

RESOLUTION NUMBER R- 312519
DATE OF FINAL PASSAGE JUN 21 2019

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 562189/SCH NO. 2017051034 AND ADOPTING FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION, MONITORING, AND REPORTING PROGRAM FOR THE AMENDMENT TO THE GENERAL PLAN AND MISSION BAY PARK MASTER PLAN RELATING TO FIESTA ISLAND WITH OPTION B.

WHEREAS, the current Mission Bay Park Master Plan and Local Coastal Program (Master Plan) was approved in 1994 and includes all of Mission Bay Park, which is a Regional Park that provides recreational amenities to all residents of San Diego, as well as visitors to the San Diego area; and

WHEREAS, Fiesta Island, which is included in Mission Bay Park, includes all of the land encompassed by Fiesta Island as well as the Tecolote Creek lands, Fiesta Island causeway, and a small parking lot north of the causeway on the mainland near the intersection of East Mission Bay Drive and Fiesta Island Road; and

WHEREAS, Fiesta Island is presently largely undeveloped, covered by a mix of native and non-native vegetation behind containment and sand berms, and includes a one-way circulation roadway; and

WHEREAS, the City seeks to amend the Master Plan to revise the planned land uses, water uses, and environmental policies for Fiesta Island and revise the planned access and circulation on Fiesta Island (Fiesta Island Amendment Project); and

WHEREAS, as part of the Fiesta Island Amendment Project, the City's General Plan will be amended since the Master Plan is part of the adopted General Plan; and

WHEREAS, the Fiesta Island Amendment Project includes elements that are specific to each of the four subareas of Fiesta Island, including two options, Option A and Option B, each with different elements in the Southwest Subarea; and

WHEREAS, Option A provides a fenced in off-leash dog park, a park road extension, parking facilities, a non-motorized boat storage area, and a developed park adjacent to a swimming beach; and

WHEREAS, Option B provides a larger fenced in off-leash dog park, parking at the north and east perimeter of this area, and trails; and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on June 17, 2019; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 562189/SCH No. 2017051034 (Report) prepared for this Fiesta Island Amendment Project; NOW, THEREFORE,

BE IT RESOLVED, by the City Council that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Fiesta Island Amendment Project with Option B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings made with respect to the Fiesta Island Amendment Project with Option B, which are attached hereto as Exhibit A.


BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation, Monitoring, and Reporting Program, or alterations to implement the changes to the Fiesta Island Amendment Project with Option B as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the City Clerk, 202 C Street, San Diego, CA 92101.

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Fiesta Island Amendment Project with Option B.

APPROVED: MARA W. ELLIOTT, City Attorney

By



Corinne L. Neuffer
Senior Deputy City Attorney

CLN:als
05/31/2019
Or.Dept:Planning
Doc. No.: 2016598

Attachments: Exhibit A – Findings
Exhibit B – Statement of Overriding Considerations
Exhibit C - Mitigation, Monitoring, and Reporting Program

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of JUN 17 2019.

ELIZABETH S. MALAND
City Clerk

By *Linda Swin*
Deputy City Clerk

Approved: 6/21/19
(date)

Kevin L. Faulconer
KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

EXHIBIT A
CANDIDATE FINDINGS
FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (FINAL PEIR)
FOR THE
MISSION BAY PARK MASTER PLAN – FIESTA ISLAND AMENDMENT
PROJECT NUMBER 562189
SCH No. 2017051034

May 2019

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I. INTRODUCTION

A. Findings of Fact

The following Candidate Findings are made for the Mission Bay Park Master Plan – Fiesta Island Amendment and associated discretionary actions (hereinafter referred to as the “proposed project”). The environmental impacts of the proposed project are addressed in the Final Program Environmental Impact Report (“Final PEIR”) dated March 28, 2019 (State Clearinghouse No. 2017051034), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000, *et seq.*) and the State CEQA Guidelines (CEQA Guidelines) (14 California Code of Regulations Sections 15000, *et seq.*) promulgated therein, require that the environmental impacts of a project be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the environmental impact report (EIR) to determine the adequacy of the proposed candidate findings. Specifically, regarding findings, CEQA Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant impacts, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in CEQA Section 21081. The “changes or alterations” referred to in CEQA Guidelines Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impacts of the project, may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unavoidable impacts remain after changes or alterations are applied to a project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency’s views on whether the benefits of a project outweigh its unavoidable adverse environmental impacts. Regarding a Statement of Overriding Considerations, CEQA Guidelines Section 15093 provides:

- (f) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental impacts, the adverse environmental impacts may be considered “acceptable.”
- (g) When the lead agency approves a project which will result in the occurrence of significant impacts which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (h) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. Records of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP), dated May 09, 2017, and all other public notices issued by the City in conjunction with the proposed project;
- The Draft PEIR, dated December 07, 2018;
- The Final PEIR, dated March 28, 2019;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR and included in the Final PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in the Responses to Comments and/or in the Final PEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft PEIR and the Final PEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and the Statement of Overriding Considerations; and
- Any other relevant materials required to be included in the Record of Proceedings pursuant to CEQA Section 21167.6(e).

II. PROJECT SUMMARY

A. Project Location

Fiesta Island is located in the eastern half of Mission Bay Park. To the east of Fiesta Island is Interstate 5 (I-5) and the railroad tracks. Just north of the Fiesta Island Road causeway is a small cove and the outfall of Tecolote Creek into Mission Bay. Further north, to the east of Fiesta Island, across the water, East Mission Bay Drive runs north-south and is adjacent and parallel to I-5. To the southwest and south of Fiesta Island is SeaWorld San Diego and the Hubbs SeaWorld Research Institute. To the south and southeast of Fiesta Island is South Shores Park.

Fiesta Island includes approximately 470 acres and 6 miles of shoreline. Fiesta Island is connected to the mainland only by the Fiesta Island Road causeway which intersects East Mission Bay Drive. Sea World Drive is the primary thoroughfare that provides access to East Mission Bay Drive, I-5 to the east, and the beach communities to the west.

B. Project Description and Objectives

Project Description

The proposed project is an amendment to the Mission Bay Park Master Plan (Master Plan) to update the planned land uses and planning vision for Fiesta Island. The proposed project includes maps, diagrams, and supporting policy recommendations in the Master Plan that will guide future improvements to the approximately 470-acre planning area in four subareas.

The project includes recommendations for Island-wide improvements to recreation facilities, access and circulation, changes to parking, construction of soft-surface trails and paved multi-use paths linking different areas together, grading and landscaping, habitat improvements, water quality improvements, eelgrass bed plantings, enhancements to directional signs, and utilities upgrades.

Proposed roadway improvements include the realignment of Fiesta Island Road between the North Subarea and the Central Subarea, and a realignment in the Southeast Subarea; new crossover roadways between the North Subarea and the Central Subarea, and between the Central Subarea and the Southeastern Subarea; new roadway segments in the interior of Fiesta Island; a change in the one-way travel direction on Fiesta Island Road from counterclockwise to clockwise; a widening of the causeway onto Fiesta Island; the construction of a roundabout at the entrance to Fiesta Island west of the causeway; and enhancement of the existing roadway with a travel lane, a bike lane with a buffer between lanes, and the bio swale.

The planned Fiesta Island improvements are discussed within four subareas:

North Subarea: The North Subarea would remain preserved habitat and a habitat buffer area with recreation limited to use of the perimeter roadway and permitted beach areas for swimming, fishing, and parking. Along the northern side of the crossover roadway there would be a small area for nature viewing and wildlife observation. The existing least tern nesting site, berm, and fencing surrounding it would remain. A wetland habitat area would be expanded adjacent to the least tern nesting site. Dredging is planned to occur on both the western and eastern side of the Island to support new wetland habitat and improve water circulation by creating a channel that cuts through the Island.

Central Subarea: Planned improvements in the Central Subarea include relocating the existing sand management area (currently in the Southeast Subarea). The unimproved land surrounding the sand management area would be enhanced through the creation of a habitat preserve, sand dune habitat, and native vegetation plantings. No changes are planned to the existing San Diego Youth Aquatic Center and the Fiesta Island Youth Camp, except an existing habitat area is identified within the northern portion of the lease area. Creation of new berms is planned to provide wind protection and arena seating as part of the sand recreation area. The sand arena used for recreational events is also identified as a location for an emergency large animal shelter. New sand volleyball courts and other sand-oriented recreation facilities are planned in the expanded sand recreation area.

