Sand Arena Sports: Existing active sports which have a natural association with the waterfront setting, such as sand volleyball, and Over-the-Line, should continue to be accommodated in Mission Bay Park. In an effort to maximize the efficiency of parking and transit, the Fiesta Island sand arena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

30. League Play: Given its unique water setting, Mission Bay Park should not be targeted as a location for organized soccer or other league play beyond the existing facilities in Robb Field and Pacific Beach Playing Fields.

Exception: When and if the Ski Club lease area is vacated, the Pacific Beach Playing Fields could potentially be expanded into this site. However, such an expansion should not preempt the use of this site for hydrologic improvements related to the establishment of a marsh at the outfall of Rose Creek, should future studies prove this to be necessary.

A joint use of Mission Bay High School should be pursued to further expand the availability of athletic playfields.

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



NORTH 0 800 1600 1/2 MILE ACRES

Active Recreation

figure 16

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

OFF-PEAK PARK USE

There are daily and seasonal periods when Mission Bay Park is relatively lightly used. Increasing the intensity of use during these periods would bring more people to the Park and help discourage illegal or undesirable after-hour activities.

Recommendations

33. Lighting: The Park's main pathways, parkland parking, and group picnic areas should have night lighting to encourage evening use of the Park. In addition, the City should program off-peak season and nighttime activities and events.

34. Amphitheater: A 3,000 to 5,000-person, publicly-operated amphitheater is proposed on South Shores as a means to bring people to the Park during non-peak hours. This facility would be entirely turfed and open for normal park use during non-events. Its location, facing the east end of South Pacific Passage, is also ideally suited as a viewing area for marine activity and events occurring in the Passage.

35. South Shores Promenade: A one-quarter mile waterfront promenade is proposed on South Shores. The promenade is ideally suited as a stage for public displays, civic gathering, craft and arts fairs, and other planned events for the winter months. This would further enhance the year-round use of the Park.

Both the amphitheater and the promenade would be within safe walking distance from the overflow parking.

V. WATER USE



Mission Bay Park is enjoyed by a wide variety of water sport enthusiasts including water skiers, rowers, paddle boaters, canoeists and kayakers, personal watercraft users (jet skiers), fishing enthusiasts, power boaters, sailors and swimmers. Organized water sports also regularly occur on the Bay, from sailing regattas and sculling to speedboat and Thunderboat racing. In addition, Mission Bay has served, and hopefully will continue to serve, as the home base for several Americas Cup challengers. The range of such activities, coupled with the Bay's favorable climate and attractive setting, makes Mission Bay Park one of the world's treasured aquatic parks.

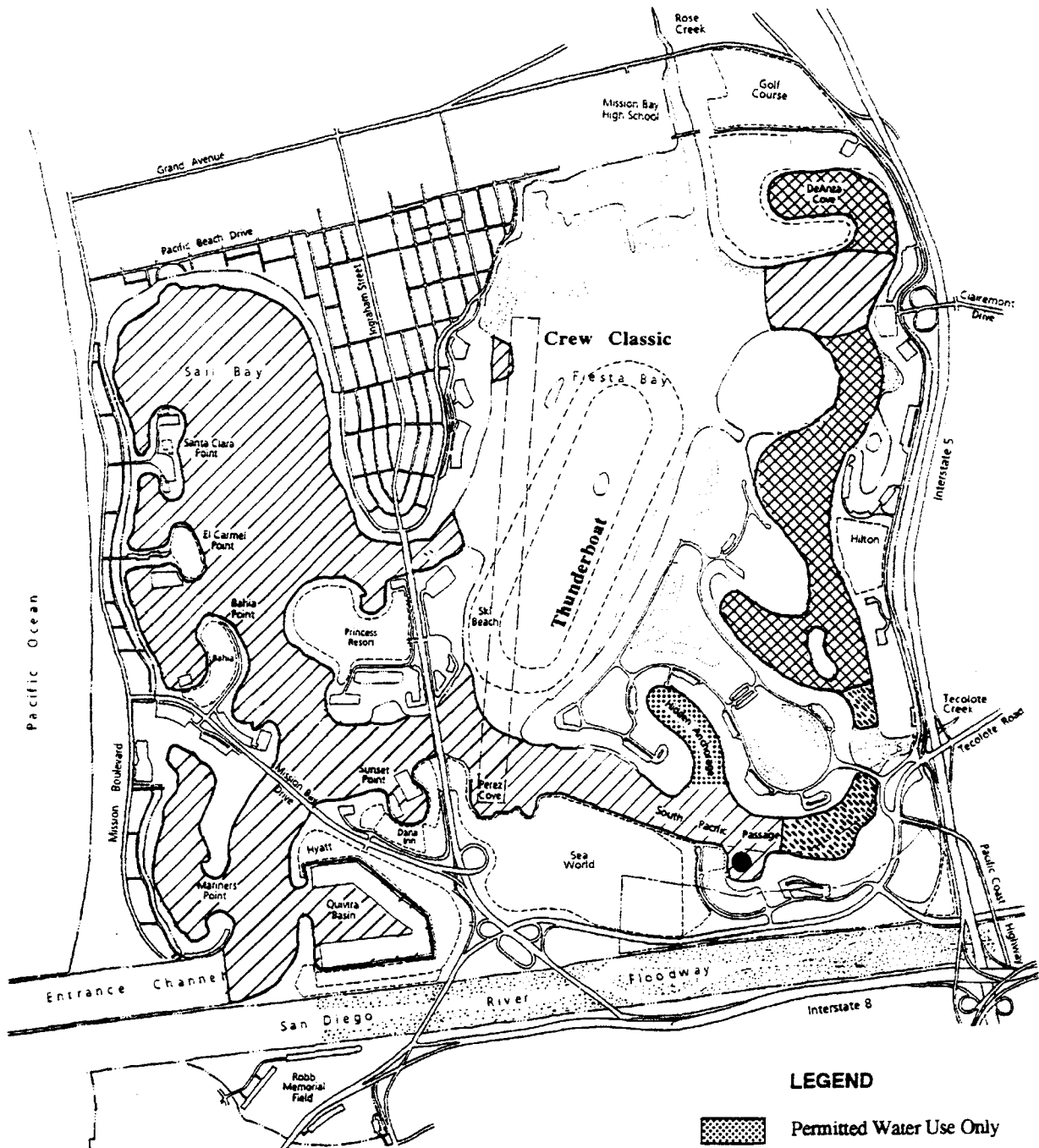
Nevertheless, over the past few decades, the Bay's ability to meet the demands of all water users has increasingly been compromised by a growing population, the increasing diversity of water recreation activities, and a deteriorating water quality. To ensure the viable use of the Bay waters, specific management and physical measures should be taken. As a goal...

