

# Draft Fiesta Island Amendment

## December 2018

### Summary of Revisions:

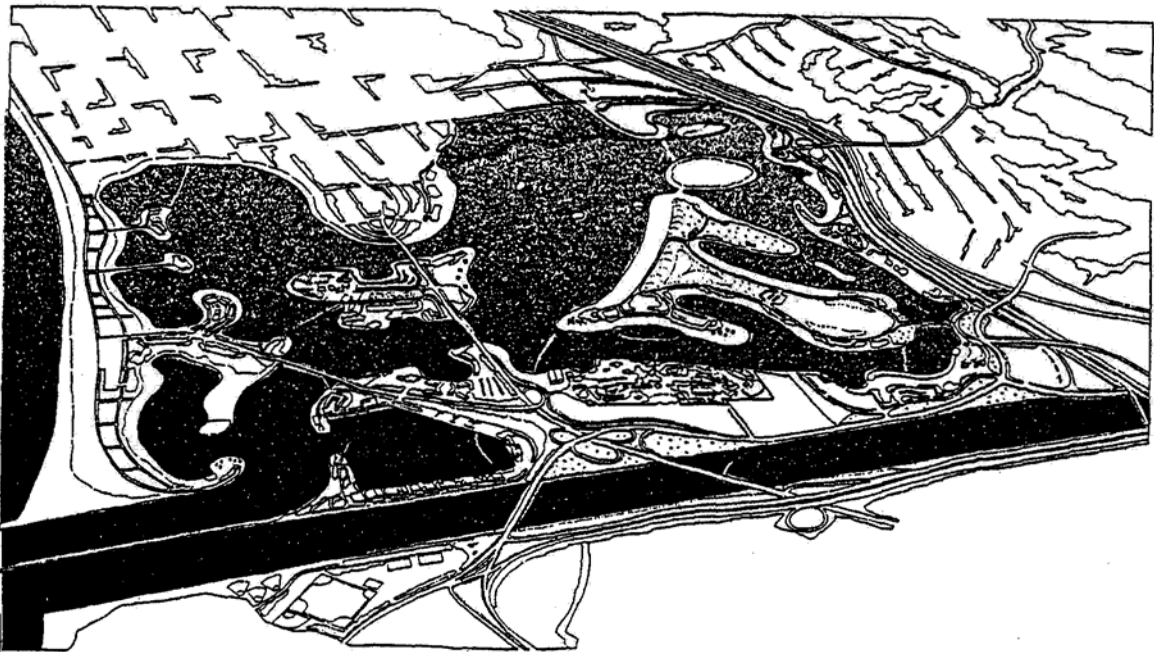
Discussion, Recommendation, Table, and Figure revisions regarding Fiesta Island are found in the attached ~~strikeout~~/underline Amendment document.

General grammatical and numeric edits not included in ~~strikeout~~/underline include:

- References to Mission Bay Park Master Plan Update removes the word "Update."
- Table of Contents: renumbering pages and Figure and Table references are added as needed.
- Renumbering of existing Recommendations as needed to reflect the attached Amendment.

**Draft Fiesta Island Amendment  
December 2018**

# **MISSION BAY PARK MASTER PLAN ~~UPDATE~~**



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

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

Executive Summary

## I. EXECUTIVE SUMMARY

No changes to discussion

### KEY RECOMMENDATIONS

#### ii. Water Quality

No Changes

#### 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.

- ~~• This Plan proposes a 50 percent increase in new regional parkland. About 100 acres of regional parkland are proposed in Fiesta Island, mostly in the current sludge bed area. 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.~~
- ~~• The Over the Line sand arena is proposed to be relocated from the western to the eastern end of Fiesta Island's main peninsula. This will expand its area, improve spectator facilities, and place it within walking distance of the Park's major future parking and transit facilities.~~
- ~~• New large group picnic facilities are included throughout the Park proposed in South Shores and Fiesta Island in close proximity to wide, open turf areas suitable for related active games and sports 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.

