

## CALIFORNIA COASTAL COMMISSION

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October 24, 1996

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TO: COMMISSIONERS AND INTERESTED PARTIES

FROM: CHUCK DAMM, SOUTH COAST DEPUTY DIRECTOR  
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 ELLEN LIRLEY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE

SUBJECT: STAFF RECOMMENDATION ON MAJOR AMENDMENT 1-95/MISSION BAY PARK MASTER PLAN TO THE CITY OF SAN DIEGO LOCAL COASTAL PROGRAM (For Public Hearing and Possible Final Action at the Coastal Commission Hearing of November 12-15, 1996)

SYNOPSISSUMMARY OF STAFF RECOMMENDATION (detailed history follows)

Staff is recommending denial, as submitted, of the Mission Bay Park Master Plan, then approval with suggested modifications. The recommended modifications are those that the Commission adopted in its May 11, 1995 action, which address some commercial lease expansions, the De Anza Special Study Area, remote parking provisions with shuttle service, parking and sign standards, pedestrian shoreline access, and the preservation and use of wetland areas. These modifications are set forth as Nos. 1-16 of the attached Revised Findings, dated July 21, 1995. They are acceptable to the City.

In addition, staff recommends adoption of two additional suggested modifications addressing the Bahia Hotel expansion. These are set forth as Suggested Modifications #17 and 18 on Pages 7 and 8 of this report. This is an area wherein the Commission and City staffs have not reached consensus, and significant public interest has been demonstrated, as seen by the volume of correspondence attached hereto.

The appropriate resolutions and motions may be found on Pages 5 and 6. The suggested modifications for Bahia Point are on Pages 7 and 8 and the suggested modifications to be adopted for the remainder of the Master Plan are found on Pages 5 through 13 of the attached Revised Findings, dated July 21, 1995. The findings for denial of the Bahia Point redevelopment portion of the Mission Bay Park Master Plan begin on Page 8. Findings for the approval of the plan, if modified, begin on Page 16.

## BACKGROUND

The City of San Diego Local Coastal Program (LCP) was segmented into twelve geographic areas, corresponding to community plan boundaries, with separate land use plans submitted and certified (or certified with suggested modifications) for each segment except Mission Bay. The Implementation Plan (which consists of one set of ordinances to implement all land use plans) was submitted and certified with suggested modifications, first in March of 1984, and again in January of 1988. The City of San Diego incorporated the suggested modifications and assumed permit authority for the majority of its coastal zone on October 17, 1988. Isolated areas of deferred certification remain, and will be submitted for Commission certification once local planning is complete. The Commission has certified several amendments to the LCP. In the case of the Mission Bay LCP segment, most land in Mission Bay Park is in original jurisdiction, so the Coastal Commission will continue to issue coastal development permits pursuant to Chapter 3 even after the Master Plan is certified. However, the comprehensive plan will provide necessary guidance to the Commission in making those future permit decisions.

## SUMMARY AND HISTORY OF AMENDMENT REQUEST

In January, 1995, the City submitted the Mission Bay Park Master Plan (a land use plan) as an LCP amendment. In March 1995, the Commission continued its hearing on the Mission Bay Park Master Plan, due to a number of issues that were raised by members of the public and several Commissioners. Many of these issues concerned the redevelopment of Bahia Point. In May 1995, the Commission denied the Mission Bay Park Master Plan, as submitted, and then approved it with suggested modifications. The Commission approved most of the suggested modifications recommended by staff, with a few revisions that were developed at the hearing. Most significantly, the Commission rejected staff's recommended modifications concerning redevelopment of Bahia Point. The Commission adopted revised findings in August, 1995. Also in August, the City Council acknowledged and accepted the suggested modifications, and their action was deemed adequate to certify the land use plan at the Commission's December 1995 meeting.

During this time, opponents of the Master Plan's policies addressing the redevelopment of Bahia Point filed a lawsuit challenging the Commission's certification of the Plan. The lawsuit alleged violations of the ex parte communications reporting requirements of the Coastal Act and that these violations affected the resolution of issues concerning redevelopment of Bahia Point. Pursuant to a stipulated judgment, the Commission set aside its decision of May 11, 1995 and reset the matter for hearing at the November, 1996 Commission hearing, to be held in San Diego. The stipulated judgment requires that hearing and testimony at the November meeting be restricted to the Bahia Point redevelopment issues only. Key concerns relating to Bahia Point include whether to (1) remove existing public parking which provides access to park and shoreline amenities (picnic areas and small watercraft launching sites), (2) extend bicycle and pedestrian access around the entire perimeter of Bahia Point and (3) allow expansion of the existing Bahia Hotel

commercial leasehold. These proposed land use plan policies require the balancing of a number of competing interests and uses, and raise concerns under the various Coastal Act policies on public access and recreation.

The subject staff report addresses only the redevelopment of Bahia Point. The attached Revised Findings, dated July 15, 1995, address all other aspects of the Mission Bay Park Master Plan. However, all references to the redevelopment of Bahia Point found in the attached Revised Findings are to be considered purged and no longer applicable. This includes removal of the final sentence of Suggested Modification #12, on Page 12 of the Revised Findings, which specifically addressed expansion of the Bahia Hotel leasehold and thus is no longer considered part of the previous Commission action. Findings for the redevelopment of Bahia Point are provided herein.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP amendment for Bahia Point may be obtained from Ellen Lirley, Coastal Planner, at (619) 521-8036.

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PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve (12) parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City gradually obtained Commission certification of each of its LUP segments, with the exception of Mission Bay. The earliest land use plan (LUP) approval occurred in May, 1979, with others occurring in 1988, in concert with the implementation plan.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January, 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remain; these are completing planning at a local level and will be acted upon by the Coastal Commission in the future.

Since effective certification of the City's LCP, the Commission has certified sixteen major amendments and seven minor amendments. These have included everything from land use revisions in several segments, the rezoning of single properties to modifications of city-wide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed, at least, 36 land use plan revisions and 89 ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests.

B. STANDARD OF REVIEW

The standard of review for land use plan amendments is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

C. PUBLIC PARTICIPATION

The City has held numerous local workshops, planning group, Planning Commission and City Council meetings with regard to the Mission Bay Park Master Plan as a whole. All of these local hearings were duly noticed to the public. In addition, the entire plan has undergone review at two previous Commission hearings, where the Bahia Point redevelopment was a main topic of discussion. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- A. RESOLUTION I (Resolution to deny certification of the Mission Bay Park Master Plan, as submitted)

MOTION I

I move that the Commission certify the City of San Diego Land Use Plan Amendment #1-95, as submitted.

Staff Recommendation

Staff recommends a **NO** vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution I

The Commission hereby denies certification of the amendment request to the City of San Diego Land Use Plan, and adopts the findings stated below with respect to the redevelopment of Bahia Point, and in the attached Revised Findings, dated July 15, 1995, for all other aspects of the Master Plan on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

B. RESOLUTION II (Resolution to approve certification of the Mission Bay Park Master Plan, if modified)

MOTION II

I move that the Commission certify the Mission Bay Park Master Plan, if it is modified in conformance with Suggested Modifications #1-16 of the attached Revised Findings, dated July 15, 1995 (as revised to delete a specific reference to Bahia Hotel expansion in Suggested Modification #12), and with Suggested Modifications #17 and 18, which are set forth in this staff report.

Staff Recommendation

Staff recommends a YES vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution II

The Commission hereby certifies the amendment request to the City of San Diego Mission Bay Park Master Plan, if modified, and adopts the findings stated below with respect to the redevelopment of Bahia Point, and in the attached Revised Findings, dated July 15, 1995, for all other aspects of the Master Plan on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will contain a specific access component as required by Section 30500 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the Mission Bay Park Master Plan, addressing the redevelopment of Bahia Point, be adopted. Deletions are ~~struck out~~ and new language to be added is underlined.

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

17. Bahia Hotel: 600-room resort hotel. In accordance with the objective of intensifying existing leaseholds, the Bahia Hotel lease, at the lessee's option, should be expanded towards the point of the peninsula and shifted eastward to the eastern curb of the existing parking. Such an expansion and shift could potentially permit is encouraged to intensify within the existing leasehold boundaries through the addition of 120 hotel rooms to the complex, above and beyond the current 484-room redevelopment plans. The following criteria should shall guide the redevelopment of the Point:

- The lease expansion should not exceed approximately one acre in area. An adequate public use zone should be maintained at the point itself in accordance with the Design Guidelines (150 feet to the mean high water line).
- Every effort should be made as part of a Any redevelopment effort to shall implement a continuous minimum ten-foot-wide pedestrian and bicycle path around the Point in accordance with the Design Guidelines.
- Redevelopment of the Bahia Hotel lease shall not result in any loss of public parking at Bahia Point resulting from a lease expansion and/or relocation should be mitigated.
- If the Bahia Hotel is to expand into Bahia Point's public parking areas, the lessee should be required to provide alternate means of carrying board sailing equipment to the tip of the Point from a drop-off area at the entrance of the leasehold.
- In order to accommodate a more compact development leaving greater perimeter space available for public parkland and pedestrian/bicycle path improvements, the City should pursue relief from the Proposition D height restrictions for this leasehold.

Also, Figure 11 on Page 45 and Figure 12 on Page 47 shall be modified to be consistent with the preceding language.

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

101. Key Linkage Improvements: In general, continuous public access, either improved or unimproved, shall be provided around the entire waterfront of Mission Bay. Current exceptions are located in the following areas: the leases of Sea World, Pacific Rim, Mission Bay Yacht Club, San Diego/Mission Bay Boat and Ski Club, and Fiesta Island Sludge Treatment Facility; the Mission Bay Park Headquarters Facility on Hospitality Point, and the Least Tern nesting areas at Stony Point and Mariner's Point. Where such access does not now exist, as leases or uses

come up for renegotiation or change, the issue of public shoreline access will be re-examined consistent with security, safety and specific public aquatic/recreational needs and requirements. Moreover, to maintain safe and convenient continuity of the paths around the Park, these four key improvements should be implemented:

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

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

#### PART IV. FINDINGS FOR DENIAL OF THE BAHIA POINT REDEVELOPMENT PORTION OF THE MISSION BAY PARK MASTER PLAN AMENDMENT

##### A. AMENDMENT DESCRIPTION AND HISTORY

The Mission Bay LCP segment consists entirely of Mission Bay Park, which is the world's largest urban water-recreation park, and is recognized as the premiere aquatic park in California, and possibly of the entire country. It includes seven square miles of land and water (approximately 4,600 acres) and accommodates well over 100,000 people on a summer's day. There are 2,100 acres of land area, 2,500 acres of navigable water and 27 miles of shoreline. Currently, there are approximately 200 acres of developed parklands, slips for 2,500 pleasure boats and 1,500 dry boat storage spaces. Major commercial leases in the park include five hotels, ten small marinas, a campground, a golf course and the Sea World Aquatic Theme Park.

One of the five hotel leaseholds is operated by the Bahia Hotel; it is located on West Mission Bay Drive, in the southwestern portion of the Park near the Mission Beach community. The hotel leasehold occupies the larger part of Bahia Point, a small peninsula between the Santa Barbara and Ventura Coves. Public amenities on and surrounding the point include public parking areas, which can accommodate approximately 250 vehicles, restrooms, sandy beaches,

grassy lawn and picnic areas and small watercraft launching sites.