...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. In the interest of sustaining a desired level of recreation, the Park waters shall be so used as to preserve an appropriate level of biological quality, benefitting both human activities and the interests of wildlife.

The Master Plan Update contains key water-use management recommendations including water-use space and time allocations, and water access limitations. Special features enhancing the viability of special aquatic events, such as Thunderboats, are also proposed.

MANAGEMENT STRATEGIES - TIME AND SPACE ALLOCATIONS






As the Park's water resources are essentially limited and finite, it is imperative to manage them efficiently. Through the efforts of the Ad Hoc Citizens Committee on Mission Bay Water Use along with the Mission Bay Park Committee, Lifeguard Service and Police Department, a balanced approach to the use of the Bay waters has been established over the years, involving time, space, and speed allocations for the use of various water areas. The Mission Bay Regulations, for example, call for Sail Bay to be available for high speed use from May 1st to October 31st, from sunrise to 11 A.M., and from 5 P.M. to sunset. Appendix F contains the Mission Bay Regulations.



Water Use Allocation
(Excluding Marinas & Mooring Areas)

figure 17

LEGEND

-  Permitted Water Use Only
-  Sailing/Cruising Only
-  Personal Watercraft Only
-  Regulated Area
-  Potential Day-Use Wet Slips

Recommendations

One of the important benefits of regulating the use of the Bay waters is the generation of a predictable pattern of use. As people become familiar with the rules, a more orderly water-use conduct follows, which in turn, helps sustain the enjoyment of the Bay. Accordingly, the current time, space, and speed allocations for Mission Bay Park should be maintained, with the following exceptions:

36. South Pacific Passage: To facilitate use of South Pacific Passage by rowers, a “no-wake” zone should be established in the Passage, primarily west of the planned embayment. In addition, the South Shores boat ramp should begin operation at 8:30 A.M., which further facilitates the use of the Passage by rowers in the early morning hours. (Hidden Anchorage may be accessed before 8:30 A.M. from other boat ramps in the Bay).

37. North Pacific Passage: The De Anza boat ramp should be regulated as part of the overall access strategy for the Bay waters (see Recommendation 41). This closure affords the opportunity to dedicate a large portion of North Pacific Passage for sailing and rowing craft. Accordingly, a “no-wake” zone should be established north of the Hilton pier.

38. Personal Watercraft (PWC) Area: The eastern end of South Pacific Passage should remain a dedicated PWC area. Through the reconfiguration of the South Shores shorelines, an additional 8 acres of water can be created for exclusive use by PWC. Additionally, the southern end of North Pacific Passage, extending northward from the proposed new habitat area to the south end of Enchanted Island, would remain available for unrestricted PWC use.