- ~~• The north half of Fiesta Island is proposed to remain essentially in a natural state, with large areas in coastal sage scrub available for hiking, jogging, bicycling, and primitive camping.~~
- ~~• 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.~~

Executive Summary

- The wetland areas proposed at the Rose Creek outfall would provide a natural setting for bird-watching, kayaking, rowing and canoeing.

**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 (Campground 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.
- ~~About 40 Eelgrass beds are proposed in Fiesta Bay. These result from (1) the dredging of East Ski Island, which allows a desired shortening of the Thunderboats event, (2) the "shaving" of Fiesta Island's western shore to form a mile long crescent beach, which improves the potential use of the beach for swimming and special events viewing, and (3) and the potential implementation of a channel across the Island's north end, which enhances the viability of the existing Least Tern preserve in the northern peninsula.~~
- ~~Another 4 acres of Eelgrass beds are will be located proposed as part of a new within an embayment in the south shore of Fiesta Island facing Sea World. Along with a protective jetty<sup>1</sup>, the 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.~~

1. ~~References to the protective jetty were deleted per California Coastal Commission's suggested modification, accepted by the City Council on 5/13/97, Resolution R-288657, but was not actually removed from this section in earlier versions of the plan.~~

**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

Executive Summary

**Recreational and Visitor Servicing Facilities**

No changes

**Community Park and Recreation Areas**

~~The Master Plan Update recommends a 50 percent increase in areas dedicated for active or regional-serving recreation. This increase is equivalent to 100 acres of new turf and adjoining beach area. Most of the new parkland is proposed in the southern portion of Fiesta Island and in South Shores.~~

~~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. ~~New~~ Playgrounds, fields for informal sports, picnic grounds, and an ~~upgraded~~ sand area for the Over-the-Line Tournament are ~~proposed as~~ part of the ~~new~~ recreation development.

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

No changes

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

The Master Plan ~~Update~~ incorporates ~~as~~ 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. ~~The Plan also proposes about 20 acres of new eelgrass beds, resulting from the reconfiguration of the west shore of Fiesta Island and from a proposed channel cut across the Island on its northern section. 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. ~~Th~~ese coastal landscapes ~~is~~are envisioned within mainly in the mid and western sections of 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**

Executive Summary

No change

**Figure 2 - Land Use**

Figure amended with either Option a and Option b

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

Updated figure

**Figure 4 - Key Environmental Recommendations**

Updated figure

**Figure 5 - Water Access**

Figure amended with either Option a and Option b

**Figure 6 - Proposed Roadway System**

Figure amended with either Option a and Option b

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 ~~and~~, northern, and southeastern portions of Fiesta Island, and Least Tern nesting sites.

Land Use

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.



#### 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. ~~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. 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: 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 t~~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.



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

(Remove Graphic)

## 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 unequaled 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.)~~

**Option A:** Fiesta Island enjoys unequaled 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 and southwestern portions of the Island. Locate an improved fenced off-leash dog park in the southwest subarea and include a comfort station, a dog activity park, washing and drinking stations and a paved parking lot for visitors. Improve roadways throughout the island, widen to include a bicycle lane, and regrade to drain away from the shore. Locate a new park road and parking area in the southern part of the southwestern subarea to provide for convenient access to a supervised swimming beach. 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.

**Option B:** Fiesta Island enjoys unequaled 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.

(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 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

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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.~~

The Island's Central Subarea includes a mixture of regional and natural recreation. Retain the existing the 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. 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.

**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.~~

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. A seasonal roadway (to be regraded to drain inward, away from the coast, to promote wetland formation) for bicycles, pedestrians, and vehicles located around the perimeter of this site, allowing the public to access the beach areas of the peninsula. Gates provided at both the western and eastern entry points to the northern area. Maintain fences around the Least Tern and salt marsh sites, to be accessed only by authorized individuals. 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.

(No changes to Recommendations 13 and 14)

## DEDICATED LEASE AREAS

- No changes

### *Recommendations*

No changes to Recommendations 15-22 or 24

**23. Primitive Camping:** ~~48-acre site in~~ Provide approximately 7 acres of public primitive camping and 22 acres of youth primitive camping on Fiesta Island. ~~This to be operated 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. See Fiesta Island Concept Map – Figure 32 for lease locations.~~

Land Use

**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. ~~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. 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. Turfed~~ Viewing mounds are proposed ~~at~~ 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, 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 active recreation area of Fiesta Island (See Fiesta Island Concept Map – Figure 32 ~~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.