Southeast Subarea: Planned improvements to the Southeast Subarea include two active recreation parks, plazas and public restrooms, a group day use and primitive camp area, public parking areas, playgrounds, public art, ADA shore access at Enchanted Cove and Hidden Anchorage, an expanded fenced habitat, and wetland restoration. Creation of a large habitat preserve is planned to the west of the realigned Fiesta Island Road and north of the southern shore of the Southeast Subarea. Wetland restoration is planned in the water near the outfall of Tecolote Creek, on the north side of the causeway, including a portion of the beach on the Island. The remaining land area is planned to be revegetated with coastal landscape habitat allowing for passive recreation uses, trails, and the multi-use path.

Southwest Subarea: Planned improvements to the Southwest Subarea include a fenced off-leash dog park and shoreline park. New planned facilities would include a small dog fenced off-leash area. Other planned facilities for the dog park would include a series of fences and double-gates to help contain off-leash dogs. Under the proposed project, recreational trails would be enhanced throughout the fenced off-leash dog area. A view pavilion, plaza, and seating are also planned as part of the trail improvements. Two new parking lots are also planned to be constructed, one near the new developed

dog park facility and one near Hidden Anchorage Bay adjacent to Fiesta Island Road. The existing Stony Point least tern nesting site is planned to remain as well as the existing seasonal closure fencing and buffer. Eelgrass restoration is also planned off the southeast shore of Stony Point.

Project Objectives

The objectives of the proposed project are as follows:

- Create a focused long-range concept plan for Fiesta Island as part of the Mission Bay Park Master Plan.
- Improve water quality by reducing erosion along the existing perimeter roadway.
- Improve water quality by providing hydraulic connectivity under the existing causeway.
- Improve beach quality throughout Mission Bay Park by maintaining and enhancing the sand management area on Fiesta Island.
- Utilize and enhance the unique landscape of Fiesta Island by creating a regional recreation area with a number of active and passive uses.
- Enhance the existing habitat areas for the Least Tern, and create new habitat preserves and wetlands.
- Maintain the dog friendly nature of Fiesta Island by improving the existing fenced off-leash dog park.
- Improve safety for cyclists and pedestrians by improving the existing roadway and adding both hard surface and soft surface multi-use trails.

III. SUMMARY OF IMPACTS

The proposed project, involving the Fiesta Island Amendment, will be incorporated into the Mission Bay Park Master Plan and will amend the existing discussion and policy recommendations for Fiesta Island, as described in Chapter 3.0 of the Final PEIR. Controls on development and the implementation of mobility improvements are included as part of the implementation program for the proposed project.

The Final PEIR concludes that the proposed project will have **no significant impacts (direct and/or cumulative)** and require no mitigation measures with respect to the following issues:

1. Agriculture and Forestry Resources
2. Health and Safety
3. Historical and Tribal Cultural Resources
4. Mineral Resources
5. Paleontological Resources
6. Population and Housing

Less than Significant Impacts

The Final PEIR concludes that the proposed project would have **less than significant impacts (direct and/or cumulative)** and require no mitigation measures with respect to the following issues:

1. Air Quality and Odor
 - Air Quality Standards – Operations Emissions
 - Sensitive Receptors
 - Objectionable Odors
 - Substantial Alteration in Air Movement
 - Conflict with Air Quality Plans
2. Geologic Conditions
 - Seismic Hazards
 - Soil Erosion
 - Unstable Soils
3. Greenhouse Gas Emissions
 - Increase in Greenhouse Gas Emissions
 - Conflicts with GHG Reduction Plans
4. Hydrology and Water Quality
 - Drainage
 - Groundwater Recharge
 - Increase Pollutant Concentrations
 - 100 Year Flood
 - Dam Inundation
 - Seiche and Mudflows
5. Land Use
 - Conflict with Land Use Plans
 - Conversion Open Space and Prime Farmland
 - Conflicts with the ALUCP
6. Noise
 - Increase in Ambient Noise Levels
 - Temporary Construction Noise
 - Conflicts with the Noise Abatement and Control Ordinance
7. Public Services and Facilities
8. Transportation/Circulation

- Alternative Transportation
9. Public Utilities
 - Water Supply
 - Utilities
 - Solid Waste and Recycling
 10. Energy Use
 - Construction Activities
 - Operational Activities
 - Excessive Energy Requirements
 11. Visual Effects and Neighborhood Character
 - Obstruction of a Vista or Scenic View
 - Adverse Alteration to the Existing or Planned Character
 - Loss of Distinctive or Landmark Trees
 - Substantial Change in the Existing Landform
 - Substantial Light or Glare

Impacts that are Less than Significant with Mitigation

The Final PEIR identifies the following **direct and/or cumulatively significant impacts which will be mitigated to below a level of significance** with respect to the following issues:

1. Air Quality and Odor
 - Air Quality Standards – Construction Emissions
2. Biological Resources
 - Sensitive Species
 - Sensitive Habitats
 - Wetlands
 - Wildlife Movement
 - Conflicts with Habitat Conservation Plans
 - MHPA Edge Effects
3. Land Use
 - Conflicts with the MSCP
4. Transportation/Circulation
 - Traffic Circulation

Significant and Unavoidable Impacts

The Final PEIR identifies the following direct and/or cumulatively significant impacts which are considered **significant and unavoidable because mitigation measures do not exist or are considered infeasible to reduce impacts to less than significant.**

1. Transportation/Circulation
 - Traffic Circulation

IV. FINDINGS REGARDING SIGNIFICANT IMPACTS

A. Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the proposed project, finds, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), that mitigation is determined to be feasible and would mitigate or avoid the significant impacts on the environment from the proposed project. The following is a list of those environmental impacts that will be mitigated to below a level of significance, as identified in the Final PEIR:

AIR QUALITY AND ODOR

Air Quality Standards – Construction Emissions (Issue 1)

Significant Impact

Construction activities associated with the proposed project would generate short-term emissions in exceedance of City's significance determination threshold for nitrogen oxides (NO_x).

Facts in Support of Finding

Construction activities associated with the proposed project could potentially exceed the City's significance threshold for NO_x. Mobile source emissions from anticipated earthwork material haul trips would be a primary contributor in the generation of NO_x emissions. As NO_x is a precursor to the formation of both O₃, PM₁₀, and PM_{2.5}, project-related emissions of NO_x would contribute to the O₃, PM₁₀, and PM_{2.5} nonattainment designations of the SDAB. Therefore, project-related construction activities could result in potential significant regional air quality impacts.

Rationale and Conclusion

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce criteria air pollutant emissions below the City's significance thresholds by requiring construction contractors to use equipment that meets the EPA Tier 4 Interim or higher emissions standards for construction equipment over 50 horsepower, and by limiting the number of daily soil haul truck trips. Therefore, impacts related to construction emissions would be less than significant with mitigation. Mitigation Measures AQ-1 and AQ-2 are included in the Final PEIR and will be included in the MMRP.

BIOLOGICAL RESOURCES

Sensitive Species (Issue 1)

Significant Impact

Development of the proposed project could have significant impacts on the following sensitive species:

- Plants: Nuttall's lotus (*Acemison prostratus*), coast woolly-heads (*Nemacaulis denudata* var. *denudata*), and estuary seablite (*Suaeda esteroa*);
- Breeding shorebirds: California least tern (*Sternula antillarum browni*), light-footed clapper rail (*Rallus longirostris levipes*), and Belding's savannah sparrow (*Passerculus sandwichensis beldingi*);
- Raptors: Northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), and burrowing owl (*Athene cunicularia*);
- Upland bird species: California horned lark (*Eremophila alpestris actia*) and loggerhead shrike (*Lanius ludovicianus*);
- Mammals: San Diego black-tailed jackrabbit (*Lepus californicus bennettii*); and
- Sea mammals: Green sea turtle (*Chelonia mydas*).