39. Continuing Monitoring: The Ad Hoc Citizen Committee, along with the appropriate public bodies, should continue to monitor the use of the Bay waters and further “fine-tune” the time and space allocations as new demands are placed on them.

WATER USE CAPACITY

Because of its intensive use by high-speed motorcraft, water skiers in particular, the determination of a reasonable capacity for Fiesta Bay is a major concern of this Master Plan Update. The "capacity" for a water body is related to the number of watercraft that can operate in it while maintaining both a safe and enjoyable level of use.

Recommendations

Safety concerns rise when a body of water is accessed by more watercraft than it can handle. With decreased safety there is also a qualitative loss in recreation enjoyment as users begin to compete for the same water area. To maintain a safe and enjoyable level of use in the Park's waters, access to them must be controlled.

40. Fiesta Bay Capacity: Reasonable assumptions can be made about the maximum number of craft that should be permitted in any given body of water. For example, water use experts estimate that a water skier requires about 6 acres of water to operate. Fiesta Bay contains about 360 acres of water-skiing area which, based on the preceding estimate, would yield a maximum capacity of 60 active boats at any given moment.

Equally valuable to a "scientific" estimate of water capacity as derived above, is the "actual," observed behavior of water use. Lifeguards and police are keenly aware of what, when, how and where boating activity occurs and what limitation the Bay's waters have. They estimate, for example, that Fiesta Bay can safely accommodate about 240 boats, of which about a quarter, or 60 boats, would actually be active at any given moment (the remaining boats would be idle or beached). This figure is consistent with the "scientific" criteria. Accordingly, 240 boats should be considered the practical capacity of Fiesta Bay.

WATER ACCESS

There is general consensus among the Mission Bay Planners and City staff that the means to maintain the safe and qualitative enjoyment of the water is by controlling access to it, that is, by limiting the number and location of boat ramps and related boat trailer parking. Ramps at four locations are currently available with which to pursue this strategy: De Anza, Dana Landing, Vacation Isle, and Santa Clara Point. Trailer parking for a fifth ramp, on the South Shores embayment, is currently under design. Collectively, these ramps provide parking for 775 boat trailers.