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

**OFF-PEAK PARK USE**

No changes

***Recommendations***

No changes

Land Use

**Land Use Figures:**

**Figure 8 - Aquatic Orientation**

Updated figure

**Figure 9 – Regional Parkland**

Figure amended with either Option a and 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. 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.~~ **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.~~

**Option A:** ~~Within the Southwestern Subarea of Fiesta Island, provide limited trailer parking and storage within the parking area at the southern end of the Island.~~

**Option B:** ~~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 ~~proposed-specified natural~~ habitat enhancement areas such as ~~the northern area of Fiesta Island. in the proposed Fiesta Island upland habitat preserve.~~ Shoreline launching of motorboats, jet skis and catamarans is allowed around the Island, except for the Southwest Subarea.

~~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.~~

Water Use

Locating a parking area in the Southwestern Subarea of Fiesta Island will improve accessibility for all users.

**Option A:** Locate the parking lot in the southern reaches of the Southwest Subarea near Hidden Anchorage and the Southern Passage to provide vehicle and trailer parking that is adjacent to a supervised swimming beach, pier, and non-motorized watercraft storage area.

**Option B:** 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 are proposed to limit access to the North Subarea during nesting season.

## WET SLIPS AND ANCHORAGE

No changes

### *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 parkland-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 ~~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.~~ 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).

**Option A:** Within the Southwestern Subarea of Fiesta Island, locate a parking area at the southern point to provide direct access to beach areas and regional recreation.

## Water Use

**Option B:** 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.

~~**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**

No change

***Recommendations***

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

**SWIMMING**

No change

***Recommendations***

**5553. 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 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.

**5654. 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.~~
- **Option A:** On the south shore of Fiesta Island, facing South Pacific Passage, a swimming area is recommended with a lifeguard tower and swimming beach.  
(Note: no new supervised swim areas are proposed with **Option B**. 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. ~~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, though swimming can occur along the western shore, swimming is not encouraged.~~ Strict monitoring and supervision would be required to mitigate its proximity to motor craft in Fiesta Bay. Buoy, markers, and signage should be placed in the water and on the beach defining the limits of the swimming area.
-



Water Use

- 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*

**5755. 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, 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.~~
- Fiesta Island Channel: ~~An optional 12 +/- acre~~ A limited 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~~ 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)

**5856. 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 with either Option a and Option b

**Figure 19 – Supervised Public Swimming**

Figure amended with either Option a and Option b

**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

No change to the introduction discussion

### 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 off leash dog area at Stony Point in the Southwestern Subarea of Fiesta Island, of eelgrass beds associated with new embayments for swimming. Rather, this Plan ~~proposes~~ 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, ~~once the EIR associated with this Master Plan Update is certified.~~

### PUBLIC INTEREST AND CONCERN

No changes

### IMPROVING THE PARK'S WATER QUALITY

No changes

#### *Recommendations*

No changes

### Water Quality

Environment

**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: 64. Tidal Gates:** Poor flushing of the Bay waters exacerbates the problem of deteriorating water quality by holding contaminants in concentrated areas. In an effort to mechanically assist tidal flushing in Pacific Passage, Clive Dorman, Ph.D., of San Diego State University, has proposed a system of tide activated gates. Containing a series of "flapper valves," the gates would force the tides in a counter clockwise motion around Fiesta Island, diluting pollutants in the process. The gates would be placed at the south and north ends of Pacific Passage ( under a bridge to Fiesta Island on the south, and between Fiesta Island and De Anza Cove on the north).~~

~~However, the tidal gate under the Fiesta Island Bridge is incompatible with the potential establishment of a marsh at the outfall of nearby Tecolote Creek, and would restrict passage by rowers from one body of water to the other. The gates are also an expensive, unproven technology. For these reasons, tidal gates are viewed as a potential, long term measure should more feasible measures fail to produce results.~~

~~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.~~

~~**6563. 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. The Fiesta Island channel should be pursued only if the need to create eelgrass beds outweigh its capital cost and if proven technically feasible. Geotechnical studies should be conducted for all proposed channels to assess their feasibility.~~

~~**6664. Wetland Filtration:** (no change)~~

**WETLAND HABITAT**

no changes

**Recommendations**

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

~~**6866. 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:

## Environment

- 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 become available for recreation once the sludge beds are 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. Such acreage is unavailable elsewhere in the Park.~~

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.