Included among many other goals and policies of the overall Mission Bay Park Master Plan, are policies designed to accommodate a future expansion of the existing commercial leasehold on Bahia Point. This would accommodate both an existing redevelopment plan that would increase the hotel to 484 rooms (not yet approved by the Coastal Commission), and an additional 120 room increase beyond that plan, giving the hotel use a total of approximately 600 rooms. As proposed by the City, the redevelopment of the Bahia Hotel would expand the leasehold both to the north and the east, and would result in the direct loss of approximately 250 public parking spaces. The City's stated intent is to replace and augment these spaces with additional public parking lots in other areas of the Park.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that the LCP amendment, as set forth in the resolution for certification, is not consistent with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The Legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

d) Assure priority for coastal-dependent and coastal-related development over other developments on the coast.

e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

C. NONCONFORMITY OF THE BAHIA POINT REDEVELOPMENT PORTION OF THE MISSION BAY PARK MASTER PLAN WITH CHAPTER 3

Review of Local Coastal Program submittals for findings of Chapter 3 consistency are generally analyzed according to thirteen policy groups. In the specific area of Mission Bay Park where Bahia Point is located, the

following policy groups apply: Shoreline Access; Recreation and Visitor-Serving Facilities; Water and Marine Resources; Commercial Fishing and Recreational Boating; Locating and Planning New Development; Coastal Visual Resources and Special Communities. Visual resources will be addressed only in the findings for approval with suggested modifications, since the proposed Master Plan improvements at Bahia Point do not appear to have any adverse visual impacts associated with them. The following resources/land uses are not present within this area of Mission Bay Park, so no findings are made relative to them: Agriculture; Dredging, Filling and Shoreline Structures; Environmentally Sensitive Habitat Areas; Forestry and Soils Resources; Hazards; Public Works; and Industrial and Energy Development.

1. Shoreline Access/Recreation and Visitor-Serving Facilities.

The following Chapter 3 policies of the Coastal Act addressing access and public recreation are most applicable to the Bahia Point area of Mission Bay Park, and state in part:

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

(3) agriculture would be adversely affected.

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, ... (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, ...

While many of the land uses and improvements proposed in the overall Mission Bay Park Master Plan were found consistent with some or all of the cited public access and recreation policies of the Coastal Act, other proposals, including the expansion of the Bahia Hotel leasehold, may be consistent with some Coastal Act policies and in conflict with others. Although the additional hotel rooms are consistent with Section 30221, the leasehold expansion would usurp existing public parking areas, and could, at least indirectly, adversely impact existing public picnic areas and grassy uplands. This loss of public parking facilities and likely diminishment of public recreational enjoyment in adjacent areas is inconsistent with Sections 30210, 30223 and 30252.

Redevelopment according to the Master Plan would shift the existing leasehold eastward, eliminating Gleason Road, a two-lane road running northwesterly along Bahia Point to an existing public parking lot at the tip. In addition to removing the only direct access point for users of the tip (a popular launch area for sailboats, windsurfers and sailboarders), approximately 250 existing public parking spaces, along the road itself and at the tip of the point, would be eliminated. The City is proposing shifting the leasehold eastward primarily to accommodate a 16-foot-wide pedestrian/bicycle path around the point, which is one of a few gaps in an otherwise-complete shoreline access path.

The Master Plan indicates that the public uses currently occurring on Bahia Point (the recreational boating uses listed plus family picnicking, swimming, lawn games, etc.) will be accommodated in the new areas of parkland to be opened at South Shores and Fiesta Island, along with new parking areas to support those uses. Much of the public testimony given at the previous hearings, and in letters attached to this report, maintains that these uses cannot be as easily shifted as the City believes, and that, at least in the case of the various small boating activities, water quality, winds and wave action limit potential launching sites to a very few locations, of which Bahia Point is a critical one. Many members of the public attest that the City's proposed replacement sites do not have this unique combination of natural conditions necessary for their sports. Their testimony further concludes that adjacent parking is critical in order to support these uses at any location, due to the size and weight of the boating equipment required for sailboarding, windsurfing and sailing.

The City, however, maintains not all of the existing public uses at Bahia Point would have to relocate, since the Ventura Cove parking lot, located just east of Gleason Road and north of West Mission Bay Drive, is underutilized much of the year and could accommodate additional usage. While this may be true at times, the traffic and parking analysis in the Environmental Impact Report (EIR) prepared for the overall Mission Bay Park Master Plan, states that public parking lots in this area (shown as the Ventura/Bonita Cove area in the EIR) are filled to capacity during the peak summer season. Thus, the Ventura Cove parking lot, which holds 371 vehicles, could not accommodate any overflow in the summertime; and, even if only partially full much of the year, it cannot easily accommodate the approximately 250 existing public parking spaces on Gleason Road/Bahia Point which would be lost through the proposed lease expansion.

The Bahia Hotel is located in the western part of the Park near Mission Beach/Belmont Park, and only two blocks east from the West Mission Bay Drive/Mission Boulevard intersection. This is the most impacted intersection in the entire Park, according to the EIR, and operates at Level of Service F during both commuter and recreational peak hours in the summertime. The removal of approximately 250 public parking spaces in the immediate area of this highly congested intersection can only exacerbate the situation, when motorists cannot find parking and are forced into U-turns or through the Mission Beach community, whose one main street is often at gridlock.

The City's argument that existing public facilities/amenities which would be lost through implementation of the Bahia Hotel expansion will be compensated for in other areas of the Park is flawed. The Master Plan contains no phasing plan to assure that replacement facilities are built and in operation prior to removal of existing facilities. In fact, the plan encourages immediate expansion of existing commercial leases, including the Bahia, to increase City revenues, while acknowledging the new park areas in South Shores are not finished (and indeed, not yet fully permitted), and that completion of projects on Fiesta Island will not occur for several years, since the sludge beds are not expected to vacate the site until 1998.

The plan does propose construction of approximately 500 parking spaces in the proposed overflow parking area in the immediate future, but this is the minimum needed for South Shores, which is nearby, and does not address the loss of approximately 250 existing public parking spaces through expansion of the Bahia Hotel leasehold. Furthermore, the City is not securing or committing to the development of alternate transit. The plan simply suggests a tram service and it includes several optional routes for a privately-operated service from the overflow lot to various areas within the Park. The tram is suggested only to be run on demand (i.e., peak use days and for special events), such that it will not be available on a daily basis. Furthermore, none of the proposed tram routes serve the Bahia Point area of Mission Bay Park where existing public parking is being proposed for elimination.

In summary, an increase in the number of guest rooms at the Bahia Hotel is supported in Section 30221 of the Act, which requires provision of adequate visitor-serving commercial uses. However, because the City proposes to accommodate this increase through expansion of the leasehold boundaries, such that a significant amount of public parking is lost, the policies of the Mission Bay Park Master Plan addressing the redevelopment of Bahia Point are not fully consistent with the other cited access and recreation policies of the Coastal Act. The Commission, therefore, finds the proposed Mission Bay Park Master Plan inconsistent with the cited access and recreation policies of the Act.

## 2. Water-oriented Recreational Activities and Marine Resources.

A number of Coastal Act policies address the protection and enhancement of sensitive land and water habitats. Those most applicable to the Bahia Point redevelopment portion of the Mission Bay Park Master Plan state, in part:

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

In preparation of the overall Mission Bay Park Master Plan, the need to improve the water quality of Mission Bay prompted the City to plan a significant expansion of wetland areas and other natural habitats, which are anticipated to be built gradually over the twenty years the Master Plan is intended to cover. Eventually, the new wetlands will provide a natural filtration system to aid in keeping pollutants out of the bay. In the meantime, several existing storm drains and three creek outlets are considered to be major sources of pollution from urban runoff. These all enter the eastern waters of the Bay, the general area where the City suggests the small watercraft users and picnickers that currently utilize Bahia Point could be relocated.

The Point, which is in the western part of the Park, nearer the open ocean, receives significantly greater tidal flushing than do the eastern areas. Thus, Bahia Point enjoys better water quality than areas along the eastern shore and around Fiesta Island. The better water quality provides a significant health benefit to recreational users, be they swimmers or boaters. The plan's proposal to relocate the Bahia Point users, most of whom are engaging in body-contact watersports of one type or another, to an area of poorer water quality cannot be found consistent with Section 30231 of the Act and the retention of the Bahia Point area for water-oriented recreational uses is consistent with Section 30220. Thus, as proposed, the Commission finds this policy group inconsistent with the cited policies of the Act.

3. Commercial Fishing and Recreational Boating.

Mission Bay Park is, first and foremost, an aquatic recreational area. The provision and maintenance of adequate area for public water sports is a high priority under the Coastal Act. Section 30234 addresses this and states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be

reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

The Bahia Hotel maintains a small marina, along with two paddle-wheel excursions boats which are available for both public cruises and private parties. The subject Master Plan proposes an expansion of the water lease at the Bahia Hotel to allow additional dock area. Although concern was initially raised over the possible location of the lease expansion, it would appear that an expansion could occur without infringing on area currently used by the public for recreation (i.e., swimming or boating areas).

Of greater concern is the proposed land expansion of the leasehold, which would remove existing public parking and road access to the tip of Bahia Point, which is heavily used by sailboarders, windsurfers and sailers. The most significant amenity needed for the continuance of such uses at this location, in addition to favorable wind, wave and water quality conditions, is vehicular access with close-in parking, since the equipment for these sports is heavy and cumbersome. Sporting participants have testified (before the Commission and in attached letters) that fewer and fewer places exist in Mission Bay Park that provide all these factors (namely Santa Clara and Bahia Points). Recent shoreline stabilization improvements on Santa Clara Point have rendered much of the shoreline inaccessible now for small watercraft users, making Bahia Point all that more critical to these recreationists. Although the required access could likely be provided in the proposed future parklands in the South Shores/Fiesta Island area, these locations do not provide the wind, wave and water quality conditions necessary to the cited sports. Thus, it is only at Bahia Point that the full range of needed amenities for these forms of recreational boating occur. Thus, the removal of the access road and parking at Bahia Point is inconsistent with Section 30234 of the Coastal Act.

#### 4. Locating and Planning New Development.

Section 30250 of the Coastal Act provides that new development should be placed contiguous with existing development and in areas where adequate infrastructure exists to support the new uses; it should also not adversely impact coastal resources. Two types of development are proposed in the Mission Bay Park Master Plan; new parkland areas for general public recreational use are proposed in the southeastern part of the Park (South Shores and Fiesta Island) and expansions of existing commercial leases are proposed at several existing leaseholds. The proposed lease expansion at Bahia Point would remove areas of existing parkland currently experiencing heavy public use. Although the expanded leasehold boundaries would not encroach onto existing turf areas, they would eliminate approximately 250 public parking spaces. Although these additions might be technically consistent with portions of Section 30250 of the Act, since they would occur contiguous with existing like uses and would be served by existing infrastructure, they are inconsistent with the public access provisions of the

Act, as discussed in a previous finding. In addition, the proposed expansions would adversely impact public recreational areas, which are a significant coastal resource.

The additional parkland areas at South Shores and Fiesta Island, which the Master Plan suggests will be available for the relocation of current Bahia Point users, will enjoy the benefit of easy freeway access, as they are very close to the I-5/I-8 interchange. A large overflow parking lot is planned in this area as well, which will be relatively close to a future trolley station. Large group picnics and most special events are also proposed to be held in this part of the park, benefiting from the availability of transit service, trolley access and a potential future park tram. Unfortunately for both future large group and special event participants, and the relocated Bahia Point users, the tram is only a concept thus far, with no identified start-up time or source of funding, and trolley service has not yet been expanded this far north.

To summarize, the City is proposing to eliminate approximately 250 public parking spaces on Bahia Point with no immediate replacement elsewhere or alternative means to move park visitors and bay users around the park. The Commission finds it inappropriate to displace existing public recreational uses for the benefit of private commercial facilities. Once the additional parkland has been improved and opened to the public, and transportation mechanisms (i.e., remote parking, tram service and adequate commercial parking standards) are in place and demonstrated to operate successfully, the concept of expanding the Bahia Hotel leasehold might again be brought before the Commission. Should that occur in the future, not only the above factors would weigh in the Commission's ultimate determination, but also the previously discussed factors of water quality, wind and wave conditions, parking availability and traffic circulation. All of these would be considered before any commercial leasehold expansion could be approved. Therefore, at this time, the Commission finds this policy group inconsistent with the cited Coastal Act policy.