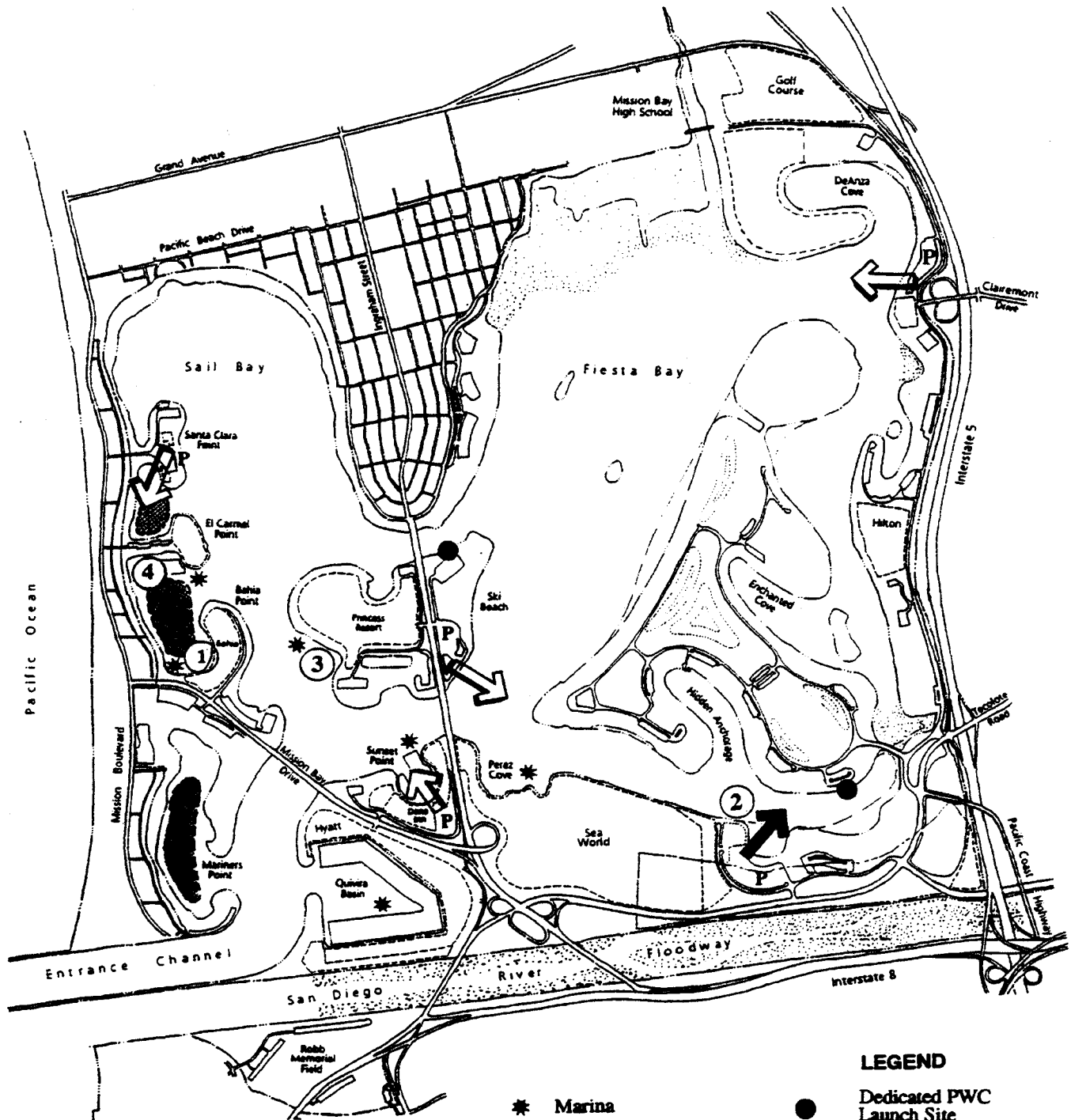
Recommendations

In accordance with the water capacity recommendations, the number and location of the Park's boat ramps, coupled with the number of boat trailer parking spaces provided, will determine the level of safety and enjoyment of the Park waters.

41. Regulation of the De Anza Ramp: In consideration of the high level of watercraft congestion that is currently experienced in the north end of North Pacific Passage, the Plan proposes to regulate the De Anza ramp. Such regulation could entail:

- Closure or restricted use of the ramp by motorized watercraft during peak use days, or during certain hours of peak-use days;
- Exclusive or preferential use of the ramp by canoes, kayaks, sailboats or other non-motored watercraft, and any combination thereof.

42. Potential Ramp in Quivira Basin: In public forums it has been suggested that a boat ramp be considered in Quivira Basin to reduce the cruising time of fishing and other recreational craft from the Bay to the ocean. Most of the Park's ocean-bound boats currently are launched from Dana Landing. However, given the cost of such a ramp compared to the modest reduction in cruising time that it would yield, the ramp's implementation is not considered cost-effective. In addition, a ramp in Quivira Basin would disrupt current slip provisions and/or affect the harbor police facilities. This ramp, therefore, should not be pursued.



Note: Santa Clara Point Boat Ramp is currently planned to be expanded from 4 to 8 lanes.



Water Access

figure 18

LEGEND

- * Marina
- P Boat Trailer Parking
- Potential Water Lease Expansion
- 1. Bahia Hotel
- 2. Mission Bay Boat & Ski Club
- 3. Princess Hotel
- 4. Mission Bay Yacht Club
- Dedicated PWC Launch Site
- Mooring Basins
- ➞ Existing Boat Ramp to Remain
- ➞ New Boat Ramp

43. Boat Trailer Parking Provisions: It is estimated that up to 240 water ski boats can safely use Fiesta Bay (for water skiing purposes), which means that up to 240 or so boat trailer parking spaces should be provided in the Park. This figure represents about 40 percent of the overall boat-trailer parking demand. The other 60 percent goes to ocean-bound vessels, motorcraft bound to other areas or uses within the Bay, and to recreational vehicles. It is estimated that on peak days about 50 percent of all boat trailer parking spaces are occupied by RV's.

Therefore, the Park should contain provisions for up to 600 boat trailer parking spaces.

$(240 \text{ parking spaces} / 0.40 = 600)$

This means that up to 600 or so trailer parking spaces should be made available during peak days, as provided collectively by all of the Park's ramp facilities. It should be noted that with the implementation of the previously planned South Shores trailer parking facility, the total number of trailer parking spaces in the Park would rise to 775, creating an excess of about 175 spaces. It is recommended therefore that during peak days about 175 trailer parking spaces be decommissioned. A substantial portion of this reduction could be secured through the regulated use of the De Anza ramp.

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

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 proposed habitat enhancement areas such as in the proposed Fiesta Island upland habitat preserve.

A new parking area should be developed in the south shore of Fiesta Island's northern cove (opposite the Hilton Hotel) to further enhance the use and benefit of this wide water area for board sailing.

Adequate access restrictions, such as roadway and parking area curbing, should be implemented elsewhere in Fiesta Island to maintain beach-launching within the prescribed sites.