### 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.

**7170. Eelgrass Enhancement:** Additional eelgrass beds should be created wherever possible in Mission Bay. As eelgrass is very sensitive to water quality, new eelgrass beds should be located in well flushed areas of the Park. Potential sites are:

- ~~West shore of Fiesta Island: 18+/- acres. The western shore of the Island is proposed to be "shaved back" to form a long crescent. The bathymetry of the resulting dredged area can be contoured to expand existing eelgrass beds.~~

## Environment

- ~~South Fiesta Island Embayment: 4+/- acres. This embayment, requiring a wake attenuation device, is envisioned as a prime wading area connected to the Island's main recreation area.~~
- 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.
- ~~Fiesta Island Channel: 12+/- acres. The channel is proposed as a possible eelgrass mitigation area if proven essential and cost-effective.~~

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.

**7271. 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 and the Cloverleaf site at the intersection of Sea World Drive and Ingraham Street be abandoned and replaced at other locations. Stony Point, which was a historic breeding area, is 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. ~~The abandonment of Stony Point should be effected when Least Terns are confirmed to be breeding in a suitable replacement site.~~

**7372. 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. 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.

Environment

**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)

**8180. Special Events Parking Demand:** During the Over-the-Line tournament, close to 2,000 vehicles have been recorded on Fiesta Island. ~~The 864 spaces currently provided for this event are in unmarked, unpaved lots; the remaining vehicles park along the Park road and on the beach areas.~~ For purposes of the Master Plan Update, 2,000 spaces have been assumed as the minimum necessary to satisfy the Over-the-Line event. 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*

**8483. 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

Access and Circulation

~~consider City parking requirements and follow the standards set in the Mission Bay Master Plan Design Guidelines during the design of the park space. Following the standards set in the Design Guidelines~~

~~, 2,570 parking spaces can be accommodated on Fiesta Island and South Shores for land-based recreational purposes. These spaces are distributed as follows:~~

- ~~• Paved Parking 1,620 spaces~~
- ~~• Overflow parking in turfed areas 500 spaces~~
- ~~• Roadside gravel parking 450 spaces~~
- ~~• Total 2,570 spaces~~

~~This figure does not include 105 spaces provided for water-based recreation purposes, namely for personal water craft and sailboard users.~~

**PUBLIC TRAM**

No changes

*Recommendations*

No changes to introduction

**9088. Fiesta Island Routes A1 and A2:** (no changes)

**9189. Routes B and C:** (no changes)

**9290. Transit Interface:** As a third option, the tram service could be planned as a comprehensive system, looping around the Park through Pacific Beach with ~~a stops~~ at the ~~Morena Boulevard/Linda Vista, the Tecolote Road, the Clairemont Drive, and/or the Balboa Avenue trolley~~ ~~Stations of the planned light rail trolley~~. 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 ~~Update~~; 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.