Facts in Support of Finding

The proposed project could impact sensitive plant species through their removal during construction and grading, or through the creation or expansion of new habitat. The removal of sensitive plant species could be potentially significant, even if the impact would be temporary, such as during part of a wetland creation/restoration project.

Proposed wetland creation/habitat restoration efforts and construction activities could also result in potentially significant impacts to sensitive wildlife species. For the California least tern, construction activities could result in a significant indirect noise impact if they take place adjacent to least tern breeding grounds during the breeding season (April 1 through September 15). Potential direct and indirect impacts to the light-foot clapper rail, Belding's savannah sparrow, California horned lark, and loggerhead shrike could occur if construction takes place during the breeding season for these species (February 1 through September 15).

The Northern harrier and white-tailed kite have been observed on Fiesta Island and may nest there. Although not observed during previous biological surveys, the burrowing owl has been reported on Fiesta Island and has the potential to occur there year-round. Direct or indirect impacts to these nesting raptors, or to a burrowing owl or an active burrowing owl burrow would be significant.

Similarly, impacts to the San Diego black-tailed jackrabbit could occur through habitat removal, and construction activities could result in potential injury or mortality to very young jackrabbit litters that may be immobile. These impacts would be significant.

Marine mammals and sea turtles could also be impacted by future construction activities if these activities would expose species to excessive sound pressure levels.

Rationale and Conclusion

Mitigation Measure BIO-1 requires General Development Plans (GDPs) implemented under the proposed project to prepare a mitigation plan in accordance with the City's Biology Guidelines, MSCP Subarea Plan, and Land Use Adjacency Guidelines which would ensure that impacts to sensitive plant species are fully mitigated at ratios consistent with the City's Biology Guidelines. Mitigation Measures BIO-2 through BIO-5 include species-specific mitigation which would require future development to incorporate construction practices and/or measures to minimize impacts to sensitive wildlife species. With implementation of these mitigation measures, impacts to sensitive species would be less than significant.

BIOLOGICAL RESOURCES

Sensitive Habitats (Issue 2)

Significant Impact

Development of the proposed project could have significant impacts on the following vegetation communities/land cover types: southern coastal salt marsh, saltpan/mudflats, open water, eelgrass beds, beach, southern foredunes, and Diegan coastal sage scrub.

Facts in Support of Finding

Development of the proposed project could impact approximately 239.7 acres, approximately 45.31 acres would consist of temporary impacts and approximately 194.39 acres would consist of permanent impacts.

Temporary impacts would occur to open water, wetlands, and Diegan coastal sage scrub during wetland habitat creation/restoration. Temporary impacts to open water and wetlands would be less than significant because these impacts would be associated with habitat restoration activities and would be mitigated to below a level of significance with replacement in kind. However, temporary impacts to Diegan coastal sage scrub that would be permanently converted to wetland habitat would be significant. Permanent impacts to southern foredunes and Diegan coastal sage scrub from development of the proposed project would also be significant.

Rationale and Conclusion

Implementation of Mitigation Measure BIO-1 would require future GDPs to prepare a project-specific mitigation plan that would identify appropriate mitigation based on detailed information from the GDPs and in accordance with the City's Biology Guidelines. Future development could also require permits from outside resource agencies who could impose their own permit conditions. As all mitigation would be implemented, maintained, and monitored by the City in accordance with a City-approved mitigation plan pursuant to Mitigation Measure BIO-1, potentially significant impacts to sensitive species would be mitigated to a less than significant level.

BIOLOGICAL RESOURCES

Wetlands (Issue 3)

Significant Impact

Development of the proposed project would permanently impact approximately 0.55 acre of wetland and approximately 0.57 acre of waters consisting of saltpan/mudflats, open water, eelgrass beds, and beach.

Facts in Support of Finding

Project development could permanently impact wetlands and non-wetland waters regulated by the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Coastal Commission (CCC), and City. Impacts would come from the construction of habitat areas (including new wetlands), extension of roadways and trails, and widening of the causeway. The estimated acreage of permanent impacts would be approximately 1.12 acres.

Rationale and Conclusion

Permanent impacts to jurisdictional wetlands and non-wetland waters would be significant and are regulated by the Corps, RWQCB, and CCC. Impacts to jurisdictional resources would require the acquisition of permits and approvals including the Clean Water Act Sections 404 and 401, the Rivers & Harbors Act Section 401, a CCC Coastal Development Permit, and a City of San Diego Site Development Permit, or would require demonstration that such approvals are not required. Future development is required to comply with Mitigation Measure BIO-6 which requires that wetland impacts be mitigated in accordance with federal, State, and City “no net-loss” policies. Implementation of the proposed project would also include approximately 34 acres of wetland habitat creation/restoration, which would exceed the mitigation acreage required by the City’s Biology Guidelines, and would be implemented, maintained, and monitored pursuant to a mitigation plan (BIO-1) approved by the City. The proposed wetland habitat creation, together with the existing regulatory framework and implementation of Mitigation Measure BIO-6, would reduce potential impacts to wetlands to a less than significant level.

BIOLOGICAL RESOURCES

Wildlife Movement (Issue 4)

Significant Impact

The proposed project could interfere with wildlife movement during eelgrass planting and vegetation clearing work.

Facts in Support of Finding

Fiesta Island is not a wildlife corridor or part of a wildlife corridor, and development per the proposed project would not impact overland wildlife movement. However, the proposed eelgrass expansion in the Southwest Subarea could temporarily affect fish within the bay. Impacts to nesting birds protected by the Migratory Bird Treaty Act and the State Fish and Game Code could also occur if vegetation

clearing or construction activities occur during their breeding season (February 1 to September 15). These activities could cause the destruction or abandonment of active nests or the mortality of adults, young, or eggs.

Rationale and Conclusion

Implementation of Mitigation Measures BIO-1 through BIO-5 would require future GDPs to develop a mitigation plan in conformance with the City's Biology Guidelines, MSCP Subarea Plan, Land Use Adjacency Guidelines, and applicable State and federal law that would require future projects to include construction practices (e.g. preconstruction surveys) and/or construction measures (e.g. noise barriers) that would minimize potentially significant impacts to wildlife movement. With implementation of these mitigation measures, impacts to migrating wildlife would be reduced to a less than significant level.

BIOLOGICAL RESOURCES/LAND USE

Conflicts with Habitat Conservation Plans (Biological Resources Issue 5 and Land Use Issue 3)

Significant Impact

The proposed project could potentially conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan, Mission Bay Park Natural Resources Management Plan, and the City's Environmentally Sensitive Lands Regulations.

Facts in Support of Finding

Future development under the proposed project could result in temporary and permanent impacts to sensitive biological resources. Mitigation would be required to ensure the proposed project does not conflict with any applicable Habitat Conservation Plan and/or Natural Conservation Community Plan.

Rationale and Conclusion

Implementation of Mitigation Measures BIO-1 through BIO-5 would reduce impacts to sensitive biological resources and would ensure the proposed project does not conflict with the provisions of the City's MSCP Subarea Plan or other local plans adopted to protect biological resources. The proposed project includes both the avoidance of existing habitat, and the creation of new habitat at mitigation ratios that account for temporary and permanent impacts. However, should impacts occur, future GDPs would be required to prepare mitigation plans prior to any construction or grading activities which would ensure that impacts to sensitive species are fully mitigated, per Mitigation Measure BIO-1. Future GDPs would also be required to implement Mitigation Measures BIO-2 through BIO-5, which provide species-specific mitigation measures should construction activities result in an impact on sensitive biological resources. Implementation of the proposed project would not conflict with the MSCP or other habitat conservation plans as the proposed project would include measures, such as implementing the seasonal closure fencing and buffering of the least tern nesting sites, which would protect biological resources.

The proposed project would not conflict with the policies and directives of the MSCP Subarea Plan or the Mission Bay Park Natural Resources Management Plan. Impacts would be less than significant with mitigation incorporated.

BIOLOGICAL RESOURCES

MHPA Edge Effects (Issue 6)

Significant Impact

Development per the proposed project could result in adverse edge effects.