46. Potential Dry-Boat Storage: In public forums it was suggested that provisions for dry-boat storage be considered in the Park. Dry-boat storage offers the convenience of advanced fueling, stocking, and launching while exercising optimum control of fueling and cleaning operations. However, dry-boat storage facilities would occupy valuable land for the benefit of comparatively few boat owners. They also require visually obtrusive sheds and, if commercially operated, would yield a marginal return. For these reasons, dry-boat storage is not recommended.

WET SLIPS AND ANCHORAGE

Several areas of the Park serve as mooring basins for over-night or longer term anchorage. In addition, 1,983 wet slips, existing and planned, serve as permanent berths for a variety of watercraft. Most of these slips are located in Quivira Basin and Dana Landing. There is wide demand for more marinas in the region. However, in Mission Bay Park this demand must be weighed against the recreational and navigational value of the limited water areas.

Recommendations

47. Additional Wet Slips: The recreational and navigational uses 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:

- Current wet slip expansions proposed by the Bahia Hotel (41 slips), the Princess Resort (58 slips), and the Mission Bay Yacht Club (27 slips) should proceed. These are limited expansions that do not impact the recreational or navigational use of their immediate water areas. The new slips proposed by the Princess Resort would be within the current leasehold area.
- In the South Shores embayment, up to 24 wet slips may be provided for day-use only, as part of new docks for the Ski Club. This facility, operated as an option by the Ski Club or other independent operator, would allow boaters to access a potential chandlery and restaurant on the north side of the embayment.



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 parkland 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. To improve and enhance this practice, the loop road should extend southward along the Island's west shores towards Stony Point once the sludge beds are abandoned. However, RV's and other vehicles should park within a designated strip off the road, not on the beach proper. This will permit the Park's combined bicycle and pedestrian path to run uninterrupted along the beach, forward of the parking strip. Proper drainage treatment of the roadway and parking strip will also reduce potential contamination of the shore area and Bay waters.

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.

51. West Shore of Fiesta Island: To enhance viewing of Fiesta Bay events, the west shore of Fiesta Island should be dredged to form a mile-long crescent. This will also increase the water buffer between spectators and speed boats. The dredged material could potentially be deposited east of the loop road to form gentle mounds, planted with coastal strand vegetation. Wind studies should be conducted to determine - and ultimately avoid - the potential impact of the mounds on Pacific Passage board sailing. A geotechnical evaluation should be conducted prior to any dredging or filling.

WATER LEASES

Mission Bay Park currently contains 83.74 acres of commercial and non-profit water leases, out of a potential 144.79 maximum acres as established by the Charter of the City of San Diego (6.5 percent of the Park's water area). Water leases play an important role in providing the public, as well as members of specific organizations, access to the water. As with dedicated land leases, however, a balance must be established between commercial revenue considerations, non-profit organization needs, and public recreation needs.

Recommendations

In the interest of preserving as much of the Park's waters for recreational activities as possible, this Plan proposes no new water leases beyond the optional day-use slips in the South Shores embayment (1.0 acre), and the existing proposals to expand the Bahia Hotel (2.0 acres), and Mission Bay Yacht Club (0.6 acres) water lease areas. As shown in Table 3, these lease expansions would bring the total water lease area to 87.34 acres, or 4 percent of the Park's water area. This amount is within the 6.5 percent permitted by the City's Charter. Below are listed the new water lease proposals (excluding the proposals by the Mission Bay Yacht Club and the Bahia Hotel, which preceded the initiation of this Plan).

52. Ski Club Relocation: Because of increasing sedimentation in Rose Creek, the Ski Club should be relocated to the South Shores embayment. This location is in close proximity to Hidden Anchorage in Fiesta Island, where the water skiers practice and compete.

53. Optional Day-Use Slips: At the option of the Ski Club, 24 day-use slips could potentially be developed in the South Shores Embayment. This facility would add about 1-acre to the Ski Club water lease area.

Table 3

WATER LEASE CHANGES

Leases Lost	Acres	Leases Gained	Acres
Campland on the Bay (West of Rose Creek)	5.76	Campland on the Bay (East of Rose Creek)	5.76
		Mission Bay Yacht Club	0.6
		Bahia Hotel	2.0
		South Shores Day-Use Slips	1.0 ⁽¹⁾
Total (Acres)	5.76	Total (Acres)	9.4

Net Dedicated Lease Gain = 3.6 Acres

Current Lease Total = 83.74 Acres

Proposed Maximum Lease Total = 87.34 Acres

⁽¹⁾ This is a potential use.