PART V. FINDINGS FOR DENIAL OF THE REMAINDER OF THE MISSION BAY PARK MASTER PLAN

As mentioned above, the findings for denial of the land use plan provisions of the Mission Bay Park Master Plan, outside of the Bahia Point redevelopment policies, may be found in the attached Revised Findings, dated July 21, 1995. They are incorporated herein by reference.

PART VI. FINDINGS FOR APPROVAL OF THE BAHIA POINT REDEVELOPMENT PORTION OF THE MISSION BAY PARK MASTER PLAN, IF MODIFIED

A. SUMMARY FINDING/CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The City has done a commendable job in preparing a comprehensive planning document for its greatest recreational asset, Mission Bay Park. The general

goals and objectives of the plan are good ones, and the Commission would support a great number of plan proposals as submitted. However, the specific policies directing the redevelopment of Bahia Point, particularly the expansion of the existing commercial leasehold boundaries of the Bahia Hotel, raise a number of concerns under the Coastal Act. These have been addressed at length in the previous findings and, briefly, revolve around the plan's proposal to remove approximately 250 public parking spaces and Gleason Road and encourage current Bahia Point users to relocate their recreational activities to other areas of the Park. These concepts have been found inconsistent with a number of Coastal Act policies.

However, the Commission finds that the proposed LCP amendment for the Bahia Point area of Mission Bay Park is approvable, if modified in such a fashion as to include policies adequately protecting existing public access and recreational amenities. The proposed suggested modifications to the LUP have been drafted with this purpose in mind. The suggested modifications encourage the Bahia Hotel to intensify within its existing boundaries, retaining all existing public parking, public access corridors and recreational uses. Also, in conjunction with hotel redevelopment, a pedestrian/bicycle pathway around the point will be provided. They also encourage the City to seek relief from the Proposition D height restrictions for the Bahia Hotel, to allow an economically-viable hotel intensification without any physical leasehold expansion. These modifications are addressed in detail below. Therefore, the Commission finds that the proposed local coastal program amendment is, subject to the suggested modifications, consistent with Section 30001.5 and all previously-cited sections of the Act. Furthermore, the Commission finds the amendment, as recommended for modification, would be consistent with applicable Chapter 3 policies to the extent necessary to achieve the statewide goals as set forth in Section 30001.5 of the Act.

#### 1. Shoreline Access/Recreation and Visitor-Serving Facilities.

A potential concern was raised regarding the addition of new boat slips outside the existing marina leasehold (i.e., expanding the water lease) at the Bahia Hotel to allow additional dock area. The new slips are consistent with Section 30224, but could decrease the amount of open water area currently available for general public recreation, inconsistent with Sections 30211 and 30220. However, it would appear that an expansion could occur without infringing on area currently used by the public for recreation (i.e., swimming or boating areas); this can be assured through the coastal development permit process at the time the lessee chooses to implement this plan recommendation. The expansion proposed in the Master Plan for the Bahia Hotel would still maintain the total amount of water leases under the 6.5% cap established by a public referendum several years ago (that vote also established a cap of 25% for ground leases).

Similarly, land expansions of several existing commercial leaseholds are proposed in the overall Mission Bay Park Master Plan to accommodate additional guest facilities, including one at the Bahia Hotel. The existing hotel complex occupies much of Bahia Point, which is north of West Mission Bay Drive, and just east of the main entry into the Mission Beach community. The

Master Plan proposal would expand the lease northwards almost to the tip of Bahia Point and would shift it eastwards, to allow construction of a 16-foot-wide pedestrian walkway/bikepath all around the point. This is one of only a few areas of the park where the public cannot now walk the entire shoreline, although at lower tides walkers and joggers can get all the way around by using sandy beach for a short distance. Existing turf areas on the north and east sides of the point, along with a restroom facility, would remain available to the public, but approximately 250 public parking spaces, and Gleason Road itself, would be eliminated with the expansion. Gleason Road provides vehicular access to the tip of Bahia Point, and also accommodates a significant number of public parking spaces (part of the approximate 250 total). This area has been historically used for Sunday picnic gatherings for more than thirty years, and is considered a most desirable location (due to favorable winds, waves and water quality, as well as convenient vehicular access) by sailboarders, windsurfers and small sailboat operators.

There would appear to be a significant amount of redevelopment potential within the existing leasehold, since most of the existing buildings are single-story structures. The City might wish to pursue relief from the Proposition D height restrictions for this leasehold, to accommodate a more compact development with greater perimeter space available for public parkland/access path improvements. The City has already reviewed, though not approved, a redevelopment proposal which would expand the current facility by approximately 50% within the existing lease boundaries. This concept has not been submitted for review by the Commission as yet, and the proposal does not include public access improvements around Bahia Point.

During City review of the master plan, however, one alternative was presented which would expand the leasehold to a lesser degree than that currently proposed, but would still retain vehicular access to the point and include a pedestrian/bicycle path. The alternative would allow a single row of parallel parking along the east side of Gleason Road, with a turnaround/drop-off area at the tip, which would facilitate people with sailing and windsurfing equipment. Under that alternative, however, there would still be a loss of public parking of almost 200 spaces and this alternative is thus not endorsed by the Commission at this time as an appropriate compromise.

The City's traffic studies done in conjunction with the updated master plan indicate that peak day parking demand will be 11,801 spaces for build-out of the entire park, including 2,570 spaces assigned to the South Shores and Fiesta Island parkland improvements. Currently, there are 6,595 improved parking spaces, plus about 700 curbside spaces along East Mission Bay Drive, for a total of 7,295 existing parking spaces in the park overall. Therefore, there remains a parking deficit of 1,936 parking spaces to accommodate and support existing development within Mission Bay Park (11,801 spaces projected minus 2,570 spaces assigned to new parkland development minus 7,295 spaces currently provided = 1,936 parking space deficiency for existing uses). Thus, the park will require approximately 4,506 additional spaces (2,570 spaces planned for new development plus 1,936 space deficiency) to accommodate existing park demand and to serve the new parkland once South Shores and Fiesta Island are both open for public recreational uses. Over 5,000 new

spaces are proposed in the southeastern area of the park, at and near those new facilities. However, the new spaces will be too far removed from Bahia Point to compensate for the loss of approximately 250 existing spaces in that critical location, and the City does not expect to provide tram service for many years, if at all.

The plan contains no phasing component to assure that replacement facilities are built and in operation prior to removal of existing parking. Rather, the plan encourages immediate expansion of existing commercial leases, which would include the Bahia Hotel, to increase City revenues, while acknowledging the new park areas in South Shores are not finished (and indeed, not yet fully permitted), and that completion of projects on Fiesta Island will not occur for several years, since the sludge beds are not expected to vacate the site until 1998 at the earliest. The plan does propose construction of approximately 500 parking spaces in the proposed overflow parking area in the immediate future, but this is the minimum needed for South Shores, which is nearby, and does not address the loss of existing public parking spaces through leasehold expansions nor the current parking deficit of nearly 2,000 spaces to serve existing uses. Furthermore, the City is not securing or committing to the development of alternate transit. The plan simply suggests a tram service and it includes several optional routes for a privately-operated service from the overflow lot to various areas within the park. The tram is suggested only to be run on demand (i.e., peak use days and for special events), such that it will not be available on a daily basis. Furthermore, none of the conceptual tram routes serve the Bahia Point area, although the plan text suggests a tram might go as far as Mission Boulevard (this would be past Bahia Point).

For several reasons, the Commission cannot endorse the expansion of the Bahia leasehold at the expense of public parking:

- 1) parking provisions are inadequate now by nearly 2,000 spaces to support existing development and park uses based on the City's own studies;
- 2) hotel expansion (and parking removal) could occur years before the overflow lot is completed;
- 3) the location of the proposed overflow lot is too far removed to serve members of the public wishing to recreate at Bahia Point.

Therefore, suggested modifications require that an intensification of this leasehold occur within the existing boundaries and not at the expense of critical public parking facilities. They further require that a pedestrian/bicycle path be provided around Bahia Point in conjunction with any redevelopment proposal, but would allow the path to be only 10-feet in width rather than 16. The "path" along the eastern and northern portions of the point would be within the existing paved and grassy areas for pedestrians (i.e., maintaining current conditions), and would not require that any additional parkland be improved to create a path. For bicyclists, they could continue to use Gleason Road along the east side, again maintaining existing use patterns, and transfer to the new corridor along the west side once

redevelopment occurs. Along the western side of Bahia Point, the existing paved walkway would be expanded to the east, such that no sandy beach would be usurped. Only as modified can the Commission find the Master Plan recommendation for the redevelopment of Bahia Point consistent with the Coastal Act.

2. Water and Marine Resources.

The proposed Mission Bay Park Master Plan recommends the expansion of the Bahia Hotel leasehold, resulting in the elimination of public parking and vehicular access to the small watercraft launching sites at the tip of Bahia Point. This could force relocation of these activities into areas of the Bay experiencing significantly poorer water quality than the area around Bahia Point. With the suggested modification prohibiting expansion of the leasehold, and thus maintaining vehicular access and public parking for these users, as well as all other members of the public, the Commission finds the modified plan recommendations consistent with Sections 30220 and 30231 of the Act.

3. Commercial Fishing and Recreational Boating.

Since Mission Bay Park is, first and foremost, an aquatic recreational area, the provision and maintenance of adequate area for public water sports is a high priority under the Coastal Act. The Bahia Hotel maintains a small marina, along with two paddle-wheel excursions boats which are available for both public cruises and private parties. The subject Master Plan proposes an expansion of the water lease at the Bahia Hotel to allow additional dock area. Although concern was initially raised over the possible location of the lease expansion, it would appear that an expansion could occur without infringing on area currently used by the public for recreation (i.e., swimming or boating areas).

However the proposed land expansion of the leasehold, which would remove existing public parking and road access to the tip of Bahia Point, was found inconsistent with the Coastal Act in prior findings for numerous reasons. A suggested modification is included which would prohibit the expansion of the commercial leasehold, and thus maintain the existing public access amenities and parking facilities. Only as modified can the Commission find that the Master Plan, as it addresses Bahia Point, adequately protects the interests of water-oriented recreational users. Therefore, with the suggested modifications, the Commission finds the plan consistent with Section 30234 of the Act.

4. Locating and Planning New Development.

Expansions of commercial leases are proposed at several existing leaseholds, including the Bahia Hotel. This lease expansion would remove an access road and public parking lot (totalling approximately 250 parking spaces) which serve existing parkland currently experiencing heavy public use. The EIR has identified that parking in this area of Mission Bay Park is at capacity during the peak summer season. As discussed in a previous finding on public access

and recreation, suggested modifications have been included to protect the existing public parking and recreation facilities by restricting this leasehold to its existing boundaries. Only as modified, can the Commission find the proposed land use intensification at this site consistent with all applicable Chapter 3 policies of the Act.

5. Coastal Visual Resources and Special Communities.

Mission Bay Park is a visitor destination point of national significance, and is, itself, a scenic resource, and the importance of the park's visual resources is stressed throughout the Mission Bay Park Master Plan. The types of improvements proposed in the 20-year plan are similar to features already existing in the park, including both open recreational areas and high-intensity commercial structures, such as the existing hotels, including the Bahia Hotel. Implementation of the proposed master plan concepts, including the redevelopment of Bahia Point, will result in temporary adverse visual impacts during the construction of individual projects, but the various concepts, in and of themselves, do not appear to raise any serious visual concerns.