Facts in Support of Finding

Implementation of the proposed project may introduce new park uses adjacent to the MHPA, which could result in potentially significant indirect impacts on adjacent MHPA lands. These indirect impacts may include impacts related to drainage and toxics, lighting, noise, public access/barriers, invasive species, brush management, and grading/land development, and could be short-term (e.g. construction activities) or long-term (e.g., human activities associated with park use).

Rationale and Conclusion

Pursuant to Mitigation Measure BIO-1, implementation of the proposed project would require a mitigation plan that conforms to the requirements of the City's Biology Guidelines, MSCP Subarea Plan, and Land Use Adjacency Guidelines prior to any construction and/or grading activities. Implementation of Mitigation Measure BIO-1 would mitigate potentially significant impacts associated with adverse edge effects to a less than significant level. Similarly, Mitigation Measures BIO-2 and BIO-3 would require future development to include construction measures such as preconstruction surveys, monitoring schedules, and construction barriers to minimize impacts to avian species and the California least tern. Implementation of these measures would provide further protection for these species and would mitigate potentially significant impacts to a less than significant level.

TRANSPORTATION/CIRCULATION

Traffic Circulation (Issue 1)

Significant Impact

The net change in vehicular delay due to the proposed project (Option B) exceeded the allowable threshold resulting in a significant contribution to a significant cumulative impact at the intersection of East Mission Bay Drive and Fiesta Island Road in the weekday PM and weekend midday peak hours.

Facts in Support of Finding

The eastbound (EB) approach at the intersection of East Mission Bay Drive and Fiesta Island Road is the site's point of egress, where all the outbound trips traverse to exit Fiesta Island and access the surrounding transportation network. The shared left-turn/right-turn movement on the EB approach is projected to be over capacity with implementation of the proposed project. This impact will result in an exacerbated LOS F during both the weekday PM peak hour and weekend midday peak hour and

could be mitigated to less than significant with implementation of Mitigation Measure TRANS-4 option 'a' or TRANS-4 option 'b'. Mitigation Measure TRANS-4 option 'a' requires installation of a traffic signal and restriping the intersection with stop bars and crosswalks to improve intersection operations to LOS C during the weekday PM peak hour and to LOS D during weekend midday peak hour. Mitigation Measure TRANS-4 option 'b' requires widening the intersection and constructing a roundabout to reduce intersection delay that would result in acceptable LOS (LOS D or better) during both the weekday PM peak hour and weekend midday peak hour.

Rationale and Conclusion

Mitigation Measures TRANS-4 option 'a' and TRANS-4 option 'b' identified for the intersection of East Mission Bay Drive and Fiesta Island Road were further evaluated for potential implementation constraints and conflicts as part of their determination for recommendation. Mitigation Measure TRANS-4 option 'a' (install a traffic signal) was determined to be the preferred mitigation for the intersection of East Mission Bay Drive and Fiesta Island Road.

While implementation of Mitigation Measure TRANS-4 option 'b' (install a roundabout) would increase capacity of the East Mission Bay and Fiesta Island intersection and mitigate the vehicular impacts identified, the measure is not recommended based on the City's need to consider transportation improvements on a comprehensive Citywide basis, which includes focus toward shifting mode shares to active transportation, consistent with General Plan goals and policies promoting active modes of transportation. Specifically, the installation of a roundabout would require intersection widening, which could impede upon existing pedestrian and bicycle facilities along East Mission Bay Drive, interfere with implementation of future pedestrian and bicycle improvements, as well as pose environmental issues due to the proximity to the Bay. Therefore, Mitigation Measure TRANS-4 option 'b' is not feasible.

Implementation of Mitigation Measure TRANS-4 option 'a', which includes the installation of a traffic signal and restriping of the East Mission Bay Drive and Fiesta Island Road intersection with stop bars and crosswalks, would fit within the existing right-of-way and signal warrants would be met. As a result, Mitigation Measure TRANS-4 option 'a' is proposed as part of the project and the associated improvements will be included in a future General Development Plan for Fiesta Island. Therefore, the impacts at the intersection of East Mission Bay Drive and Fiesta Island Road would be less than significant with this mitigation incorporated.

B. Findings Regarding Mitigation Measures Which are the Responsibility of Another Agency (CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the proposed project finds, pursuant to CEQA Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2), that there are no changes or alterations which would mitigate or avoid the significant effects on the environment that are within the responsibility and jurisdiction of another public agency.

C. Findings Regarding Infeasible Mitigation Measures (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the proposed project, finds pursuant to CEQA Section 21081(a)(3) and CEQA

Guidelines Section 15091(a)(3) that the proposed project will have significant and unavoidable impacts in the following issue areas:

TRANSPORTATION/CIRCULATION

Traffic Circulation (Issue 1)

Significant Impact

The net change in the volume-to-capacity ratio based on the weekend daily traffic due to the proposed project exceeded the allowable threshold resulting in a significant contribution to a significant cumulative impact along the following roadway segments:

- East Mission Bay Drive: Sea World Drive to Fiesta Island Road
- Fiesta Island Road: East Mission Bay Drive to Fiesta Island Loop

The net change in vehicular delay due to the proposed project exceeded the allowable threshold resulting in a significant contribution to a significant cumulative impact at the intersection of Sea World Drive and East Mission Bay Drive/Pacific Highway in the weekday PM and weekend midday peak hours.

Facts in Support of Finding

East Mission Bay Drive: Sea World Drive to Fiesta Island Road

East Mission Bay Drive from Sea World Drive to Fiesta Island Road functions as a north-south, 2-lane Collector with a continuous left-turn lane. This roadway segment impact only occurs under weekend conditions and could be mitigated to less than significant with implementation of Mitigation Measure TRANS-2. This mitigation measure would widen East Mission Drive from Sea World Drive to Fiesta Island Road to include two southbound through lanes from one southbound through lane and transition the inside southbound through lane into the existing left-turn lanes at Sea World Drive. Therefore, no additional widening would need to occur at Sea World Drive. The additional capacity proposed by the mitigation measure would improve the roadway segment operations under weekend conditions from LOS E to LOS C, which is considered an acceptable LOS level.

Fiesta Island Road: East Mission Bay Drive to Fiesta Island Loop

Fiesta Island Road from East Mission Bay Drive to Fiesta Island Loop is Fiesta Island's causeway and functions as an east-west, 2-lane Collector with no fronting property. This roadway segment impact only occurs under weekend conditions and could be mitigated to less than significant with implementation of Mitigation Measure TRANS-3. This mitigation measure would widen the Fiesta Island Road causeway between East Mission Bay Drive and the Loop Road from a 2-lane Collector with no fronting property to a 3-lane Collector without a two-way left-turn lane. The additional capacity proposed by the mitigation measure would improve the roadway segment operations under weekend conditions from LOS E to LOS D, which is considered an acceptable LOS level.

Sea World Drive and East Mission Bay Drive/Pacific Highway

All approaches of the intersection of Sea World Drive and East Mission Bay Drive/Pacific Highway are projected to operate deficiently (LOS E or LOS F) with implementation of the proposed project under weekday PM peak hour conditions. During the weekend midday peak hour, the eastbound (EB) and

southbound (SB) approaches are projected to be at LOS F with implementation of the project. Having approaches at over capacity at this intersection during the weekday PM and weekend midday peak hours, result in an exacerbated intersection-level LOS F and LOS E, respectively. The impacts at Sea World Drive and East Mission Bay Drive/Pacific Highway could be mitigated to less than significant with the implementation of Mitigation Measure TRANS-5. Mitigation Measure TRANS-5 would require widening Sea World Drive north of East Mission Bay Drive to accommodate a southbound right-turn lane, restriping the existing southbound right-turn to a third southbound through lane, and modifying the traffic signal and optimizing signal timing to improve intersection operations to LOS D during the weekday PM peak hour and to LOS C during the weekend midday peak hour.

Rationale and Conclusion

While implementation of Mitigation Measures TRANS-2, TRANS-3, and TRANS-5 would increase capacity of the affected roadways or intersections and mitigate vehicular impacts, these measures are infeasible based on the City's need to consider transportation improvements on a comprehensive Citywide basis, which includes a focus toward shifting mode shares to active transportation, consistent with General Plan goals and policies promoting active modes of transportation.

