

(R-95-1944)


RESOLUTION NUMBER R- 286199

ADOPTED ON AUG 01 1995

BE IT RESOLVED, by the Council of The City of San Diego, that an amendment to the previously approved Mission Bay Park Master Plan/Local Coastal Program, as recommended and adopted by the California Coastal Commission on May 11, 1995, and as set forth in the attachment hereto, is hereby approved.

APPROVED: JOHN W. WITT, City Attorney

By



Harold O. Valderhaug
Chief Deputy City Attorney

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PARK DEVELOPMENT

1. On Page 33, under Planning Approach/Recommendations, the following modification shall be made:

3. Distribution of Recreation Orientations: As is described in more detail in further sections of this Plan, the Park's recreation orientations should be concentrated in the following areas:

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

Neighborhood: West Shore, Sail Bay, and Riviera Shores. ~~//and/Crown Point/Shores~~

Commercial: Western South Shores, ~~West~~ Northwest Vacation Isle, Dana and Quivira Basins, Bahia Point and northeast corner.

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

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.

The associated illustrations on Page 32, and Figure 1 on Page 5, shall also be modified.

2. On page 44, under Land Use/Dedicated Lease Areas, the following modification shall be made:

15. Marina Village: 500 hotel rooms, limited retail, conference facilities. The redevelopment of this existing lease should include the unimproved parking strip facing the San Diego River Floodway as an addition to the lease area (4.0+/- acres), with concurrent realignment of Quivira Road to the south of the expanded lease area, creating a 19-acre redevelopment site. Expanding the lease area would allow the implementation of a wider public promenade on the north side of the development, taking full advantage of marina views. Likewise, realigning Quivira Road to the south of the expanded leasehold and preserving or providing a public walkway/buffer area between the realigned road and the river channel will allow the public increased viewing opportunities along the San Diego River Floodway. Vehicular public access to Hospitality Point through the site ~~should~~ shall be maintained.

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3. On Page 46, under Land Use/Dedicated Lease Areas, the following modification shall be made:

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

4. On Page 50, under Land Use/Dedicated Lease Areas, the following modification shall be made:

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

The underlying objective is that this parcel's "best use" is tender maximum utility, or best use, from a recreation standpoint commercial recreation or visitor-serving commercial support facilities. In accordance with public consensus on this issue, "best use" should not mean permanent and exclusive commercially-supporting parking. Any new and permanent parking should be of such quantity and proportion as would be required to serve whatever commercial use may be proposed.

5. On Page 52, under Land Use/De Anza Special Study Area/Recommendations, the following modifications shall be made:

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

25. De Anza SSA Development Criteria:

- The SSA shall be ~~81~~ 76 acres in area to include the totality of the existing land and water leases of De Anza Mobile Home Park ~~and 15 acres of adjacent public parkland~~, of which up to 60 acres can be developed as guest housing. (Figure 14 describes the proposed SSA configuration).
- The SSA ~~should~~ shall not be developed to the detriment of existing and/or future adjacent habitat areas. Foremost in consideration, should be the extent to which the SSA can contribute to the Park's water quality. In fact, ~~some~~ additional wetlands mitigation may creation must be required considered as part of the SSA.
- The SSA should facilitate the implementation of hydrologic improvements aimed at safeguarding the viability of marsh areas in its vicinity.
- The SSA ~~should~~ shall be developed to enhance the public use of this area of the Park. Recreational features such as waterfront trail, picnic areas, overlooks, canoe launching sites, etc. should be considered as an integral part of any development. Any redevelopment proposal shall incorporate a 100-foot buffer/public use zone along the entire Rose Creek frontage of the site, as measured from the top of the rip-rap, and adjacent to the proposed wetland at the mouth of Rose Creek located outside of the SSA. Public access/recreation improvements, such as walkways, overlooks, picnic tables, benches, etc. may only be sited in the upland 50 feet of said buffer/public use zone. In conformance with the Design Guidelines, a 150-foot minimum public use zone shall be maintained along the beach areas of the shore as measured from the mean high water line. Along other bulkhead or rip-rap areas of the shore, if any, a 50-foot minimum public use zone shall be maintained as measured from the top of the bulkhead or rip-rap. As an integral part of the SSA, a waterfront trail and viewing areas shall be provided within the public use zone along the entire shoreline of the site, in addition to other passive recreational features.

Also, Figure 14 on Page 53 shall be modified to delete the 15-acre expansion area as part of the De Anza Special Study Area.

6. On Page 74, under Water Use/Swimming/Recommendations, the following modifications shall be made:

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

- Fiesta Island, facing South Pacific Passage: A small embayment can be carved out of the Island's south shore. ~~Coupled with the construction of a jetty or breakwater in the Passage, /~~ This embayment would enjoy tranquil waters and optimum access to parkland.
- Fiesta Island, west shore: The dredging of the shore to create a long crescent affords the opportunity to bring new sand to this beach and improve its function as a swimming area. However, strict monitoring and supervision would be required to mitigate its proximity to motor craft in Fiesta Bay. Buoys, markers, and signage should be placed in the water and on the beach defining the limits of the swimming area.
- West Vacation Isle, south shore. A small embayment already exists here. The addition of a jetty or breakwater buoys, markers and signage would ~~ease the water's chop and~~ make the site suitable for swimming.