In the overall Master Plan, the City proposes a relaxation of the existing 30-foot height limit, which applies to property west of I-5. This limit was established by Proposition "D", a citizen's initiative passed by City voters in 1974. The current proposal would allow flexibility in both building height and roof design, such that an extra five feet would be considered beyond the present 30 ft. height limit for the Quivira Basin and Dana Inn leaseholds to accommodate underground parking facilities at those two sites and then a general deviation for all leaseholds to consider architectural treatments and roof design, to a maximum of ten feet. Since Proposition "D" does not allow for any variances, the City's proposal will need confirmation by a vote of the people before it can take effect.

It would appear that relief from the Proposition "D" standards would allow the Bahia Hotel to intensify to the full level envisioned in the Master Plan, without expanding its leasehold boundaries. This would maintain the existing public access and parking amenities, which would otherwise be lost. Since the existing hotel, which was constructed prior to the Coastal Act and the passage of Proposition "D", already contains a five-story structure, additional structures of similar size should not result in significant adverse impacts to visual resources. More importantly, by concentrating redevelopment and gaining relief from the height limit, the economic goals of the leasehold can be achieved and public access and recreational opportunities for the larger public can be protected. The Master Plan does not contain such a recommendation, even though the general concept of relief from the height restrictions is proposed. Thus, it has been included in a suggested modification to apply specifically to the Bahia Hotel leasehold. As modified, the Commission finds the Master Plan, with respect to the redevelopment of Bahia Point, can be found consistent with both the visual resource and public access and recreation policies of the Coastal Act.

PART VII. FINDINGS FOR APPROVAL OF THE REMAINDER OF THE MISSION BAY PARK  
MASTER PLAN, IF MODIFIED

As mentioned above, the findings for approval, if modified, of the land use plan provisions of the Mission Bay Park Master Plan, outside of the Bahia Point redevelopment policies, may be found in the attached Revised Findings, dated July 21, 1995. They are incorporated herein by reference.

PART VIII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

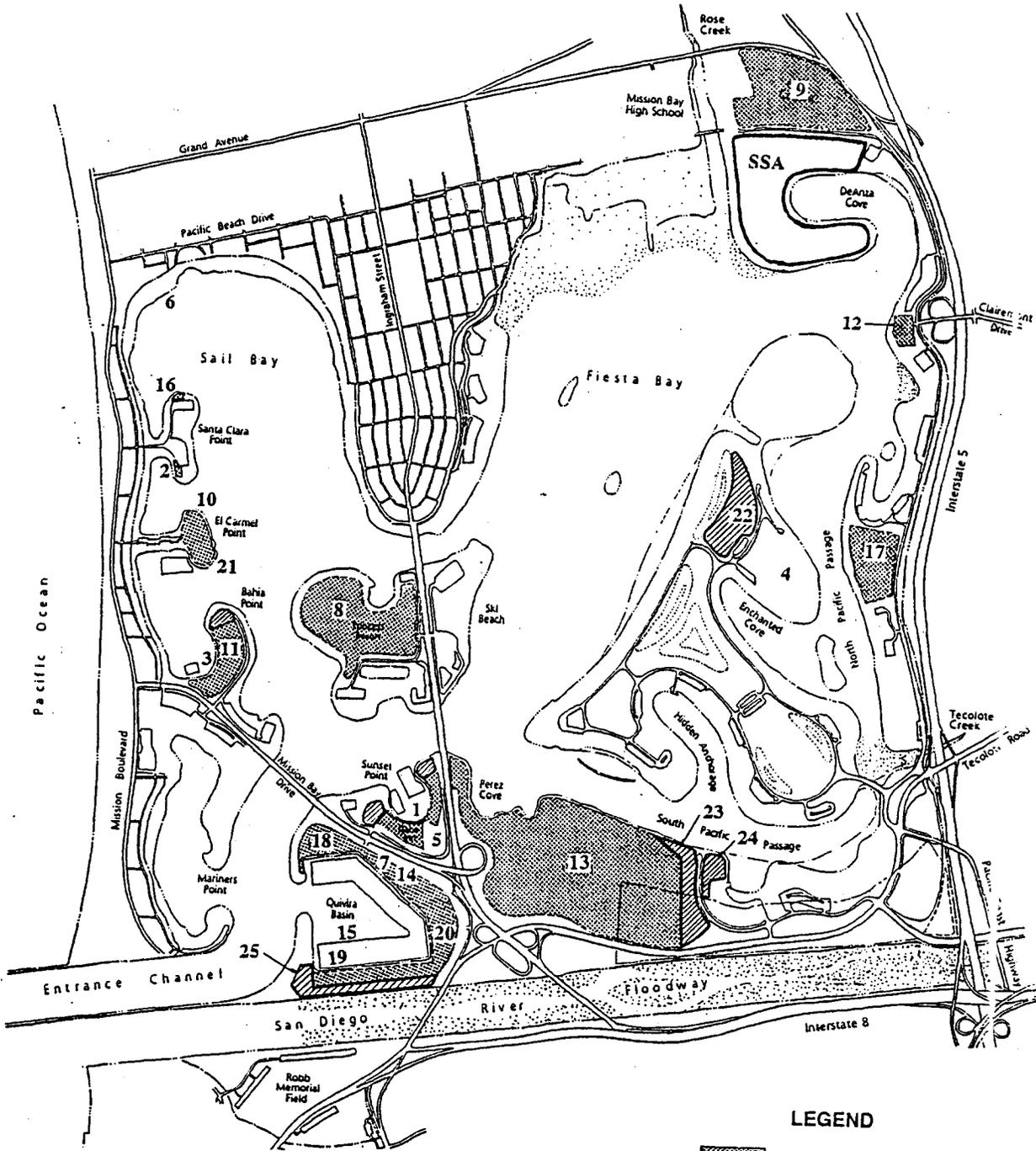
Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. In the case of the subject LCP amendment request, the Commission finds that approval of the Bahia Point redevelopment portion of the Mission Bay Park Master Plan, as proposed, would result in significant impacts under the meaning of the California Environmental Quality Act. The recommendations are inconsistent with the Coastal Act, and could have adverse impacts primarily in the areas of public access and recreation, including parking. Two suggested modifications are included to reduce the potential impacts to below a level of significance. As modified herein, there would not appear to be any feasible, less environmentally-damaging alternatives and no significant environmental impacts would occur if the modifications are accepted by the City of San Diego. Moreover, future individual development projects relying on this master plan will be reviewed for CEQA consistency by the City or Coastal Commission when they are proposed. Therefore, this modified LCP amendment can be found consistent with the provisions of the California Environmental Quality Act.

(1410A)

# Dedicated Lease Areas

figure 11



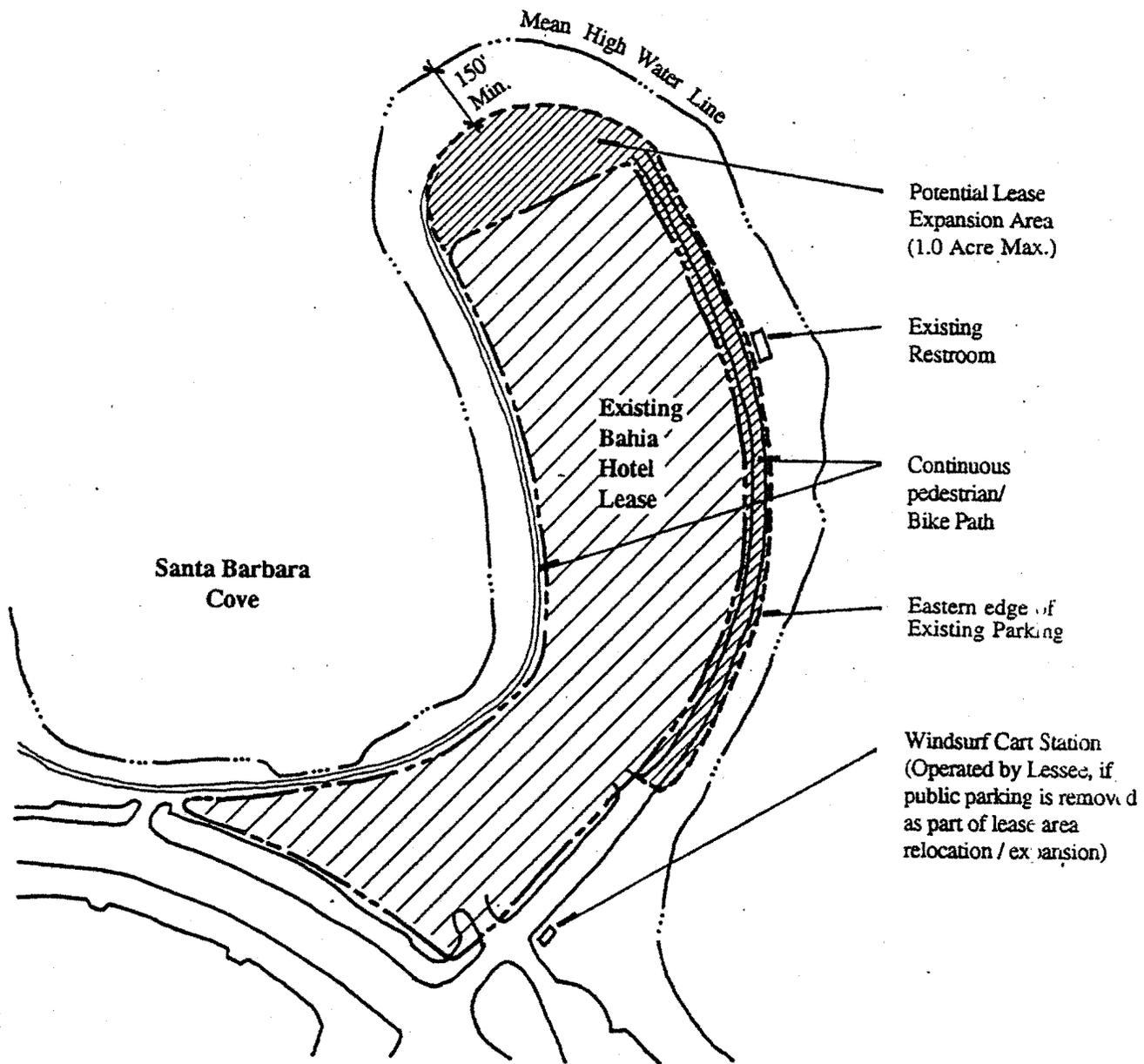
*(to be revised per Suggested Modification # 17)*

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

*City of San Diego  
LCPA 1-95 - Mission Bay*

# Bahia Point Development Area

figure 12



(to be revised per Suggested Modification #17)

City of San Diego  
1 CPA 1-95 - Mission Bay

## M E M O R A N D U M

TO: Commissioners and  
Interested Persons

DATE: August 8, 1995

FROM: Staff

SUBJECT: Modifications to the Revised Findings for Certification of  
Mission Bay Park (portion of Major Amendment 1-95) to the City  
of San Diego LCP, dated July 21, 1995.

Staff recommends the following revisions be made to the document referenced above. Language to be deleted is ~~struck out~~ and language to be added is underlined.