SWIMMING

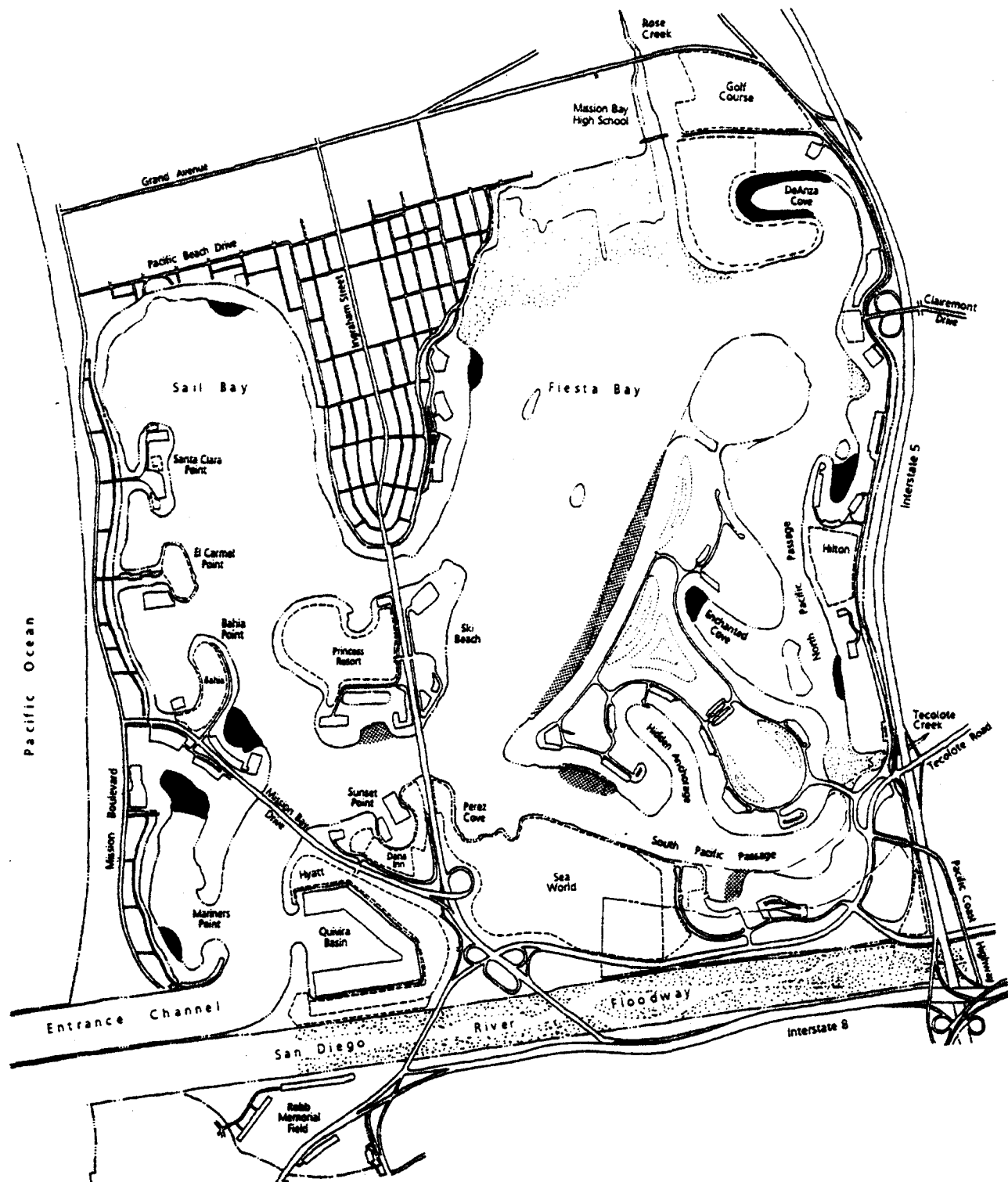
A variety of swimming sites are distributed around the Park. Most desirable are areas such as De Anza Cove, which offer tranquil waters suitable for wading and playing in the sand, as well as deeper waters for adult swimmers. Maintaining and expanding the variety of swimming venues would bring more people in direct contact with the water, enhancing the Park's overall aquatic orientation.

Recommendations

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

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

- Fiesta Island, facing South Pacific Passage. A small embayment can be carved out of the Island's south shore. This embayment would enjoy tranquil waters and optimum access to parkland.
- Fiesta Island, west shore. The dredging of the shore to create a long crescent affords the opportunity to bring new sand to this beach and improve its function as a swimming area. However, strict monitoring and supervision would be required to mitigate its proximity to motor craft in Fiesta Bay. Buoys, markers, and signage should be placed in the water and on the beach defining the limits of the swimming area.



Supervised Public Swimming

figure 19

LEGEND

- Existing Swimming Area
- Proposed 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.