**9391. 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.



## Access and Circulation

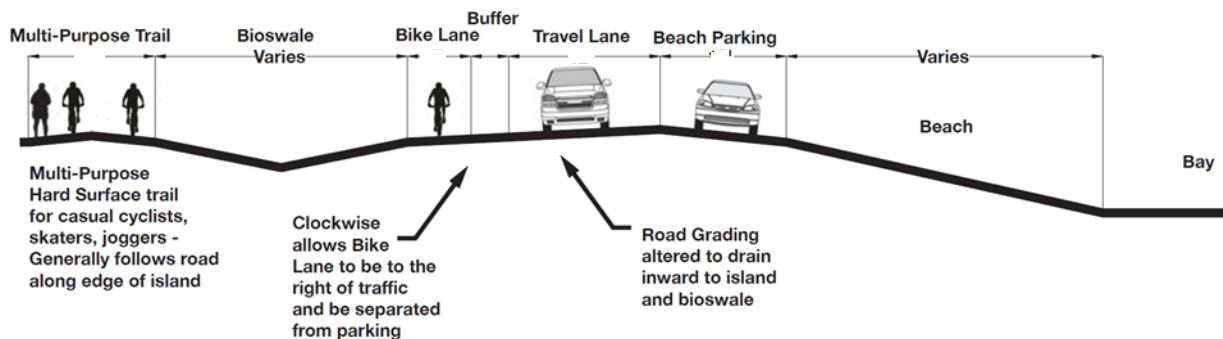
**Recommendations**

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.

**9593. Overflow Parking Access:** (no changes)

**9694. New Park Roads:** ~~A new loop road should be constructed on the southern half of Fiesta Island to serve the new parkland areas. In accordance with the Design Guidelines, the Park road should maintain a 300-foot clearance from the water's edge, except on selected areas as defined in the more detailed plan for Fiesta Island. To facilitate access to the various parking areas, as well as ensure a rapid response by fire and safety vehicles, the Park road should be two-lane, two-way all the way around the Island.~~

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.



*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 road 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.

**9795. Fiesta Island Causeway:** Because of the anticipated intensified use of the Island, the Island's causeway ~~should~~ would be rebuilt as described in Recommendation #115, a three-lane roadway, reserving the middle lane for emergency vehicles and, potentially, for alternate flows into and out of the Island during peak days, holidays, and special events. The causeway should be gradually arched and a suitably sized culvert placed under it to permit passage by rowers. The slope of the causeway and sidewalks should not have gradients steeper than those accessible by persons with physical disabilities.

Access and Circulation

(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*

**100.99 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.

**101102. 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.

**102103. High-Speed Bicycle Path:** (No changes)

**103104. 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 with either Option a and Option b

**Figure 28 – Proposed Roadway System**

Figure amended with either Option a and Option b

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

Updated figure

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

Figure amended with either Option a and Option b

## 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

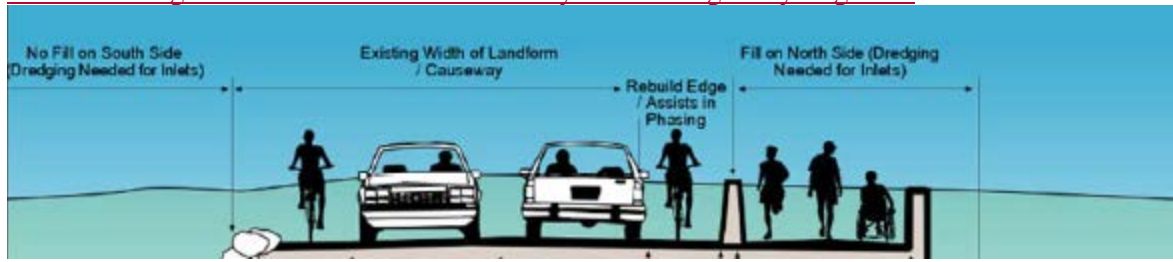
As an open landscape, Fiesta Island should be the place where City residents and visitors alike find the ultimate refuge from urban congestion, noise and visual clutter. Fitting its namesake, the Island should also be a place for celebrations: of holidays, of sports, of sunshine, of nature, and most 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 south [east](#) 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, ~~Recommendation 97, expand the Island's causeway should be expanded to three lanes from its current two, 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~~