The paragraph beginning at the bottom of Page 28 and continuing onto Page 29, as well as the following paragraph on Page 29, should be modified as follows:

The final proposed expansion is for the Bahia Hotel leasehold. The existing hotel complex occupies much of Bahia Point, which is north of West Mission Bay Drive, and just east of the main entry into the Mission Beach community. The master plan proposal would expand the lease northwards almost to the tip of Bahia Point and would shift it eastwards, to allow construction of a 16-foot-wide pedestrian walkway/bikepath all around the point. This is one of only a few areas of the park where the public cannot now walk, skate or bike around the entire shoreline, although at lower tides walkers and joggers can get all the way around by using sandy beach for a short distance and a public access path on the leasehold property. All of the existing turf areas on the north and east sides of the point, along with a restroom facility, would remain available to the public, although in the future the pedestrian/bicycle path may occupy some portions of the existing grassy uplands; ~~but~~ 249 public parking spaces would be eliminated with the expansion. This area has been historically used for Sunday picnic gatherings for more than thirty years, and is considered a most desirable location (due to favorable wind ~~and water~~ conditions) by sailboarders, windsurfers and small sailboat operators.

~~There would appear to be a fair amount of redevelopment potential within the existing leasehold, since many of the existing buildings are single-story structures. In fact, the City has already approved~~ The present hotel lessee made a redevelopment proposal in 1989 which would expand the current facility by approximately 50% within the existing lease boundaries. However, this concept has not been approved by the City or submitted for review by the Commission as yet, and the proposal does not include public access improvements around Bahia Point. During City review of the master plan, alternatives were ~~was~~ presented which would

expand the leasehold to a lesser degree than that currently proposed. But/would/still Some of the alternatives would retain vehicular access to the point, and include a pedestrian/bicycle path, and retain some public parking. The/alternative/would/allow/a/single/row/of/parallel parking/along/the/east/side/of/Gleason/Road/with/a/turnaround/drop-off area/at/the/tip/which/would/facilitate/people/with/sailing/and windsurfing/equipment///Under/that/alternative/However/there/would still/be/a/loss/of/public/parking/of/almost/200/spaces/ The City and Commission did not choose to include thiS these alternatives in the master plan.

The two full paragraphs on Page 30 should be modified as follows:

For those users who choose to continuing continue using Bahia Point for their recreational pursuits, parking in the Ventura Cove parking lot, which is usually not full, will be available. In addition, the master plan requires the Bahia Hotel, if it expands, to provide some form of cart service, to bring boating boardsailing equipment from that parking lot to the tip of the Point. The City has given assurances that existing public parking at Bahia Point will not be removed until replacement parking, and replacement park amenities, are provided elsewhere. The Coastal Commission concurs with the City's rationale regarding the future patterns of public use once the new areas of parkland have opened on a conceptual level. However//it/still/finds/the/potential/displacement/of current/park/users/from/their/traditional/venues/somewhat/troubling/ Thus//the/Commission/also/finds/that/it/may/ultimately/require/some/type of/public/vehicular/access/when/it/reviews/a/coastal/development/permit application/for/specific/future/site/improvements/at/Bahia/Point/

The plan contains no phasing component to assure that replacement facilities are built and in operation prior to removal of existing parking, although the City has assured the Commission that this is their intent. In fact, the plan appears to encourage immediate expansion of existing commercial leases to increase City revenues, while acknowledging the new park areas in South Shores are not finished (and indeed, not yet fully permitted), and that completion of projects on Fiesta Island will not occur for several years, since the sludge beds are not expected to vacate the site until 1998 at the earliest. The plan does propose construction of approximately 500 parking spaces in the proposed overflow parking area in the immediate/future short term, but thiS/is/the minimum/needed/for these are intended to augment parking facilities proposed for South Shores, which is nearby. Although this does not directly address the loss of existing public parking spaces through leasehold expansions not/the/current/parking/deficit/of/nearly/2,000 spaces, completion of South Shores, and its attendant parking facilities, will provide an alternate venue for some current users of Bahia Point. Thus, the Commission finds this master plan recommendation consistent with the Coastal Act, as currently proposed in the master plan.

The paragraph beginning at the bottom of Page 32, and continuing onto Page 33, should be modified as follows:

Expansions of commercial leases are proposed at several existing leaseholds. Even those leaseholds not being expanded are encouraged to intensify within existing boundaries, to generate additional revenue which in turn can fund many of the proposed public improvements. The expansions proposed in the plan at Pacific Rim, Marina Village and Dana Inn do not affect areas of high public use, and would not remove existing public parking facilities. However, two of the proposed lease expansions (De Anza and Bahia) would remove areas of existing parkland currently experiencing heavy public use. At De Anza, the addition of fifteen acres to the leasehold would displace nearly 400 public parking spaces, along with grassy upland and picnic facilities. At Bahia, the ~~addition~~ leasehold expansion would not encroach onto existing turf/play/picnic areas, although future public walkway improvements may do so. The hotel expansion would, however, but it would eliminate 249 public parking spaces. However, as discussed in the previous access finding, the Bahia expansion is not anticipated to result in adverse impacts, since the uses now accommodated in that location can be provided in new park areas at South Shores and Fiesta Island. Also as discussed in the access finding, suggested modifications have been included to protect the existing public parking and recreation facilities adjacent to De Anza by restricting the De Anza leasehold to its existing boundaries. As modified, the Commission finds the proposed land use intensification at this site consistent with all applicable Chapter 3 policies of the Act.

The first full paragraph on Page 34 should be modified as follows:

In the submitted master plan, the City proposes a relaxation of the existing 30-foot height limit, which applies to property west of I-5. This limit was established by Proposition "D", a citizen's initiative passed by City voters in 1974. The current proposal would allow flexibility in both building height and roof design, such that an extra five feet would be considered beyond the present 30 ft. height limit for the Quivira Basin and Dana Inn leaseholds to accommodate underground parking facilities at those two sites and then a ten-foot variance allowed at those two sites, as well as at Bahia Point, Vacation Isle, South Shores and Dana Landing. general deviation for all leaseholds to consider architectural treatments and roof design. The general deviation for all leaseholds would allow an additional ten feet for building design throughout the park. The underlying intent is that buildings would continue to have thirty feet (or thirty-five in the two exceptions noted) of useable building height, with the extra ten feet allowed solely to provide interesting roofscapes, rather than plain flat roofs as currently exist. This is considered aesthetically desirable, since many views of the overall park are afforded from high-rise hotels (built before 1974), structures like the Sea World Tower, and airplanes.

Finally, the fourth paragraph on Page 35 should be modified as follows:

The park is served by all the normal urban utilities, and components of the region's sewage and storm drain systems are located within its borders. However, Mission Bay Park does not contain any significant public works facilities except the existing sludge drying operation on Fiesta Island. This was established many years ago, before passage of Proposition 20 and the subsequent Coastal Act, as an interim use associated with the creation of the park (sludge being a major component of the park's upland areas). The use is inconsistent with the tidelands grant wherein the state transferred the park to the City of San Diego and plans for relocation of the facility to NAS Miramar (outside the coastal zone) are currently being implemented. It is anticipated, if all construction components continue on their current schedules, that the facility on Fiesta Island will be abandoned sometime in 1998. At that time, the ~~Water/Utilities~~ Metropolitan Wastewater Department will restore the site to pre-existing conditions and turn it over to the Parks and Recreation Department for future park improvements.

(0464A)

## CALIFORNIA COASTAL COMMISSION

DIEGO COAST AREA  
3111 CAMINO DEL RIO NORTH, SUITE 200  
SAN DIEGO, CA 92108-1725  
(619) 521-8036



July 21, 1995

TO: COMMISSIONERS AND INTERESTED PARTIES

SEE SUBSEQUENT PAGE 36  
FOR COMMISSION ACTIONFROM: CHUCK DAMM, SOUTH COAST DISTRICT DIRECTOR  
DEBORAH N. LEE, COASTAL PROGRAM MANAGER, SAN DIEGO AREA OFFICE  
ELLEN LIRLEY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICESUBJECT: REVISED FINDINGS FOR CERTIFICATION OF MISSION BAY PARK PORTION OF  
MAJOR AMENDMENT 1-95 TO THE CITY OF SAN DIEGO LOCAL COASTAL PROGRAM  
(For Public Hearing and Possible Final Action at the Coastal  
Commission Hearing of August 8-11, 1995)SYNOPSISSUMMARY OF COMMISSION ACTION

At its meeting of May 11, 1995, the Coastal Commission reviewed the Mission Bay Park Master Plan portion of Major Amendment 1-95 to the City of San Diego's certified local coastal program (LCP). In its action, the Commission rejected as submitted, then approved with suggested modifications, the Master Plan; the Commission modified the staff's recommendation by deleting those suggested modifications associated with future improvements on Bahia Point, and the language addressing a potential exemption to the City's height limit at the De Anza redevelopment site. All of the other suggested modifications were acceptable to the City.

COMMISSION VOTES

1. Mission Bay Park Master Plan, approve as submitted:

Commissioner's Voting "Yes": none

Commissioner's Voting "No": Calcagno, Hisserich, Doo, Flemming, Karas  
Rick, Vargas, Staffel, and Chairman Williams

2. Mission Bay Park Master Plan, approve with suggested modifications:

Commissioner's Voting "Yes": Calcagno, Hisserich, Doo, Flemming, Karas  
Rick, Vargas, Staffel, and Chairman Williams

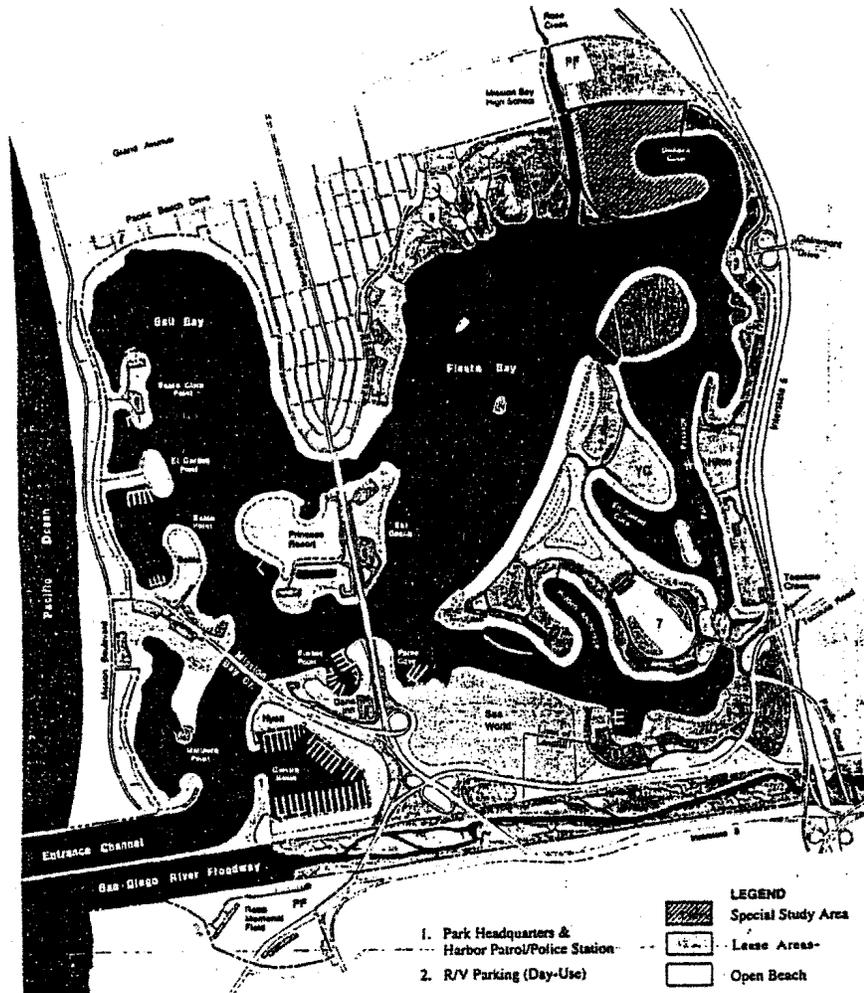
Commissioner's Voting "No": none

SUMMARY OF AMENDMENT REQUEST

The City of San Diego's current submittal consists of a single land use plan amendment, which would incorporate the new Mission Bay Park Master Plan, the one remaining non-certified land use segment of the City's LCP, which is entirely within the coastal zone. This portion of City of San Diego LCP Amendment #1-95 was continued from the March, 1995 Commission hearing, where final action was taken on other amendment components. Key issues raised in the plan are public access, protection of natural/biological resources, water quality and balancing competing interests and uses.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP amendment may be obtained from Ellen Lirley, Coastal Planner, at (619) 521-8036.