East Mission Bay Drive: Sea World Drive to Fiesta Island Road

Implementation of Mitigation Measure TRANS-2 involves road widening that would create less-favorable conditions for active transportation users. Specifically, it would impede on the existing East Mission Bay Drive sidewalk used for pedestrian mobility, and would require widening on the west side of East Mission Bay Drive where there are potential environmental issues due to the proximity to the Bay. Therefore, Mitigation Measure TRANS-2 is infeasible due to conflicts with proposed project recommendations 120 and 121 and General Plan goals and policies, Mobility Element, ME-A.2 and ME-F.2 and Recreation Element, RE-D., related to promoting active modes of transportation and potential environmental issues due to the proximity to the Bay, and the impact at this roadway segment would remain significant and unavoidable.

Fiesta Island Road: East Mission Bay Drive to Fiesta Island Loop

Implementation of Mitigation Measure TRANS-3 would conflict with project features proposed along the Fiesta Island Road causeway between East Mission Bay Drive and the Loop Road. The Mission Bay Park Master Plan – Fiesta Island Amendment plans for a multi-use path along the north side of the causeway providing a separate space for pedestrians and bicyclists. This path would connect with the integrated system of paths and trails on Fiesta Island. In addition, new bicycle lanes are planned in this project on the causeway to connect with the bicycle lanes planned for the loop roads. Therefore, Mitigation Measure TRANS-3 would require widening the causeway beyond what is being proposed as part of the proposed project. This mitigation is infeasible due to conflicts with not only proposed project features, but also with proposed project recommendations 120 and 121 and General Plan goals and policies, Mobility Element, ME-A.2 and ME-F.2 and Recreation Element, RE-D., related to promoting active modes of transportation. It would also result in additional environmental impacts due to the need to expand roadway improvements into the Bay. For these reasons, the impact at this roadway segment would remain significant and unavoidable.

Sea World Drive and East Mission Bay Drive/Pacific Highway

Implementation of Mitigation Measure TRANS-5 would involve widening of the Sea World Drive and East Mission Bay Drive/Pacific Highway intersection that would create less-favorable conditions for active transportation users. Specifically, it would impede on the existing Class II bike lanes on Sea

World Drive, and it would create conflicts with both the buffering of these facilities that is recommended by the Mobility Assessment and the completion of the sidewalks along Sea World Drive. Implementation of this mitigation measure would also increase crossing distances for pedestrians, which increases the time to cross the roadway and further exposes pedestrians to potential vehicular conflict. The mitigation measure would also require widening on the west side of Sea World Drive where there is a steep slope and would pose potential environmental issues due to proximity to the Bay. Therefore, Mitigation Measure TRANS-5 is infeasible due to conflicts with proposed project recommendations 120 and 121 and General Plan goals and policies, Mobility Element, ME-A.2 and ME-F.2 and Recreation Element, RE-D., related to promoting safe active modes of transportation and topographical limitations, and the impact at this intersection would remain significant and unavoidable.

D. Findings Regarding Alternatives (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

Because the proposed project will cause one or more unavoidable significant environmental impacts, the City must make findings with respect to the alternatives to the proposed project considered in the Final PEIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the proposed project's unavoidable significant environmental impacts while achieving most of its objectives (listed in Section II.B above and Section 3.3 of the Final PEIR).

The City, having reviewed and considered the information contained in the Final PEIR and the Record of Proceedings, and pursuant to CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), makes the following findings with respect to the alternatives identified in the Final PEIR.

Background

The Final PEIR evaluated the following three project alternatives:

1. No Project Alternative;
2. Existing Conditions Alternative; and
3. Northern Subarea Reconfiguration Alternative.

These three project alternatives are summarized below, along with the findings relevant to each alternative.

No Project Alternative

Description

The No Project (existing Mission Bay Park Master Plan) Alternative would not amend the Mission Bay Park Master Plan to provide a new Concept Plan for Fiesta Island. None of the proposed improvements such as the roadway regrading, expanded causeway, bicycle and pedestrian trails, or fenced dog park would be made part of the Master Plan. The recreation amenities envisioned by the current Master Plan would be developed, and the Island would resemble the existing Concept Plan.

Potentially Significant Impacts

As stated in Chapter 9 of the Final PEIR, this alternative may result in significant effects to:

1. Transportation/Circulation

Finding and Supporting Facts

Development pursuant to the No Project Alternative would result in similar impact levels for issues found to be less than significant under the proposed project (i.e., air quality, biological resources, geologic conditions, greenhouse gas emissions, hydrology and water quality, land use, noise, public services and facilities, public utilities, energy, and visual effects and neighborhood character). Implementation of this alternative would result in a more intensely developed park, which would increase visitation to the Island. Transportation impacts would be significant and unavoidable under this alternative; however, impacts would be greater than the proposed project because this alternative would generate more visitors to the Island and would not address off-site traffic impacts.

The No Project Alternative would result in the development of more active recreation areas than the proposed project. This would increase the number of visitors and associated traffic to the Island, which would result in slightly greater air quality and greenhouse gas emissions impacts than the proposed project. The increase in visitors would also generate an increase in the demand and maintenance of utilities and service systems. Impacts to public utilities would be less than significant, but would be greater than the proposed project.

Similar to the proposed project, the No Project Alternative would include habitat restoration areas, but it would also dredge the western shoreline of the Island to increase the water buffer between spectators and speed boats. While impacts to biological resources under this alternative would be less than significant with mitigation incorporated, the impacts would be greater than the proposed project because this alternative would include dredging and would develop fewer habitat restoration areas.

Under this alternative, Fiesta Island Road would not be graded to direct drainage towards the interior of the Island. This would result in either additional erosion or increasing maintenance after storm events affect the Island. The additional erosion would also affect water quality in the bay. Geologic conditions and water quality impacts are considered less than significant under this alternative; however, impacts would be greater compared to the proposed project.

Rationale and Conclusion

The No Project Alternative is infeasible because overall it would not substantially reduce the significant impacts associated with the proposed project. Implementation of the No Project Alternative would result in greater impacts to all issue areas except for land use, noise, public services and facilities, energy, and visual effects and neighborhood character. The No Project Alternative would also not meet any of the Project Objectives outlined in Section 3.3 of the Final PEIR, or it would not achieve them to the same degree as the proposed project. Specifically, this alternative would not include the grading of Fiesta Island Road, which would limit the proposed project's ability to improve water quality in the Bay. Similarly, while the No Project Alternative would create habitat restoration areas, it would not develop them to the extent of the proposed project.

Existing Conditions Alternative

Description

The Existing Conditions Alternative would result in no developments or physical improvements to the Island. This alternative assumes that maintenance of existing roadways and habitat areas and eel grass replanting would occur.

Potentially Significant Impacts

As stated in Chapter 9 of the Final PEIR, this alternative may result in significant effects to:

1. Transportation/Circulation

Finding and Supporting Facts

Development pursuant to the Existing Conditions Alternative would result in similar impact levels for issues found to be less than significant under the proposed project (i.e., air quality, biological resources, geologic conditions, greenhouse gas emissions, hydrology and water quality, land use, noise, public services and facilities, public utilities, energy, and visual effects and neighborhood character). Transportation impacts under this alternative would also be significant and unavoidable; however, impacts would be slightly less than the proposed project because this alternative would result in fewer visitors to the Island, which would decrease off-site traffic impacts.

Under this alternative, the proposed recreational improvements would not be developed, which would result in a decrease in the anticipated number of visitors to the Island. This would lessen traffic, which would subsequently reduce air quality and greenhouse gas emissions impacts when compared to the proposed project. The reduction in visitors would also lower demand for public services and public utilities, and impacts to public services and public utilities would be less when compared to the proposed project. Noise impacts would also be reduced under this alternative because there would be fewer visitors to the Island and no construction activities would occur.

The proposed improvements to access and circulation on the Island would also not occur under this alternative. Grading impacts would therefore be less than the proposed project as no construction activities would take place. In the absence of proposed roadway enhancements, Fiesta Island Road would continue to drain to the bay, which would result in greater erosion and water quality impacts compared to the proposed project. Water quality impacts would also be greater under this alternative as the proposed hydraulic relief between the north and south bay areas would not be constructed.