## South Shores and Fiesta Island

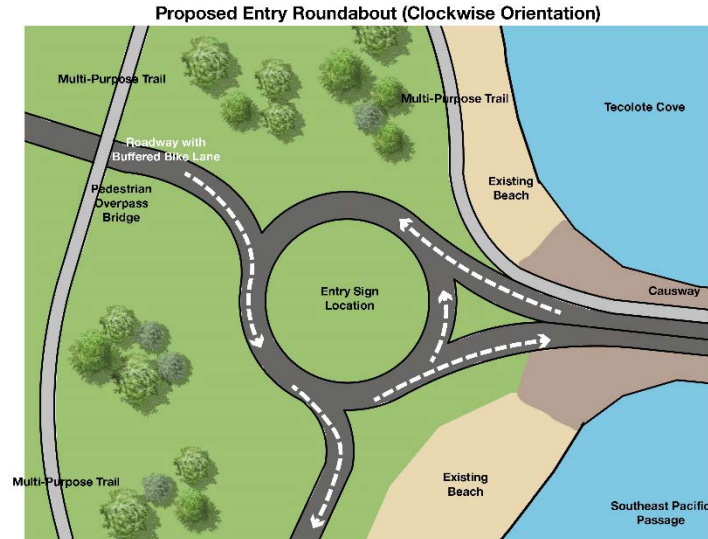
path would connect with the integrated system of paths and trails on Fiesta Island. In addition, new bicycle lanes on the causeway would connect with the bicycle lanes planned for the loop roads. The causeway would be designed to the satisfaction of the City of San Diego City Engineer.



*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, ~~the open sand arena will come into view, framing more distant 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

South Shores and Fiesta Island

Island is a significant land resource to be used for a wide variety of regional recreation activities. 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 fenced 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 A:** This subarea provides regional recreation consisting of up to 85 acres of fenced off-leash dog park area containing shoreline, coastal landscape areas and turfed parkland, trails, a dog special event area, and public parking. A public roadway, fenced off from the dog park, would provide access to parkland with turfed fields, children’s play areas, parking, non-motorized boat storage, both an off-leash dog beach and a supervised swimming beach, an eelgrass embayment, and other water-oriented recreation facilities. 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.

**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

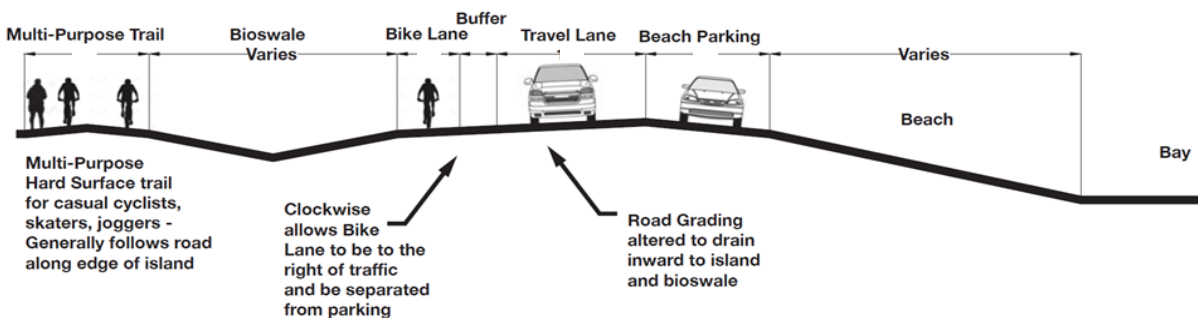
Habitat preserve area at Stony Point would be preserved and augmented by a seasonal buffer that extends the habitat area during mating and nesting seasons.

~~**116 Park Road:** As in South Shores, and in keeping with the Design Guidelines, the Park road should maintain a 300 foot clearance from the shore (Mean High Water), with the exception as noted in Recommendation 124 below. The 300 foot clearance is intended to preserve the primary waterfront influence zone for parkland purposes to the greatest extent possible.~~

**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.

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*

**Option A:** A two-way roadway extension along Hidden Anchorage to the most southernly area of the Island ends at a parking area to provide access to regional park facilities that includes non-motorized watercraft and swimming beach accessibility.

**Option B:** Within the Southwestern subarea, no roadway is provided within this area.

**117118. 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:

South Shores and Fiesta Island

- The ~~southern~~ southwestern and southeastern shores - beach backed by ~~ornamental turf and trees~~ 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 turf fields, playground, and other park amenities

Linking these shore areas will be the Island trails/pathways. As they are part of the coastal landscape, the ~~paths-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.