- |   |  |                    |
|---|--|--------------------|
| 1. Park Headquarters & Harbor Patrol/Police Station |  | Special Study Area |
| 2. R/V Parking (Day-Use)                            |  | Lease Areas        |
| 3. Visitor/Information Center                       |  | Open Beach         |
| 4. Overflow Parking                                 |  | Parkland           |
| 5. Primitive Camping                                |  | Playfields         |
| 6. Boat Ramp/Trailer Parking                        |  | Youth Camping      |
| 7. Sand Arena                                       |  | Wetland Habitat    |
| 8. Northern Wildlife Preserve                       |  | Upland Preserve    |
| 9. Public Amphitheater & Promenade                  |  | Coastal Landscape  |
|   |  | Salt Pan           |



PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve (12) parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments; all of the segments are presently certified, in whole or in part, with the exception of Mission Bay. The earliest land use plan (LUP) approval occurred in May, 1979, with others only occurring in 1988, in concert with the implementation plan.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January, 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remain; these are completing planning at a local level and will be acted upon by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been sixteen major amendments and seven minor amendments processed for it. These have included everything from land use revisions in several segments, the rezoning of single properties to modifications of city-wide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed, at least, 34 land use plan revisions and 87 ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject

zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held numerous local workshops, planning group, Planning Commission and City Council meetings with regard to the Mission Bay Park Master Plan. All of these local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

The Commission adopted the following resolutions and findings following the public hearing.

- A. RESOLUTION I (Resolution to deny certification of the Mission Bay Park Master Plan, as submitted)

Resolution I

The Commission hereby denies certification of the amendment request to the City of San Diego Land Use Plan, and adopts the findings stated below on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

- B. RESOLUTION II (Resolution to approve certification of the Mission Bay Park Master Plan, if modified)

Resolution II

The Commission hereby certifies the amendment request to the City of San Diego Mission Bay Park Master Plan, if modified, and adopts the findings stated below on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will contain a specific access component as required by Section 30500 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission

that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

### PART III. SUGGESTED MODIFICATIONS

The following are the suggested policy revisions for the Mission Bay Park Master Plan amendment request. Deletions are ~~struck/out~~ and new language to be added is underlined.

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

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

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

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

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

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

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

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

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

15. Marina Village: 500 hotel rooms, limited retail, conference facilities. The redevelopment of this existing lease should include the unimproved parking strip facing the San Diego River Floodway as an addition to the lease area (4.0+/- acres), with concurrent realignment of Quivira Road to the south of the expanded lease area, creating a 19-acre redevelopment site. Expanding the lease area would allow the implementation of a wider public promenade on the north side of the development, taking full advantage of marina views. Likewise, realigning

Quivira Road to the south of the expanded leasehold and preserving or providing a public walkway/buffer area between the realigned road and the river channel will allow the public increased viewing opportunities along the San Diego River Floodway. Vehicular public access to Hospitality Point through the site ~~should~~ shall be maintained.

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

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

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

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

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

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

The De Anza Special Study Area remains subject to the goals and objectives established for the Park. Accordingly, specific criteria should govern the conception, preparation, evaluation and approval of development proposals in the SSA. Furthermore, the final development proposal shall

be incorporated into the certified Master Plan as an amendment to the City of San Diego Local Coastal Program.

25. De Anza SSA Development Criteria:

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

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

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

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

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

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

Accordingly, the following wetland areas are proposed:

- Rose Creek outfall: 80+/- acres. This site requires the ~~relocation~~ removal of Campland ~~to the east of Rose Creek.~~ Additional wetland should be considered in. Additionally, some wetlands creation may be required as part of the De Anza Special Study Area.
- Tecolote Creek outfall: 12+/- acres.
- Pacific Passage, south of the Visitor Center (Cudahy Creek): 5+/- acres.

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

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

For wildlife observation decks and boardwalk use, no credit would be given for habitat within 25 feet of such use; half credit would be given for

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

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

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

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

83. Required Additional Parking: At present, the Park contains 6,595 assigned parking spaces, plus about 700 curbside spaces along East Mission Bay Drive, for a total of 7,295 spaces. ~~Several/hundred~~ 217 existing parking spaces are proposed to be deleted in pursuit of specific land use objectives/217 spaces in Bahia Point, to exercise a shift and a potential expansion of the Bahia Hotel Lease. and/potentially/384 spaces in Del Anza Cove, to permit the relocation of Camp Land to the east side of Rose Creek. These deletions would reduce the current supply to ~~6,684~~ 7,078 spaces.

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

Accordingly, a total of ~~8,101~~ 4,723 new spaces should be provided in Mission Bay Park to satisfy peak day use demand.

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

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

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

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

101. Key Linkage Improvements: In general, continuous public access, either improved or unimproved, shall be provided around the entire waterfront of Mission Bay. Current exceptions are located in the following areas: the leases of Sea World, Pacific Rim, Mission Bay Yacht Club, San Diego/Mission Bay Boat and Ski Club, and Fiesta Island Sludge Treatment Facility; the Mission Bay Park Headquarters Facility on Hospitality Point, and the Least Tern nesting areas at Stony Point and Mariner's Point. Where such access does not now exist, as leases or uses come up for renegotiation or change, the issue of public shoreline access will be re-examined consistent with security, safety and specific public aquatic/recreational needs and requirements. Moreover, to maintain safe and convenient continuity of the paths around the Park, these four key improvements should be implemented:

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

In addition to the above key linkage improvements, a continuous pedestrian

and bicycle path should be pursued around Bahia Point. To this end, a shift in the Bahia Hotel lease area should be considered in accordance with Recommendation 17.

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

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

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

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

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

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

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

<u>HOTEL</u>	<u>1.0 space per guest room without kitchen</u> <u>1.0 space per studio unit with kitchen</u> <u>1.0 space per one-bedroom unit with kitchen</u> <u>2.0 spaces per two-bedroom unit with kitchen</u> <u>1.0 space per 300 gross square footage for hotel operations</u>
<u>RESTAURANT</u>	<u>1.0 space per 200 gross square feet, including outdoor dining areas</u>
<u>BANQUET ROOM</u>	<u>1.0 space per 200 gross square feet</u>
<u>MEETING or CONFERENCE FACILITIES</u>	<u>1.0 space per 200 gross square feet</u>
<u>RETAIL</u>	<u>1.0 space per 500 gross square feet</u>
<u>SCIENTIFIC RESEARCH &amp; DEVELOPMENT</u>	<u>1.0 space per 500 gross square feet</u>
<u>MARINA</u>	<u>1.0 space per three boat slips</u>
<u>BOAT MAKING, REPAIR &amp; SALES</u>	<u>1.0 space per 1,000 gross square feet</u>
<u>SPORTS FISHING</u>	<u>20 spaces per charter fishing boat mooring space</u>
<u>AMUSEMENT/THEME PARK</u>	<u>Parking requirements shall be determined by detailed traffic/parking analyses</u>

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

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

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

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

#### PART IV. FINDINGS FOR DENIAL OF THE MISSION BAY PARK MASTER PLAN AMENDMENT

##### A. AMENDMENT DESCRIPTION AND HISTORY

The Mission Bay LCP segment consists entirely of Mission Bay Park, which is the world's largest urban water-recreation park, and is recognized as the premiere aquatic park in California, and possibly of the entire country. It includes seven square miles of land and water (approximately 4,600 acres) and accommodates well over 100,000 people on a summer's day. There are 2,100 acres of land area, 2,500 acres of navigable water and 27 miles of shoreline. Currently, there are approximately 200 acres of developed parklands, slips for 2,500 pleasure boats and 1,500 dry boat storage spaces. Major commercial leases in the park include five hotels, ten small marinas, a campground, a golf course and the Sea World Aquatic Theme Park.

Mission Bay is the only geographic area of the City of San Diego's coastal zone never formally acted upon by the Coastal Commission. The City has been implementing a 1978 Master Plan for the park, which was submitted to the Commission in 1980 but withdrawn prior to its scheduled hearing date. Because this is an area of deferred certification, the Commission has been processing permits for all proposed development in the park, and Chapter 3 of the Coastal Act remains the standard of review.

The currently-submitted Mission Bay Park Master Plan has been several years in the making at the City level, and is a comprehensive document intended to guide development of the park over the next twenty or more years. The plan has approached Mission Bay Park as including several distinct subareas, or "Parks within a Park" as the plan defines it. These separate subareas include regional-oriented recreation, commercial-oriented recreation, neighborhood-oriented recreation and habitat-oriented recreation/preservation. While the general concept has merit, it must be acknowledged that there is considerable geographic overlap between subareas, with the "boundaries" far less rigid than the submitted plan (Figure 1, Page 5) would indicate. In addition, the City may meet with significant resistance by members of the public used to recreating in particular areas of the park, whose particular recreational pursuits would be relocated to other areas through plan implementation (two examples being the plan's intent to relocate boardsailing from Bahia Point to Fiesta Island and large group picnics from Crown Point to Fiesta Island and South Shores).

Included within the plan is an approximately 50% increase in developed public parkland, to be realized with the completion of the South Shores area (Phase I has been approved by the Commission and is currently under construction) and development of the southern half of Fiesta Island after the existing municipal

sludge facility is relocated out of the park. Also included are expansions of several existing commercial leaseholds to accommodate up to 950 additional hotel rooms, relocation of the existing RV camping facility (Campland) and Mission Bay Boat and Ski Club to other areas within the park, a potential rustic campground on Fiesta Island and a new commercial lease area between Sea World and the South Shores parkland area. A new sand arena is proposed on Fiesta Island, to accommodate Over-the-Line and other sand-based sporting events, and a public amphitheatre and promenade are proposed in South Shores for cultural activities. Some of these facilities are proposed to encourage greater use of the entire park during the off-season (November through March) and during non-peak hours (evenings) to support expanded public use and demand.

Approximately 5,000 new parking spaces are proposed, all within the southeastern area of the park (vicinity of Fiesta Island and South Shores), including an overflow parking area to accommodate up to 2,900 vehicles. It is further proposed that the overflow parking lot be serviced by a tram on peak use days and for special events. Proposed expansions of existing commercial leases (Bahia Hotel and De Anza Resort), however, would result in the loss of approximately 600 public parking spaces in areas of the park which are not currently shown to be served by the proposed tram.

Improvements to the existing pedestrian/bicycle network in the park are included in the plan, which makes a commitment to complete a walkway/bikeway around the entire park perimeter. Although this path will follow the immediate shoreline around much of the Bay, it will be removed from the shore in some locations, due to existing leases/uses in those areas. Also proposed are additional boating facilities and the further delineation of areas devoted to particular types of water sports, such as jet skiing, sailboarding, waterskiing and rowing. The existing youth camping facilities on Fiesta Island are retained in the plan, and annual special events which have occurred in the past, such as Thunderboat races and the Crew Classic, are expected to continue.

Also included within the proposed master plan is a significant increase in natural resource areas, particularly wetlands. These are proposed both to satisfy a desire expressed by the public to have more natural area available for passive recreation and conservation purposes, and a realization that wetlands serve an important function in maintaining good water quality. Mission Bay has a history of severe water quality problems, with many beach closures occurring each year due to contamination of bay waters. Most of these closures occur in the eastern portion of the park, and appear to be related to storm water flows and urban runoff entering the park via Rose, Cudahy and Tecolote Creeks and the City's storm drain system.