Rationale and Conclusion

The Existing Conditions Alternative is infeasible because overall it would not substantially reduce the significant impacts associated with the proposed project. Implementation of the Existing Conditions Alternative would result in lesser impacts associated with air quality, greenhouse gas emissions, noise, public services and facilities, public utilities, and transportation. However, the removal of the proposed roadway improvements would result in greater impacts on geologic conditions and water quality. The Existing Conditions Alternative would also not meet all of the Project Objectives outlined in Section 3.3 of the Final PEIR, or it would not achieve them to the same degree as the proposed project. Specifically, the lack of physical improvements to the Island, including but not limited to the construction of a hydraulic connection under the causeway, the enhancements to Fiesta Island Road, and the development of multi-use paths and recreational trails, would run counter to the proposed project's objectives of improving water and beach quality and improving safety for cyclists and pedestrians. While this alternative would maintain the eelgrass replanting in the Southwest Subarea,

additional habitat preserves, and wetlands would not be created. The Island would remain a regional park, however, the absence of recreational amenities would limit the proposed project's ability to realize the recreational potential of the site.

Northern Subarea Reconfiguration Alternative

Description

The Northern Subarea Reconfiguration Alternative would reconfigure the Northern Subarea of Fiesta Island so that the least tern nesting site would be adjacent to the bay water. The least tern site is currently surrounded by uplands that support tern-nest predators (such as snakes and rats), and it is separated from the bay water by a road. This alternative would remove or reroute public road access currently allowed in the Northern Subarea to the south of the nest site, and would restore intertidal habitats, including mudflat and coastal salt marsh, between the nest site and bay water. Furthermore, this alternative would establish an additional least tern nesting site on the western shore of the Island. While this alternative would remove the road for public access in the Northern Subarea, some form of vehicular access would be made available for maintenance of the Northern Subarea of the Island. This alternative assumes all other improvements proposed by the project would occur.

Potentially Significant Impacts

As stated in Chapter 9 of the Final PEIR, this alternative has to potential to significantly impact:

1. Transportation/Circulation

Finding and Supporting Facts

Development pursuant to the Northern Subarea Reconfiguration Alternative would result in similar impact levels for issues found to be less than significant under the proposed project (i.e., air quality, biological resources, geologic conditions, greenhouse gas emissions, hydrology and water quality, land use, noise, public services and facilities, public utilities, energy, and visual effects and neighborhood character). This alternative would result in similar, significant and unavoidable transportation impacts as the proposed project because this alternative would not change the frequency of visitor trips, and many of the study area intersections and roadways would still operate at a deficient level of service due to area-wide growth.

This alternative would result in an increase in habitat within the Northern Subarea as it would restore intertidal habitats and would establish an additional least tern habitat on the western shore of the Island. Construction of this habitat would result in impacts that are less than significant with mitigation incorporated, similar to the proposed project. This alternative would also restrict access to the newly-created habitat, which would limit potential impacts to biological resources. Therefore, impacts to biological resources would be less than significant with mitigation like the proposed project, although impacts would be slightly less than the proposed project.

Removal of the public access roadway within the Northern Subarea would result in temporary demolition impacts, such as noise and air quality impacts from construction equipment, to the

Northern Subarea, adjacent to the existing least tern habitat. Removal of the road could also potentially increase water quality impacts during demolition; however, implementation of best management practices would reduce impacts to a less than significant level and would be similar to those of the proposed project.

Construction activities under this alternative could result in an increase in water demand and wastewater generation. This increased demand would result in a slightly greater impact to public utilities compared to the proposed project; however, impacts would still be less than significant.

Rationale and Conclusion

The Northern Subarea Reconfiguration Alternative is infeasible because overall it would not substantially reduce the significant impacts associated with the proposed project. Implementation of the Northern Subarea Reconfiguration Alternative would result in a lesser impact to biological resources due to the expansion of the least tern habitat, however, construction impacts would create greater noise, air quality, and water quality impacts. All other impact areas would have similar impacts as the proposed project. While the Northern Subarea Reconfiguration Alternative would meet the Project Objectives outlined in Section 3.3 of the Final PEIR, it would not achieve them to the same degree as the proposed project because it would remove public access to the Northern Subarea, would reduce beach area, and would eliminate a segment of the public access road, which is used by cyclists and pedestrians for recreation. This loss of accessible beach and roadway would result in a loss of recreational opportunities, while having a minimal beneficial effect on the Island's biological resources. This alternative would have only marginally fewer environmental impacts as compared to the proposed project, as the proposed project would also keep, although not expand, the least tern habitat and buffer, and would also increase wetlands. Restricting access to the Northern Subarea would result in a greater, but still less than significant, construction air quality and noise impacts. Utilities impacts compared to the proposed project also have the potential to be greater, as improvements to the roadway in the Northern Subarea and the establishment of habitat on the western portion of the Island could result in an increase in water demand and wastewater generation.

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

(PUBLIC RESOURCES CODE §21081(b))

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (FINAL PEIR)

FOR THE

MISSION BAY PARK MASTER PLAN – FIESTA ISLAND AMENDMENT

PROJECT NUMBER 562189

SCH No. 2017051034

May 2019

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STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE MISSION BAY PARK MASTER PLAN – FIESTA ISLAND AMENDMENT
(PUBLIC RESOURCES CODE §21081(b))

Pursuant to California Environmental Quality Act (CEQA) section §21081(b) and CEQA Guidelines sections 15093 and 15043, the decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks, when determining whether to approve the Mission Bay Park Master Plan – Fiesta Island Amendment (hereinafter referred to as the “Fiesta Island Amendment” or the “proposed project”), as defined in the Final Program Environmental Impact Report (Final PEIR). This Statement of Overriding Considerations is specifically applicable to the significant and unavoidable impacts identified in Chapter 5 of the Final PEIR. As set forth in the Findings, the proposed project will result in unavoidable adverse impacts related to transportation/circulation.

The City Council of the City of San Diego, having:

- (i) Independently reviewed the information in the Final PEIR and the Record of Proceedings;
- (ii) Made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the proposed project to the extent feasible by adopting recommended mitigation measures identified in the Final PEIR; and
- (iii) Balanced the benefits of the proposed project against the significant environmental impacts, chooses to approve the proposed project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the proposed project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the proposed project outweigh the unavoidable significant impacts. Each of these benefits serves as an independent basis for overriding all significant and unavoidable impacts. Either one of the reasons set forth below is sufficient to justify approval of the proposed project. Substantial evidence supports the various benefits and such evidence can be found in the preceding sections, which are incorporated by reference into this section, the Final PEIR, or in documents that comprise the Record of Proceedings in this matter.

1. The Mission Bay Park Master Plan – Fiesta Island Amendment expresses the policies of the General Plan and the Mission Bay Park Master Plan by establishing a variety of active and passive recreational land uses that capitalize on Mission Bay Park’s status as a unique, aquatic-oriented park.

The Mission Bay Park Master Plan – Fiesta Island Amendment includes policies and recommendations that implement City-wide goals and policies of providing a diverse range of active and passive recreational opportunities that meet the City’s needs and take advantage of the City’s natural resources. Implementation of the recommendations outlined in the Fiesta Island Amendment would create four distinct subareas with their own unique recreational elements. These improvements would include creating new or maintaining existing camping areas and associated amenities in the Central and Southeast subareas; developing active parks with playgrounds in the Southeast subarea; adding new sand volleyball courts and other sand-oriented recreation facilities in the Central subarea; creating and maintaining habitat areas throughout the Island; and establishing a network of recreational trails and paths. The Southwest subarea would also include a 92-acre fenced, off-leash dog area with an entrance plaza, seating areas, and a small dog leash-free fenced area. These planned improvements would provide additional regional recreation opportunities beyond what currently exists and would achieve the Mission Bay Park Master Plan’s Fiesta Island goal of creating an area that supports a diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.