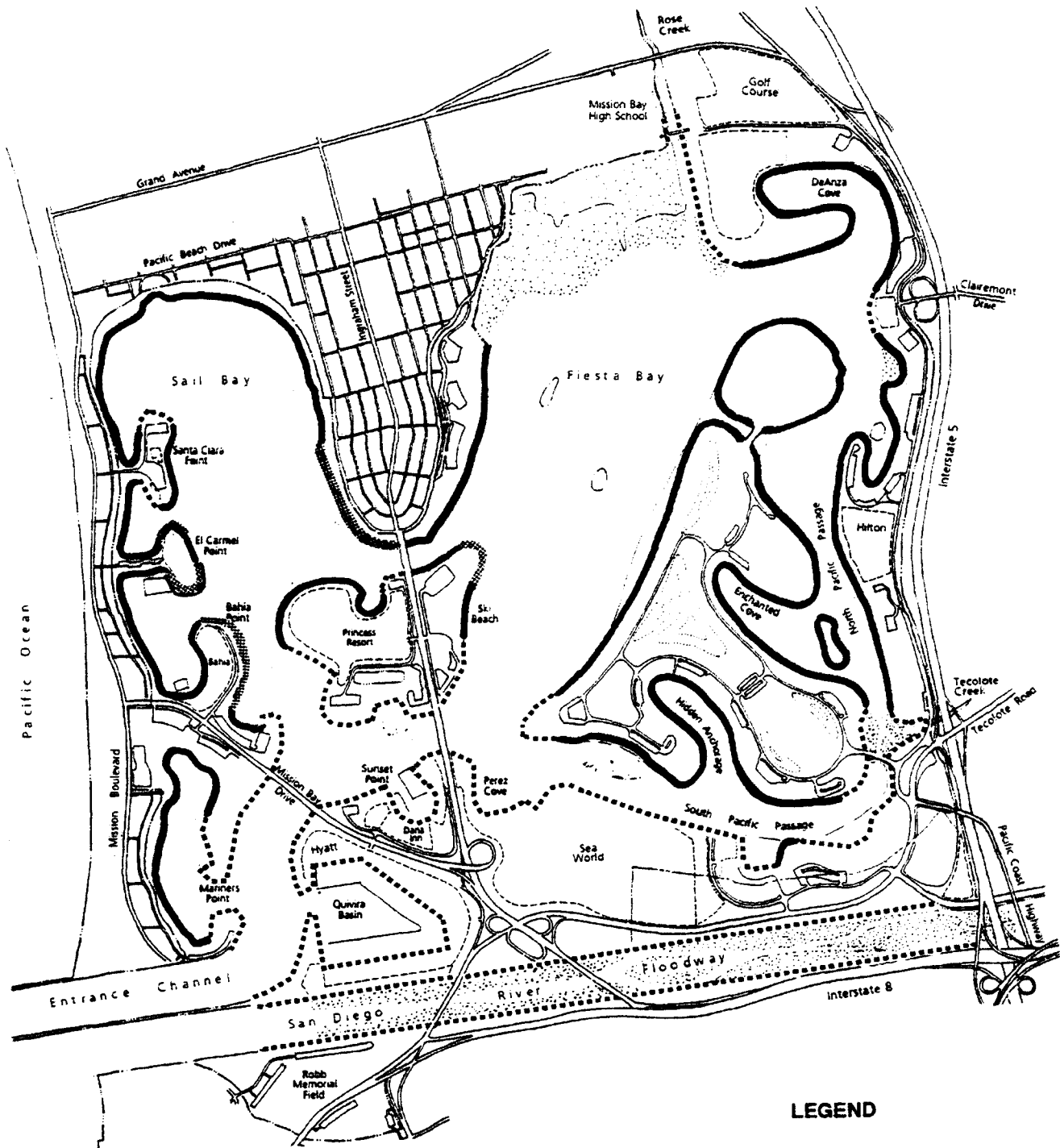
SHORE TREATMENT

The Mission Bay Park Shoreline Stabilization and Restoration Plan (SSRP), 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 20.

Recommendations

57. 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: An 8+/- acre dredge area is proposed on South Shores towards the east end of South Pacific Passage. This shore reconfiguration aims to increase the water area dedicated for Personal Watercraft.
- Fiesta Island, West Shore: An 18+/- acre dredge area is proposed on the west shore of Fiesta Island. The added water area will benefit water skiers and enhance the function of the shore for potential swimming and special event viewing.



- 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.