The plan proposes to expand the wetland area of the Northern Wildlife Preserve by approximately 80 acres; the existing preserve is located just west of the current Campland leasehold. The proposed wetland area would expand the marsh into the existing Campland area (RV camping would potentially be relocated elsewhere in the Park), connecting the existing marsh with the Rose Creek outlet. The plan would also provide small wetland areas at the mouth of Tecolote Creek (12 acres) and Cudahy Creek, just south of the Visitor Center

(5 acres). These three creek outlets already support some wetland vegetation, and newly crated wetlands stand the greatest chance of success if they are created adjacent to existing wetland habitats. In addition, expansion of the existing Least Tern nesting site at the northern end of Fiesta Island, and construction of salt pan habitat adjacent to it, are part of the proposed Mission Bay Park Master Plan.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that the LCP amendment, as set forth in the resolution for certification, is not consistent with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The Legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

d) Assure priority for coastal-dependent and coastal-related development over other developments on the coast.

e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

C. NONCONFORMITY OF THE MISSION BAY PARK MASTER PLAN WITH CHAPTER 3

Review of Local Coastal Program submittals for findings of Chapter 3 consistency are generally analyzed according to thirteen policy groups. In the Mission Bay Park LCP segment, the following policy groups apply: Shoreline Access; Recreation and Visitor-Serving Facilities; Water and Marine Resources; Dredging, Filling, and Shoreline Structures; Commercial Fishing and Recreational Boating; Environmentally Sensitive Habitat Areas; Hazards; Locating and Planning New Development; Coastal Visual Resources and Special Communities; and Public Works. The portions of the master plan which address Commercial Fishing and Recreational Boating and Public Works are approvable as submitted, so findings relative to those policy groups are found only in Part V. of this report. The following resources/land uses are not present within Mission Bay Park, so no findings are made relative to them: Agriculture;

Forestry and Soils Resources; and Industrial and Energy Development.

1. Shoreline Access/Recreation and Visitor-Serving Facilities.

The following Chapter 3 policies of the Coastal Act addressing access and public recreation are most applicable to the Mission Bay Park Master Plan, and state in part:

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

(3) agriculture would be adversely affected.

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30214

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
- (2) The capacity of the site to sustain use and at what level of intensity.
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. ...

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, ... (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, ...

Many of the land uses and improvements proposed in the Mission Bay Park Master Plan are consistent with some or all of these cited public access and recreation policies of the Coastal Act. Among them are the proposed increases in improved shoreline parkland, including additional beach and picnic areas, improvements to the pedestrian and bicycle pathways around the shoreline and throughout the Park, the provision of additional hotel rooms to accommodate regional visitors, and the provision of upland support facilities such as restrooms, picnic areas, informal play areas, etc.

Other proposals may be consistent with some Coastal Act policies and in potential conflict with others, such as the addition of new boat slips outside existing marina leaseholds. The new slips are consistent with Section 30224, but could decrease the amount of open water area currently available for general public recreation, inconsistent with Sections 30211 and 30220. Similarly, expansions of several existing commercial leaseholds are proposed to accommodate additional guest facilities (Bahia Hotel, Dana Inn and De Anza Resort), and a new commercial lease area is being added in the South Shores area. While the additional hotel rooms and other potential commercial support facilities are consistent with Sections 30213 and 30221, the leasehold expansions would usurp existing public parking lots, picnic areas and grassy uplands. This loss of public recreational space and parking facilities is inconsistent with Sections 30210, 30223 and 30252.

In the case of De Anza Resort, the plan does not specify in sufficient detail what future redevelopment of the site will include, once the existing mobile home park has been removed in 2003. The mobile home park is inconsistent with Mission Bay Park's public parkland designation, and legislation has been enacted (the Kapiloff Bill) to assure removal of this use when its current lease expires. The proposed master plan designates this site a "Special Study Area", and gives only broad suggestions as to its future use. The plan also annexes approximately 15 acres of existing public park to the leasehold, land which is currently used for parking and picnicking, and is not clear how redevelopment of the site will compensate for the loss of public recreational facilities.

The other most controversial commercial lease expansion is that identified for the Bahia Hotel, in the western part of the Park near Mission Beach/Belmont Park; this has generated widespread public interest from several different user groups at both the City and Commission levels of review. Redevelopment according to the Master Plan would shift the existing leasehold eastward, eliminating Gleason Road, a two-lane road running northwesterly along Bahia Point to an existing public parking lot at the tip of the Point. In addition to removing the only direct access point for users of the tip (a popular

launch area for sailboats, windsurfers and sailboarders), 249 existing public parking spaces, along the road itself and at the tip of the point, would be eliminated. The City is proposing shifting the leasehold eastward primarily to accommodate a 16-foot-wide pedestrian/bicycle path around the point, which is one of a few gaps in an otherwise-complete shoreline access path.

The master plan indicates that the public uses currently occurring on Bahia Point (the boating uses listed plus intense family picnicking, swimming, lawn games, etc.) will be accommodated in the new areas of parkland to be opened at South Shores and Fiesta Island, along with new parking areas to support those uses. In addition, the City maintains that the Ventura Cove parking lot, located just east of Gleason Road and north of West Mission Bay Drive, is underutilized most of the year. However, the only traffic/parking counts available to substantiate this were taken this past Easter weekend. Although the lots were indeed mostly unoccupied, Easter Sunday was cold and rainy. There are no existing summertime counts demonstrating underutilization of this lot, and a 371-space parking lot, even if only partially full much of the time, cannot easily accommodate the 249 parking spaces lost on Gleason Road/Bahia Point through the proposed lease expansion, if current users do not relocate to other areas of the Park as the City expects.

In several cases, facilities which would be lost through implementation of one part of the master plan may be compensated for in another area of the Park at some future date. However, the plan contains only a conceptual list of project priorities; this may not be adequate to assure that replacement facilities are built and in operation prior to removal of existing facilities. In fact, the plan encourages immediate expansion of existing commercial leases to increase City revenues, while acknowledging the new park areas in South Shores are not finished (and indeed, not yet fully permitted), and that completion of projects on Fiesta Island will not occur for several years, since the sludge beds are not expected to vacate the site until 1998.

The plan does propose construction of approximately 500 parking spaces in the proposed overflow parking area in the immediate future, but this is the minimum needed for South Shores, which is nearby, and does not address the loss of approximately 600 existing public parking spaces through leasehold expansions. However, the plan does propose a tram service to be run on demand (i.e., peak use days and for special events), although it will not be available on a daily basis. As currently outlined in the master plan, it must be noted that none of the proposed tram routes serve the particular areas of Mission Bay Park where existing public parking is being proposed for elimination.

Additionally, the plan states that all commercial leases must provide adequate parking within the leaseholds for lease uses, but no parking standards are included in the plan. City staff has advised that the City's Off-Street parking regulations would assign parking requirements by use to each leasehold. However, under the Coastal Act, a certified land use plan is the standard of review to determine the adequacy of implementing ordinances. Thus, the land use plan must include sufficient detail (specific design criteria, height limits, parking requirements, setback distances, etc.) to guide ordinance formulation and maintain the integrity of existing

ordinances. The proposed plan does include design criteria, including height limits, and establishes setback and buffer areas for individual use areas and between potentially conflicting uses; however, the plan's parking standards only apply to public areas, and no criteria is established for the commercial leases.

The Commission has long supported the concept of constructing a continuous shoreline access path for pedestrians and bicyclists. At present, there is no public access in the following locations: the leases of Sea World, Pacific Rim, Mission Bay Yacht Club, San Diego/Mission Bay Boat and Ski Club, and Fiesta Island Sludge Treatment Facility; the Mission Bay Park Headquarters Facility on Hospitality Point, and the Least Tern nesting areas at Stony Point and Mariner's Point. The master plan conceptually endorses extending the existing walkway segments to complete a linkage which will circle the entire bay but will not always be right along the shoreline in deference to the uses listed above. However, it would appear that public access in at least some of these locations can be improved whenever leases are renegotiated or permits for development issued.

In summary, although the plan represents a significant planning effort on the part of the City, and includes many worthwhile proposals and concepts, it is not fully consistent with many of the cited access and recreation policies of the Coastal Act in its current form. The Commission, therefore, finds the proposed Mission Bay Park Master Plan inconsistent with the cited access and recreation policies of the Act.

## 2. Water and Marine Resources/Environmentally Sensitive Habitat Areas.

A number of Coastal Act policies address the protection and enhancement of sensitive land and water habitats. Those most applicable to Mission Bay Park state, in part:

### Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

### Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that

protect riparian habitats, and minimizing alteration of natural streams.

Section 30240

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The proposed Mission Bay Park Master Plan includes the expansion of existing wetlands (the Northern Wildlife Preserve), the construction of new wetland areas (mouths of Rose and Tecolote Creeks), construction of a salt pan habitat area on Fiesta Island, modification of existing least tern nesting sites (including expansion, abandonment and creation), and expansion of eelgrass habitat in various bay locations. In addition, the plan proposes to adopt a more natural approach to landscaping throughout much of the park, by replacing more ornamental vegetation with coastal sage and coastal strand species. Besides being visually appealing, these vegetative types will be of greater benefit to park fauna than are the existing ornamentals/exotics.

In preparing the master plan, the City polled a significant number of San Diego households to discern what park features were most important to the general public. A desire for more wetlands and other natural (less developed or structured) parkland was repeatedly expressed. This, coupled with the need to improve the water quality of Mission Bay, prompted the City to plan a significant expansion of wetland areas and other natural habitats. Thus, the plan proposes an additional 80 acres of marsh adjacent to the existing Northern Wildlife Preserve and Rose Creek (replacing the existing Campland RV facility), 12 acres at the mouth of Tecolote Creek and 5 acres near the Visitor's Center (mouth of Cudahy Creek). Storm drains and the three creek outlets are considered to be major sources of pollution from urban runoff and the new wetlands will provide a natural filtration system to aid in keeping pollutants out of the bay.

The new salt pan habitat, which the Commission approved in a recent permit action, is required mitigation for the U.S. Army Corps of Engineers permit for dredging the South Shores embayment, a project approved by the Commission many years ago and currently under construction. New eelgrass areas are proposed through the removal of East Ski Island (part of the Mission Bay Shoreline Stabilization Project approved last July) and through the recontouring of the western shoreline of Fiesta Island. The plan includes the concept of dredging a channel across the northern portion of Fiesta Island to further separate the most sensitive habitats (least tern site and salt pan) from more heavily used areas. This channel would also provide additional area for eelgrass colonization, which currently flourishes throughout much of Mission Bay.

These proposals all promote wetland/habitat expansion and enhancement, and

improvements to water quality and marine life, and are thus priority uses under the Coastal Act. The plan has identified areas of the park where wetland habitats have the greatest chance of success, especially the Rose Creek area adjacent to the existing wildlife reserve. However, since the new wetlands are intended to serve both as habitat and as water filtration systems, concern has been raised over the need to periodically maintain (dredge or remove) the wetlands as they absorb toxins. Based on conversations with the wildlife agencies (California Department of Fish and Game and U.S. Fish and Wildlife Service) salt water systems generally require less maintenance than do fresh water systems. Should maintenance be required, it could be conducted in small segments so as not to disturb much of the system at any given time. However, the master plan does not include any parameters for maintenance of the created wetlands, nor a monitoring program to determine if maintenance is required.