7. On Page 90, under Environment/Recommendations, the following modification shall be made:

Accordingly, the following wetland areas are proposed:

- Rose Creek outfall: 80+/- acres. This site requires the relocation removal of Campland to the east of Rose Creek/ Additional wetland should be considered in. 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.

8. Also on Page 90, under Environment/Wetland Habitat/Recommendations, the following new sections (68a and 68b) shall be added:

68a. Mitigation Banking for Publicly Used Wetland: A mitigation bank will be established in Mission Bay for habitat in excess of immediate project needs. To aid in maximizing habitat mitigation banking credit for the proposed wetland development projects, the design will limit areas designated for public use (i.e., wildlife observation decks, boardwalks, and/or canoeing) to a small percentage of the total area. Buffer zones around specific public uses will be designated and a sliding scale for mitigation credit implemented for these zones. Prior to the allocation of any mitigation credits, criteria and an estimated time frame for successful wetland habitat restoration/creation will be established. The final mitigation banking program shall be incorporated into the certified Master Plan as an amendment to the City of San Diego Local Coastal Program.

For wildlife observation decks and boardwalk use, no credit would be given for habitat within 25 feet of such use; half credit would be given for habitat within 25 to 50 feet of such use; full credit would be given for habitat 50 to 100 feet of such use, providing that bird nesting takes place within that zone; and full credit with no stipulations would be given for habitat 100 feet or farther away from such use.

Canoeing/kayaking areas will be included in the design, but will be implemented provisionally. Restrictions on this type of use and monitoring of possible impacts to wildlife and habitat will be instituted. Should adverse impacts occur, this type of use will either be further restricted or eliminated from the area. For the nature center and for the canoeing/kayaking use areas, no credit would be given for habitat within 50 feet of such use; half credit would be given for habitat within 50 to 100 feet of such use; and full credit would be given for habitat 100 feet or more from such use.

68b. Wetland Management Plan for Proposed Wetland Areas: Upon acceptance of a final wetland design by resource agencies, a wetland management plan will be developed for inclusion into this Master Plan. The final Wetlands Management Plan shall be incorporated into the certified Master Plan as an amendment to the City of San Diego Local Coastal Program. This management plan will include: provisions for appropriate agency consultation; criteria for maintenance activities, if needed; description of maintenance activities which may be required, including possible locations, equipment, personnel, methods, and means to minimize impacts to surrounding areas; and monitoring and reporting program, including but not limited to, water quality testing (petroleum products and other toxins) at point of water entrance to wetland, within treatment marsh, and in Mission Bay; wildlife usage; presence of invertebrates; composition of vegetation; health of vegetation, particularly Spartina; general weather conditions; and statistics of usage in public use areas. A regular monitoring and reporting schedule will also be included in the Plan for the estimated

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establishment period and subsequent annual "bank accounting" statements to agencies (California Coastal Commission, California Department of Fish and Game, Regional Water Quality Control Board, U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers).

9. On Page 103, under Access and Circulation/Parking Demand/Recommendations, the following modification shall be made:

83. Required Additional Parking: At present, the Park contains 6,595 assigned parking spaces, plus about 700 curbside spaces along East Mission Bay Drive, for a total of 7,295 spaces. ~~Several Hundred~~ 217 existing parking spaces are proposed to be deleted in pursuit of specific land use objectives ~~217~~ spaces in Bahia Point, to exercise a shift and a potential expansion of the Bahia Hotel Lease. ~~and potentially 384~~ spaces in Del Anza Cove ~~to permit the relocation of Camp Land to the east side of Rose Creek~~. These deletions would reduce the current supply to ~~6,694~~ 7,078 spaces.

(7,295 - 217 = 7,078 spaces)

Accordingly, a total of ~~5,101~~ 4,723 new spaces should be provided in Mission Bay Park to satisfy peak day use demand.

(11,801 - ~~6,694~~ 7,078 = ~~5,107~~ 4,723 spaces)

10. On Page 110, under Access and Circulation/Public Tram, the following modification shall be made:

93. Commuter Use of the Overflow Parking: Considering the proximity to a regional light-rail transit station, the overflow parking could be dedicated for commuters during working days. This would enhance the function and efficiency of the facility and potentially maximize the use of the tram system. However, to make this lot available for non-park use, the land would have to be removed from the "dedicated" Park boundary, requiring a two-thirds citizen approval vote. ~~Nevertheless, this course should be explored further~~

11. On Page 116, under Access and Circulation/Bicycle and Pedestrian Paths, the following modification shall be made:

101. Key Linkage Improvements: In general, continuous public access, either improved or unimproved, shall be provided around the entire waterfront of Mission Bay. Current exceptions are located in the following areas: the leases of Sea World, Pacific Rim, Mission Bay Yacht Club, San Diego/Mission Bay Boat and Ski Club, and Fiesta Island Sludge Treatment Facility; the Mission Bay Park Headquarters Facility on