The Fiesta Island Amendment includes circulation and access improvements on the Island that would accommodate cars, recreational vehicles, and bicycles and pedestrians; improve connectivity throughout the island; improve beachside parking and add parking lots; and better accommodate traffic during special events. New pedestrian, bicycle, and multi-use connections would be developed where none currently exist, which would enhance the recreational experience of users and increase access to such facilities. These improvements reflect the Mission Bay Park Master Plan’s goal of creating a park which promotes access for all park users and minimizes negative transportation-related impacts on surrounding neighborhoods.

2. The Mission Bay Park Master Plan – Fiesta Island Amendment further expresses the policies of the General Plan and the Mission Bay Park Master Plan by conserving and enhancing biological diversity.

Consistent with the Conservation Element of the General Plan, the Mission Bay Park Master Plan – Fiesta Island Amendment provides recommendations that would create, restore, and/or enhance sensitive biological habitats and other natural landscaping throughout the Island. The least tern habitats would be maintained in the North and Southwest subareas, new wetland habitats would be created in the North and Southeast subareas, new habitat preserves would be created in the Central and Southeast subareas, and eelgrass restoration would occur in the Southwest subarea. These activities would align with the City’s goal of conserving biological diversity by preserving and managing natural habitats, and the Mission Bay Park Master Plan’s goal of creating a park in which biodiversity is sustained and enhanced through the protection of natural resources and the expansion of habitat areas for sensitive species.

Implementation of the Fiesta Island Amendment would include the recontouring of Fiesta Island Road to direct stormwater drainage towards the interior of the Island, and the construction of a controlled hydraulic connection on the causeway to allow for greater water flow. These planned improvements would further the Conservation Element's Urban Runoff Management goals, and the Mission Bay Park Master Plan's goal of achieving the highest possible water quality for the park.

I. CONCLUSION

For the foregoing reasons, the City Council finds that the adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, either one of which individually would be sufficient to outweigh the adverse environmental effects of the Mission Bay Park Master Plan – Fiesta Island Amendment. Therefore, the City Council adopts this Statement of Overriding Considerations.

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

FOR THE

MISSION BAY PARK MASTER PLAN - FIESTA ISLAND AMENDMENT

PROJECT NUMBER 562189

SCH # 2017051034

May 2019

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EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

MISSION BAY PARK MASTER PLAN – FIESTA ISLAND AMENDMENT
CITY OF SAN DIEGO, CALIFORNIA
PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 562189
SCH NO. 2017051034

This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. The MMRP for the Mission Bay Park Master Plan – Fiesta Island Amendment Final Program Environmental Impact Report (PEIR) is under the jurisdiction of the City. This MMRP identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of the City of San Diego (City) Planning Department, which is currently located at 9485 Aero Drive, San Diego, CA 92123. All mitigation measures contained in the Final PEIR No. 562189/SCH No. 2017051034 shall be made conditions of approval of the project as may be further described below.

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
AIR QUALITY AND ODOR			
<p>5.1-1: Construction activities associated with the proposed project would generate short-term emissions in exceedance of City's significance determination threshold for NOx.</p>	<p>AQ-1: Construction contractors shall be required to use equipment that meets the EPA Tier 4 Interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the City that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 Interim or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.</p>	<p>These mitigation measures will be included in a future General Development Plan for Fiesta Island.</p>	<p>City Public Works Department (PWD).</p>

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>AQ-2: Construction contractors shall limit the number of soil haul trucks to no more than 32 trucks per day (64 truck trips). Prior to construction, the project engineer shall ensure that all grading plans clearly show the requirement to limit the number of soil haul trucks.</p>		
BIOLOGICAL RESOURCES			
<p>5.2-1: Development of the proposed project would have significant impacts on the following sensitive species: plants (Nuttall’s lotus [Acmispon prostratus], coast woolly-heads [Nemacaulis denudata var. denudata], and estuary seablite [Suaeda esteroa]); breeding shorebirds (California least tern, [Sternula antillarum browni], light-footed clapper rail [Rallus longirostris levipes], and Belding’s savannah sparrow</p>	<p>BIO-1: Habitat/Sensitive Plant Species. Prior to any construction or grading activities, the City shall prepare a mitigation plan in accordance with the requirements of the City’s Biology Guidelines, MSCP Subarea Plan, and Land Use Adjacency Guidelines. The mitigation plan shall be reviewed and approved by the City of San Diego MSCP Staff, and appropriate regulatory agencies. At a minimum the mitigation plan shall address the following:</p> <ul style="list-style-type: none"> • Mitigation for impacts to Nuttall’s lotus, coast woolly heads, and estuary seablite. Mitigation measures for these species should include avoidance, translocation/salvaging of impacted individuals, propagation, and/or incorporation of species into the restoration area(s). Specific methods will be determined during preparation of the habitat restoration plan by the project biologist. • Planting of seeds or translocation of impacted individual as mitigation for the impacts to Nuttall’s lotus and coast woolly-heads. • Mitigation to ensure that the plant palette for proposed improvements is consistent with the Multi-Habitat Planning Area (MHPA). 	<p>These mitigation measures will be included in a future General Development Plan for Fiesta Island.</p>	<p>City Staff</p>