~~**118. Parkland, or "Islands within an Island":** (See Recommendation 116) Consisting predominantly of sandy shores backed by ornamental turf and trees, southern Fiesta Island will ultimately contain about 100 acres of new parkland within the primary waterfront influence zone, mostly in the current sludge beds site.~~

~~Because of the lower grade elevation that will result from the abandonment of the sludge beds, this part of the Island should be a repository for fill material resulting from shoreline dredging operations. The dredging of the 4 acre embayment along South Pacific Passage, and the "shaving" of the Island's western shore are two likely nearby sources of fill material.~~

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

~~The intent is to maximize the variety of recreational landscapes within a single, continuous environment while reducing the amount of turf needing water and maintenance. This approach also reinforces the intrinsic "Island" qualities of the place.~~

~~**119. Trails & Multi-Use Path/Pathways:** Of all of the Island's recreation facilities, the pedestrian and bicycle/skating paths stand to be the most used and enjoyed. Over 5.5 miles of minimally interrupted paths facing the waterfront are proposed, encircling the entire Island. In addition, more rustic foot paths are proposed within the upland habitat areas for hiking and jogging. As described further in the "Art in the Park" Section, these paths constitute a major opportunity for art to be integrated into the Park's overall recreation experience. 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.

**Option A:** Five pedestrian/bicycle bridges are proposed to cross the multi-use path over the loop roadways.

**Option B:** 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.
- 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.



## South Shores and Fiesta Island

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

~~**Option A:** An off-leash swimming beach and a supervised swimming area along the Island's southwestern subarea edge with a pier, ramp and floating dock constructed as part of the public swimming beach amenities. This area would also provide for non-motorized watercraft facilities including a watercraft permit storage area, a non-motorized launching beach, and boat club miscellaneous storage. These facilities would likely be used by organized non-profit clubs that currently use Mission Bay and Fiesta Island including sailing, rowing craft, and paddling clubs.~~

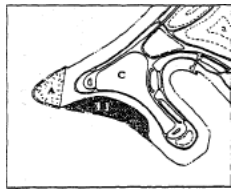
~~**Option B:** An off-leash swimming beach along the Island's southwestern subarea edge within the off-leash dog area.~~

~~**121/123. Large Group Picnic/Overflow Parking:** A central area of turf and two smaller ones toward the western and eastern points of the southern peninsula are proposed for large group picnic functions. Lying mostly outside the primary waterfront influence zone, these areas are large enough to hold related soccer, softball, multiple volleyball or touch football games. During special events, however, all or part of these areas, particularly the two smaller sites, could be used for temporary overflow parking and staging. Large group picnic areas are located in conjunction with turf 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.

**Option A:** Two turfed areas are within the southwestern subarea that could provide for large group picnic functions. One would be oriented toward the dog off-leash activities and the other would be located near the proposed playground and restroom area and would be oriented toward children’s activities and active and passive recreation.

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



(Remove Graphic)

Optional South Fiesta Island Development

A. Stony Point Least Tern Preserve

B. 9 Acre Swimming Embayment/Eelgrass

C. Play Area

**122124. 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.

**123125. Beachfront Parking:** Most of the new parking proposed on the Island is in contained lots spaced along the Park road, 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. However, some visitors also desire parking in closer proximity to the shore to recreate as near to their vehicle as possible. Two sites are proposed for this purpose:

- Enchanted Cove, south shore—The Park road should be within 200 feet of the shore at this location, allowing for head-in parking in marked, curbed, gravel surfaced stalls.
- Northern Cove, south shore—A small parking area, with head-in stalls facing the water should be placed here. The lot could be placed within 100 feet of the shore, which would also facilitate the launching of sailboards.

Additional beachfront parking would be available in the Island's west shore. These head-in spaces, marked and curbed, should be 50 feet deep to accommodate recreational vehicles. At this location, however, the Park road should remain outside of the 300-foot mean high water line.