Shoreline Treatment

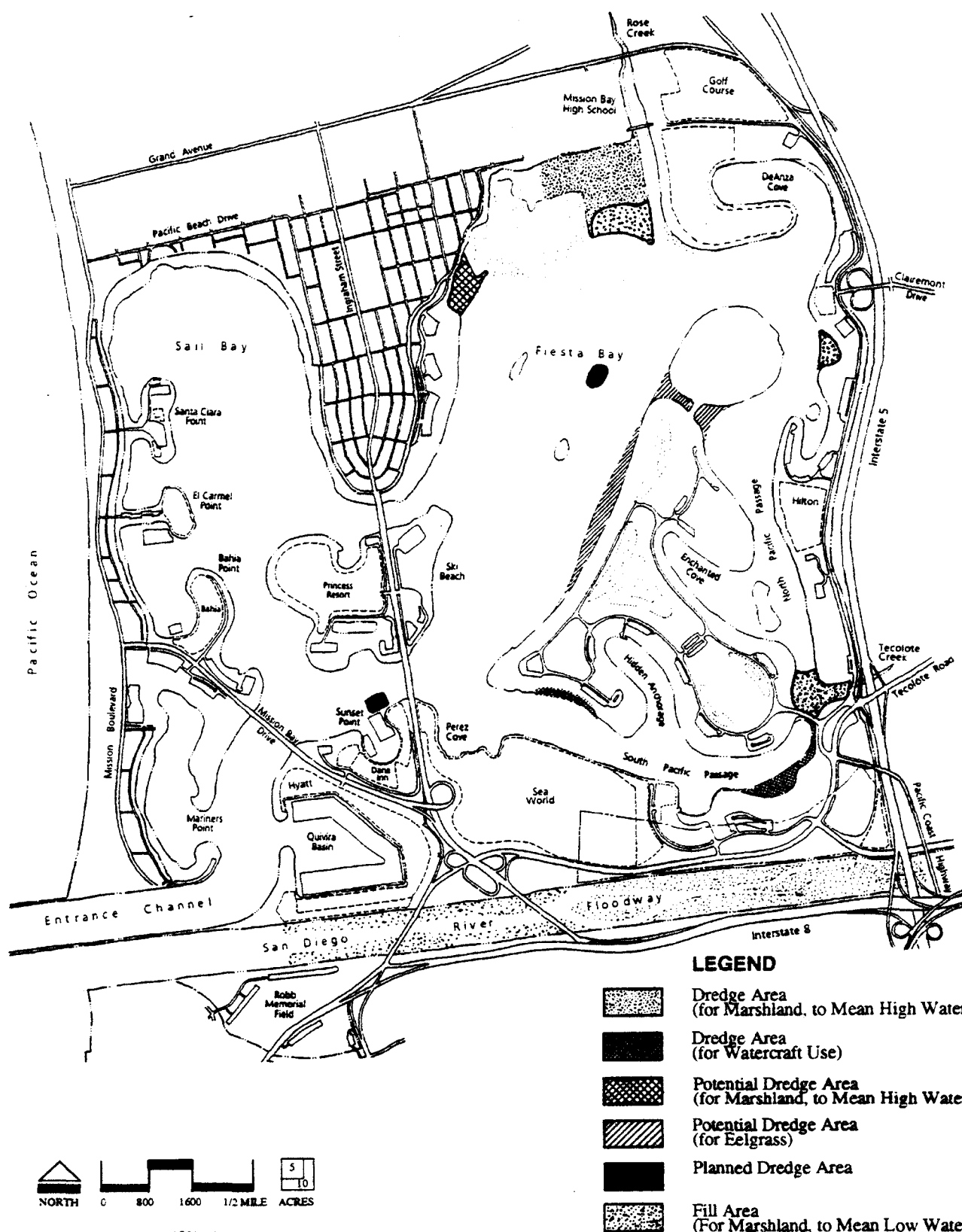
figure 20

LEGEND

- Beach
- Marsh Habitat
- Bulkhead/Rip Rap
- Beach with Bulkhead

- **Fiesta Island Channel:** An optional 12+/- acre dredge area creating a channel between Fiesta Bay and North Pacific Passage should be considered, depending on the need and cost-effectiveness of increasing the Park's habitat and/or mitigation areas.
- **Rose Creek Outfall:** 30 to 50-acre dredge area. Following this Plan's land use, recreation and environmental objectives, the creation of a new marsh may involve 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.
- **De Anza Channel and Cove:** A channel through De Anza Point should be implemented to improve the Cove's water quality.
- **De Anza Special Study Area:** In pursuit of a balance between environmental, commercial, and public recreational interests in the De Anza Special Study Area, filling part of the Cove's west end should be considered, 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.

58. Shoreline and Water Monitoring: Periodic bathymetric and beach profile data collection surveys should be initiated to monitor the condition of the Park's shorelines and navigable areas and thus ensure that adequate depths and water access are maintained in support of all of the Park's water uses.



Dredge & Fill Areas

figure 21

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