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>[Passerculus sandwichensis beldingi]; raptors (northern harrier [Circus cyaneus], white-tailed kite [Elanus leucurus], and burrowing owl [Athene cunicularia]); upland bird species (California horned lark [Eremophila alpestris actia], and loggerhead shrike [Lanius ludovicianus]); mammals (San Diego black-tailed jackrabbit [Lepus californicus bennettii]); and sea mammals (green sea turtle [Chelonia mydas]).</p>	<ul style="list-style-type: none"> • Mitigation for impacts to southern foredunes and Diegan coastal sage scrub habitats shall be at the ratios defined in the City Biological Guidelines. • Mitigation for impacts to estuary seablite, including measures such as flagging and avoiding individuals during habitat creation/restoration construction activities or salvaging and transplanting these individuals to existing or restored, suitable wetland habitat in the study area. • Mitigation for eelgrass including an eelgrass survey would be conducted before and after construction of improvements related to dredging in Mission Bay. Temporary impacts associated with eelgrass planting shall be mitigated at the same ratio as permanent impacts. • Any construction or dredging project disturbing the substrate in Mission Bay or the Flood Control Channel shall use silt curtains or similar devices around disturbance areas. • Any wetland impact shall be mitigated at a minimum ratio of 1:1. <p>BIO-2: Avian Species. To avoid any direct impacts to raptors and/or any upland, native/migratory birds, removal of habitat that may support active nests in the proposed area of disturbance shall occur outside of the breeding season for these species (February 1 to September 15), unless a Qualified Biologist conducts a preconstruction survey to</p>		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>determine the presence or absence of nesting birds on the proposed area of disturbance. Any preconstruction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The results of the preconstruction survey shall be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines, MSCP Subarea Plan, Land Use Adjacency Guidelines, and applicable State and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that the take of birds or eggs or the disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's Mitigation Monitoring Coordination Section or Resident Engineer shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. The report or mitigation plan shall include the following provisions:</p> <ul style="list-style-type: none"> • If an active northern harrier nest is found in the MHPA, construction and grading activities shall remain at least 900 feet from the nest until the chicks have fledged and are independent of the nest. • If an active Cooper's hawk nest is found in the MHPA, construction and grading activities shall remain at 		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>least 300 feet from the nest until the chicks have fledged and are independent of the nest.</p> <ul style="list-style-type: none"> • Prior to grading or construction, a preconstruction burrowing owl survey shall be conducted to determine the presence or absence of burrowing owls. If the burrowing owl is absent, then no mitigation is required. If present, the following mitigation shall be implemented. <ul style="list-style-type: none"> ○ Direct and indirect impacts to burrowing owls located within the MHPA shall be avoided. ○ Outside the MHPA, the following measure shall apply: <ul style="list-style-type: none"> ▪ If the burrowing owl and its habitat can be protected in place on or adjacent to a construction site, then disturbance impacts shall be minimized through the use of buffer zones, visual screens, or other measures (CDFW 2012). ▪ Occupied burrows—that is, those burrows which show signs of burrowing owl occupancy within the last three years—shall be avoided during the breeding period from February 1 through August 31 (CDFW 2012). ▪ Occupied burrows shall also be avoided during the nonbreeding season. Burrow exclusion is a technique of installing one-way doors in burrow openings during the nonbreeding season to temporarily exclude 		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>burrowing owl, or permanently exclude burrowing owl and close burrows after verifying burrows are empty by site monitoring and scoping. Eviction of burrowing owl during the nonbreeding season requires CDFW approval of a Burrowing Owl Exclusion Plan (CDFW 2012).</p> <ul style="list-style-type: none"> ▪ Mitigation for permanent impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat shall be required such that the habitat acreage and the number of burrows and burrowing owl impacted are replaced based on the burrowing owl life history information provided in "Staff Report on Burrowing Owl Mitigation" (CDFW 2012). A Burrowing Owl Mitigation Plan shall be prepared and submitted to the City and CDFW for each project phase that results in impacts to burrowing owls and/or their habitat. <p>BIO-3: Least Tern. In order to prevent impacts to California least tern and other sensitive nesting shorebirds (e.g., the light-footed clapper rail, Belding's savannah sparrow, etc.), no clearing, grubbing or grading, or active wetland creation/restoration shall take place within or adjacent to the MHPA, California least tern preserves, and coastal salt marsh habitats during the City's general avian breeding season of February 1 to September 15. Activities must comply with the</p>		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>City's Biology Guidelines, MSCP Subarea Plan, Land Use Adjacency Guidelines, and applicable State and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers, etc.).</p> <p>Additionally, the following requirements from the Mission Bay Natural Resource Management Plan and Mission Bay Master Plan for the California least tern shall be met:</p> <ol style="list-style-type: none"> 1. In-water construction or dredging shall not be permitted in Mission Bay from April 1 through September 15, unless otherwise approved in writing by the City, CDFW, and USFWS. Any exception would have to meet the following criteria to preserve least tern nesting and foraging: use of silt curtains or similar devices around in-water construction activity; use of noise reduction or low noise equipment; and use of timing and location restrictions on activity to avoid interfering with breeding sites or major least tern foraging areas. 2. Direct impacts to permanently designated least tern nesting sites shall not be permitted. 3. The following buffer zones for each least tern nesting site shall be free of structures with heights over six feet, including fencing, to avoid providing raptors perches from which to prey on least tern chicks. <ul style="list-style-type: none"> • North Subarea – 150 feet • Stony Point (Southwest Subarea) – 150 feet 		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>4. There shall be a seasonal buffer (that extends the habitat during the mating and nesting seasons) and fencing between the habitat and the leash-free dog area at Stony Point in the Southwest Subarea.</p> <p>5. Noise attenuation berms surrounding the Sand Management Facility to prevent any significant noise from reaching the MHPA and the North Island least tern preserve shall remain in accordance with the Mission Bay Natural Resource Management Plan and Mission Bay Master Plan.</p> <p>6. If perimeter road construction or wetland creation/restoration construction activities take place during the California least tern breeding season, significant impacts may occur to least tern in the MHPA. To avoid significant noise impacts to breeding least terns, construction within 500 feet of the least tern preserves shall take place outside of the least tern breeding season, which ranges from April 1st to September 15th.</p> <p>BIO-4: San Diego Black-Tailed Jackrabbit. Grading and other ground disturbing activity shall occur outside of the breeding season for the San Diego black-tailed jackrabbit (January – September), unless a Qualified Biologist conducts a preconstruction survey to determine the presence or absence of black-tailed jackrabbits on the proposed area of disturbance. Any preconstruction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The results of the</p>		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>preconstruction survey shall be submitted to the City for review and approval prior to initiating any construction activities. If jackrabbits are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines, MSCP Subarea Plan, Land Use Adjacency Guidelines, and applicable State and federal law (i.e., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that the disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's Mitigation Monitoring Coordination Section, or Resident Engineer, and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. The mitigation plan required in BIO-1 shall also include mitigation for potential injury or mortality of individuals during construction activities, as well as mitigation for the loss of habitat.</p> <p>BIO-5: Marine Mammals and Sea Turtles. Should pile driving be required as part of the proposed project, the following mitigation measures shall be followed, or similar measures as may be required by the National Marine Fisheries Service:</p> <ol style="list-style-type: none"> 1. Noise dampening measures, such as the use of a nylon or wooden block, shall be employed between 		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>the impact hammer and piles to dampen underwater noise generated by hammer strikes.</p> <p>2. All impact pile driving activities shall incorporate a "soft start" approach whereby hammer strikes on each pile begin at low pressure and slowly increase to full hammer strength in order to drive fish away from the piles before the acoustics generated by pile driving approach levels that could result in animal injury. For any cessation of pile driving for greater than one hour, the soft start procedures shall be repeated to reinitiate behavioral relocation of mammals, turtles, or fish from the acoustic impact area. If a marine mammal or green sea turtle is observed in the area during impact pile driving, activities shall be halted until the animal leaves the vicinity beyond 500 feet from the work site.</p>		
<p>5.2-2: Development of the proposed project would have significant impacts on the following vegetation communities/land cover types: southern coastal salt marsh, saltpan/mudflats, open water, eelgrass beds, beach, southern foredunes,</p>	<p>Implementation of Mitigation Measure BIO-1.</p>	<p>This mitigation measure will be included in a future General Development Plan for Fiesta Island.</p>	<p>City Staff</p>

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
and Diegan coastal sage scrub.			
5.2-3: Development of the proposed project would permanently impact approximately 0.55 acre of wetland and approximately 0.57 acre of waters consisting of saltpan/mudflats, open water, eelgrass beds, and beach.	BIO-6: Prior to any impacts to wetlands, mitigation will be required in accordance with federal, State, and City “no net-loss” policies. The creation/restoration of habitat as mitigation shall be described in a mitigation plan (see Mitigation Measure BIO-1) following the outline provided in the City’s Biology Guidelines. The conceptual mitigation plan shall include success criteria that must be met, as well as maintenance and monitoring requirements for typically up to five years following completion of the initial planting program.	This mitigation measure will be included in a future General Development Plan for Fiesta Island.	City Staff
5.2-4: The proposed project could interfere with wildlife movement during eelgrass planting and clearing of vegetation.	Implementation of Mitigation Measures BIO-1 through BIO-5.	These mitigation measures will be included in a future General Development Plan for Fiesta Island.	City Staff
5.2-5: The proposed project could potentially conflict with the City’s Multiple Species Conservation Program (MSCP) Subarea Plan, Mission	Implementation of Mitigation Measures BIO-1 through BIO-5.	These mitigation measures will be included in a future General Development Plan for Fiesta Island.	City Staff

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Bay Park Natural Resources Management Plan, and the City's Environmentally Sensitive Lands Regulations.			
5.2-6: The project could create adverse edge effects.	Implementation of Mitigation Measures BIO-1 and BIO-2.	These mitigation measures will be included in a future General Development Plan for Fiesta Island.	City Staff
LAND USE			
5.6-4: The proposed project could conflict with the City's MSCP Subarea Plan.	Implementation of Mitigation Measures BIO-1 through BIO-5.	These mitigation measures will be included in a future General Development Plan for Fiesta Island.	City Staff
TRANSPORTATION/CIRCULATION			
Intersections			
5.9-1: Development of the proposed project could affect the intersection of E. Mission Bay Drive and Fiesta Island Road.	TRANS-4 option 'a': Install a traffic signal and restripe the intersection with stop bars and crosswalks at Fiesta Island Road/E. Mission Bay Drive.	This improvement will be included in a future General Development Plan for Fiesta Island.	PWD

Passed by the Council of The City of San Diego on JUN 17 2019, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Barbara Bry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jennifer Campbell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monica Montgomery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vivian Moreno	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Georgette Gómez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage JUN 21 2019

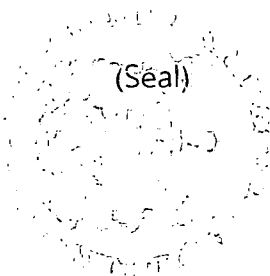
(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

By *Elizabeth Maland*, Deputy



Office of the City Clerk, San Diego, California

Resolution Number R- **312519**