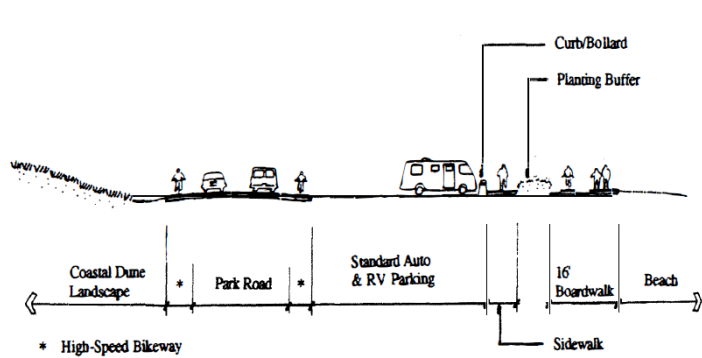
Additional spaces can be made for “off-the-edge” parking along the roadway edges. These are critical resources for special events. Additional parking is located:

**Option A:** At the southerly beach of the Southwestern subarea and along a portion of the access road to this parking area.

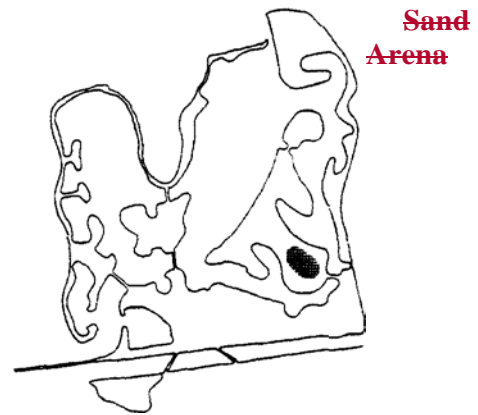
**Option B:** At the top of Hidden Anchorage within the Southwestern subarea.

South Shores and Fiesta Island

(Remove Graphics)



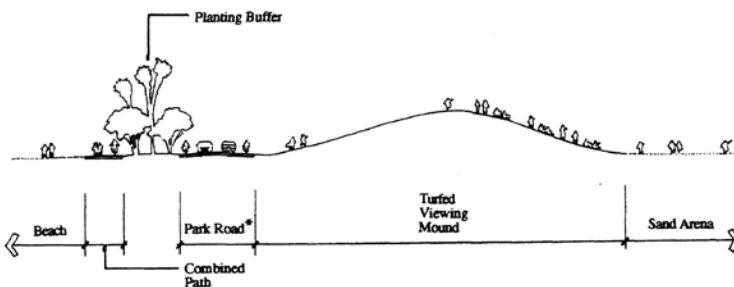
*Fiesta Island West Shore Development*



**124126. Sand Arena, Volleyball, and Over-the-Line:** ~~The sand arena is proposed to be relocated to the eastern end of the Island's main peninsula to afford more convenient access, expanded play area, and better spectator facilities. (See Recommendation 29). Turfed mounds framing the north and south sides of the arena should be provided: the inward face of the mounds would serve event spectators, while the out ward face, facing the water from a higher vantage point, would be suitable for picnicking and other passive recreation activities. These improvements would make the arena a potential venue for nationally televised events, bringing further attention to San Diego as a national recreation destination. 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 outward 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.



\* Including High-Speed Bikeway

*Sand Arena/Parkland Cross Section*

**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.

**Option A:** A fenced off-leash dog area would include dog and dog-oriented improvements such as dog play structures, training equipment and shade structures. In addition, dog-oriented turf areas, plazas and wash areas are incorporated. A comfort station and parking are proposed near this plaza and turf areas. Dog oriented beaches would also be provided.

**Option B:** 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.

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

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

Updated figure

### **Figure 32 – Fiesta Island Concept Plan**

Figure amended with either Option a and Option b



Art in the Park

## **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 ~~nearly six~~over 14 miles of ~~waterfront~~ 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

**~~3. Sludge Beds; 1998 Estimated Abandonment.~~**

~~The City's Water Utilities Department estimates that the sludge bed operations in Fiesta Island will remain active through 1998, possibly a few years beyond. Therefore, the development of the Island's southern peninsula into regional parkland cannot be implemented prior to this date. It would be of significant benefit to the Park, obviously, to secure the abandonment of the sludge beds at the earliest possible date. Abandoning the sludge beds also means the removal of the odor associated with them that affects East Shores and will affect the South Shores new development areas.~~

**PRIORITIES**

No changes

***Recommendations***

No changes except to renumber the recommendations