Hospitality Point, and the Least Tern nesting areas at Stony Point and Mariner's Point. Where such access does not now exist, as leases or uses come up for renegotiation or change, the issue of public shoreline access will be re-examined consistent with security, safety and specific public aquatic/recreational needs and requirements. Moreover, to maintain safe and convenient continuity of the paths around the Park, these four key improvements should be implemented:

- A grade-separated pathway spanning Sea World's exit roadway. This overpass would allow pedestrians and bicyclists to safely cross from the entrance roadway and continue along its south side to Ingraham Street.
- A pedestrian and bicycle bridge over Rose Creek, designed also to accommodate maintenance and emergency equipment. This bridge would allow Park users to conveniently circle the northern edge of the Park.
- A raised path, or boardwalk, under the Ingraham Street Bridge at Crown Point Shores. The path would permit uninterrupted movement from Fiesta Bay to Sail Bay.
- Widening of the East Mission Bay Drive Bridge. The combined path is currently inadequate at this location. A widened bridge or separate path along its west side is recommended.

In addition to the above key linkage improvements, a continuous pedestrian and bicycle path should be pursued around Bahia Point. To this end, a shift in the Bahia Hotel lease area should be considered in accordance with Recommendation 17.

12. On Page 130, under South Shores/Fiesta Island/Recommendations, the following modification shall be made:

120. Swimming Embayment: A 4-acre embayment for swimming and wading, ~~protected by a jetty~~, 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. ~~Accordingly, this option should be considered to the degree that mitigation objectives supersede recreation objectives.~~

13. On Page 9 of Appendix G - Design Guidelines/Shore Access the following modification shall be made:

10. Leasehold Building Setbacks: In leasehold areas, buildings and landscape should be sited with the aim of enhancing the experience and use of the Park's waterfront (see following sections on landscape and architecture). Creating a varied building frontage along the public use zone to allow for landscape planting and other amenities between buildings would support this objective. To this end, along/leasehold/lines/finding the/shore/ buildings should shall be set back an average of 25 feet from leasehold/lines public use zones.

Swimming pools, terraces, lawn and planting areas should be placed in the setback areas. The intent is to use these setback areas as a means to add interest and visual amenity to the public use zone immediately adjacent to the leasehold/shore water. For the purpose of computing the average setback depth, buildings sited beyond 50 feet from the leasehold/lines public use zone should not be part of the calculation. This guideline will encourage a varied building frontage ranging from zero to 50 feet, or conversely, a uniform minimum setback of 25 feet, from the public use zone.

14. On page 12 of Appendix G - Design Guidelines/Roads and Parking the following language shall be added:

14a. Commercial Parking Standards - The following minimum parking standards shall apply to all new development, additions or redevelopments of existing leaseholds within the Park. Upgrading of existing leaseholds parking facilities can take the form of surface parking, underground parking or parking structure, where appropriate and size requirements permit. The total number of required parking spaces may be relaxed (up to 1/3) where uses overlap within a leasehold and such multiple use is documented by site specific analyses or shared parking studies.

HOTEL

1.0 space per guest room without kitchen

1.0 space per studio unit with kitchen

1.0 space per one-bedroom unit with kitchen

2.0 spaces per two-bedroom unit with kitchen

1.0 space per 300 gross square footage for hotel operations

RESTAURANT

1.0 space per 200 gross square feet, including outdoor dining areas

BANQUET ROOM

1.0 space per 200 gross square feet

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<u>MEETING or CONFERENCE FACILITIES</u>	<u>1.0 space per 200 gross square feet</u>
<u>RETAIL</u>	<u>1.0 space per 500 gross square feet</u>
<u>SCIENTIFIC RESEARCH & DEVELOPMENT</u>	<u>1.0 space per 500 gross square feet</u>
<u>MARINA</u>	<u>1.0 space per three boat slips</u>
<u>BOAT MAKING, REPAIR & SALES</u>	<u>1.0 space per 1,000 gross square feet</u>
<u>SPORTS FISHING</u>	<u>20 spaces per charter fishing boat mooring space</u>
<u>AMUSEMENT/THEME PARK</u>	<u>Parking requirements shall be determined by detailed traffic/parking analyses</u>

15. On Page 32 of Appendix G - Design Guidelines/Signage/Sign Standards, the following modification shall be made:

37. Commercial Signs: As a general rule, free-standing commercial signs should be low; close to the ground, shall not exceed eight feet in height and shall be placed in a landscaped setting. An exception may be granted for large resort hotels, to accommodate sign designs or site identification within other architectural features, such as entry walls or gatehouses. When planning such signs near roadways, motorist sight-lines should be kept in mind. Signs attached to buildings should be designed with similar sensitivity, ensuring that the signs blend with the architecture rather than appearing as a billboard. Rooftop signs are specifically prohibited.

16. On Page 33 of Appendix G - Design Guidelines/Signage/Advertising, the following modification shall be made:

42. Commercial Signs: Commercial signage which is visible from public areas of the Park should be restricted to those which directly serves the public interest as related to the Park's primary mission as an aquatic recreation and resort area. This would include directional and entrance signs for the leaseholds. Off-premise advertising signs ~~should~~ shall not be allowed (i.e. billboards).