Moreover, the City is proposing limited public use of some created wetlands for both passive and active recreational purposes, including nature study and education, but also kayaking and hiking. Such activities may diminish the function of the new wetland areas, and, in the case of the Northern Wildlife Preserve expansion, a greater amount of human intrusion into the existing wetlands may result from encouraging human use of new wetlands immediately adjacent. Any diminishment of existing wetland values is clearly inconsistent with Sections 30230, 30231 and 30240 of the Act. In addition, some new habitat areas are proposed in locations currently available for public recreation, another priority use under the Coastal Act. In view of the significant increase in public parkland areas in other parts of the park, however, the Commission would likely support the expansion of wetland habitats into some areas currently used by the public. In the case of Campland, for instance, the existing RV facility may be relocated to another area of the park, so the recreational use will not be eliminated but continue elsewhere.

In summary, although most of the master plan policies addressing wetlands are supportable under the Coastal Act, concerns remain over the proposed human activities in new wetland areas. This is particularly problematic since the City wants to use the created wetlands as a mitigation bank for future City projects, such that some level of credit must be assigned to them. Human incursions into the wetlands will diminish their value to some unknown extent, and the plan does not address this issue adequately. Thus, as proposed, the Commission finds this policy group inconsistent with the cited policies of the Act.

### 3. Dredging, Filling, and Shoreline Structures/Hazards.

Mission Bay Park contains many marinas, and boating activities are a significant part of public park use. Thus, maintenance dredging of navigational channels is conducted from time to time. In addition, erosion along much of the shoreline has required the City to devise a shoreline stabilization program, which the Commission approved under three separate permits approximately a year ago. Portions of the existing shoreline, especially those areas nearest the ocean entrance, are fortified with riprap or bulkheads, whereas other areas contain only sandy beach. The following Coastal Act policies address shoreline maintenance and/or potential structural

improvements, and state in part:

Section 30233

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: [...]

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. [...]

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. [...]

(d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30236

Channelizations, dams or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

The Mission Bay Park Master Plan assumes completion of the approved shoreline stabilization projects mentioned previously, and goes on to identify some future projects that will require dredging and/or filling. These include creation of the new wetland areas addressed in the previous finding, and potential modification of the shoreline of Fiesta Island. The City wants to shave a strip of land off the western side of the island; this will create a better beach and area for viewing special events, such as the Thunderboats, and will also create additional area for eelgrass habitat. Another proposal would dredge a channel across the upper third of the island, isolating the least tern nesting site at the northern tip and potentially improving water circulation to the eastern part of the bay; this would also provide additional area for eelgrass.

The City also proposes to provide a new swimming beach along the southern shore of Fiesta Island, and enhance an existing swimming area on Vacation Isle by constructing jetties to reduce water chop. Under Section 30235, jetties are permissible to protect existing public beaches in danger from erosion; there is no provision to construct them as a recreational enhancement or to allow creation of new beaches. Moreover, such structures often alter natural shoreline processes and could be an impediment to navigation. In addition, the use of tidal gates, tidal channels and other forms of streambed alteration are suggested as possible means to address water quality concerns. Without more specific data, it is unclear whether or not such devices could be permitted under the Coastal Act; if not, their inclusion in the master plan is inappropriate. The Commission finds all or portions of the preceding proposals inconsistent with various cited policies of the Act.

4. Locating and Planning New Development.

Section 30250 of the Coastal Act provides that new development should be placed contiguous with existing development and in areas where adequate

infrastructure exists to support the new uses; it should also not adversely impact coastal resources. Two types of development are proposed in the Mission Bay Park Master Plan; new parkland areas for general public recreational use are proposed in the southeastern part of the Park (South Shores and Fiesta Island) and expansions of existing commercial leases are proposed at several existing leaseholds. Even those leaseholds not being expanded are encouraged to intensify within existing boundaries. Only one area of existing open parkland is being proposed as a new commercial lease; that is a sixteen-acre site between Sea World and South Shores.

Two of the proposed lease expansions (De Anza and Bahia) would remove areas of existing parkland currently experiencing heavy public use. At De Anza, the addition of fifteen acres to the leasehold would displace nearly 400 public parking spaces, along with grassy upland and picnic facilities. At Bahia, the addition would not encroach onto existing turf areas, but it would eliminate 249 public parking spaces. Although these additions might be technically consistent with portions of Section 30250 of the Act, since they would occur contiguous with existing like uses and would be served by existing infrastructure, they are inconsistent with the public access provisions of the Act, as discussed in a previous finding. In addition, the proposed expansions would adversely impact public recreational areas, which are a significant coastal resource.

The additional parkland areas at South Shores and Fiesta Island will enjoy the benefit of easy freeway access, as they are very close to the I-5/I-8 interchange. A large overflow parking lot is planned in this area as well, which will be relatively close to a future trolley station. Large group picnics and most special events will be conducted in this part of the park, benefiting from the availability of transit service, trolley access and a potential future park tram. Unfortunately, the tram is only a concept thus far, with no identified start-up time or source of funding, and trolley service has not yet been expanded this far north.

A final concern is that the proposed master plan contains no parking standards for commercial uses in the park, although it does calculate and provide for necessary public recreational parking. It is not possible to assume the parking standards are addressed through underlying zoning, because most of Mission Bay Park is unzoned. To date, the City has addressed commercial parking through site-specific analyses whenever new uses have been proposed or existing uses intensified. This has not been completely successful, as there are indications that parking for existing commercial leaseholds has "spilled over" into nearby public parking areas.

To summarize, the City is proposing to eliminate approximately 600 public parking spaces with no immediate replacement elsewhere or alternative means to ferry persons about the park. In addition, at the De Anza leasehold, public picnic and play areas would be eliminated with a lease expansion. Finally, no parking standards for commercial development have been proposed. The Commission finds it inappropriate to displace existing public recreational uses for the benefit of private commercial facilities. Once the additional parkland has been improved and opened to the public, and transportation mechanisms (i.e., remote parking, tram service and adequate commercial parking

standards) are in place and demonstrated to operate successfully, the concept of expanding existing leaseholds might again be brought before the Commission. However, at this time, the Commission finds this policy group inconsistent with the cited Coastal Act policy.

5. Coastal Visual Resources and Special Communities.

Section 30251 of the Coastal Act provides for the protection of scenic coastal areas and for the compatibility of new and existing development. Mission Bay Park is a visitor destination point of national significance, and is, itself, a scenic resource. Views into portions of the park are available from the surrounding road system (I-5, I-8, Mission Boulevard and Pacific Beach Drive). In addition, views within the park are obtained from its internal circulation system (East and West Mission Bay Drives, Ingraham Street and Sea World Drive primarily). Additional views are afforded by bicycle and pedestrian paths throughout the park, from boats on Mission Bay, from picnic and play areas in the park, and from the various commercial lease areas (hotel room windows and restaurant decks, etc.).

A concern with respect to visual amenities is the plan's design standards for signage and failure to prohibit new billboards in the park. The plan identifies the various types of signage (directional, informational, commercial, etc.) and suggests certain styles and materials. However, no specific size standards (dimensions/height/etc.) are given, nor does the plan append the City's Sign Ordinance, which currently contains very strict coastal zone requirements. As stated previously, the various certified land use plans are the ultimate standard of review, so the required specificity must be contained therein, or the ordinance could be modified in the future to delete the existing coastal zone criteria. With respect to billboards the plan states only that "consideration should be given to examining and enforcing the City's billboard policy" rather than simply prohibiting the placement of new billboards within the park. The Commission finds this lack of specificity inconsistent with Section 30251 of the Act.

PART V. FINDINGS FOR APPROVAL OF THE MISSION BAY PARK MASTER PLAN,  
IF MODIFIED

A. SUMMARY FINDING/CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The City has done a commendable job in preparing a comprehensive planning document for its greatest recreational asset, Mission Bay Park. The general goals and objectives of the plan are good ones, and the Commission would support a great number of plan proposals as submitted. However, as with all the City's land use plans for coastal zone communities, the Coastal Act requires a far greater level of specificity than does general planning practice, since the land use plan is the standard by which implementation ordinances are judged. For instance, the Mission Bay Park Master Plan contains no parking standards for commercial development, and the City would rely on the existing Off-Street Parking Ordinance to regulate this issue. However, should the City propose to modify the parking standards in the Off-Street Parking Ordinance, with no underlying requirements in the certified

land use plans, the Commission would be obligated to approve such changes, even if parking were totally eliminated. This is because an ordinance with no specific parking requirement is "consistent with and adequate to carry out" a land use plan with no parking requirement. This is just one example of the concerns raised in the submitted master plan document.

However, the Commission finds that the proposed LCP amendment for the Mission Bay Park Master Plan is approvable, if modified in such a fashion as to include policies adequately protecting existing public access and recreational amenities, wetlands and marine resources. Further, the plan must be modified to include appropriate design standards to protect visual amenities. The proposed suggested modifications to the LUP have been drafted with these purposes in mind.

Suggested modifications clarify the significance of the entire park from a national, and even international, perspective, delineate the features of some expanded leaseholds and prohibit expansion of the De Anza leasehold. They also prohibit the use of jetties to create swimming areas and establish parameters for wetlands mitigation banking and monitoring in created habitats. Further suggested modifications address shoreline access improvements, building setbacks, parking standards and signage requirements. These modifications are addressed in detail below. Therefore, the Commission finds that the proposed local coastal program amendment is, subject to the suggested modifications, consistent with Section 30001.5 and all previously-cited sections of the Act. Furthermore, the Commission finds the amendment, as recommended for modification, would be consistent with applicable Chapter 3 policies to the extent necessary to achieve the statewide goals as set forth in Section 30001.5 of the Act.

#### 1. Shoreline Access/Recreation and Visitor-Serving Facilities.

As indicated previously, many of the land uses and improvements proposed in the Mission Bay Park Master Plan are consistent with some or all of the cited public access and recreation policies of the Coastal Act. Among them are the proposed increases in improved shoreline parkland, including additional beach and picnic areas, improvements to the pedestrian and bicycle pathways around the shoreline and throughout the park, the provision of additional hotel rooms to accommodate regional visitors, and the provision of upland support facilities such as restrooms, picnic areas, informal play areas, etc. To address those areas along the shoreline where public access does not now exist, a suggested modification has been drafted to require that, as leases or uses come up for renegotiation or change, the issue of public shoreline access will be re-examined consistent with security, safety and specific public aquatic/recreational needs and requirements.

A concern was raised regarding the addition of new boat slips outside existing marina leaseholds (i.e., expanding the water leases) at the Mission Bay Yacht Club and the Bahia Hotel to allow additional dock area. The new slips are consistent with Section 30224, but could decrease the amount of open water area currently available for general public recreation, inconsistent with Sections 30211 and 30220. However, it would appear that expansions could occur at either site without infringing on area currently used by the public

for recreation (i.e., swimming or boating areas); this can be assured through the coastal development permit process at the time the lessee's choose to implement this plan recommendation. The expansions proposed in the master plan would still maintain the total amount of water leases under the 6.5% cap established by a vote of the people several years ago (that vote also established a cap of 25% for ground leases).

Similarly, land expansions of several existing commercial leaseholds are proposed to accommodate additional guest and boating facilities (Bahia Hotel, Dana Inn, Marina Village, Pacific Rim and De Anza Resort), and a new commercial lease area is being added in the South Shores area. In the case of De Anza Resort, the plan does not specify with sufficient detail what future redevelopment of the site will include, once the existing mobile home park has been removed in 2003. A suggested modification has established more definitive parameters for redevelopment, including requirements for public pedestrian access all around the perimeter of the leasehold. In addition, setbacks from public use areas and wetlands (existing and proposed) are now included in the plan via suggested modifications. The proposed master plan designation of this site as a "Special Study Area" is akin to calling it an area of deferred certification - the suggested modifications make it clear that the final development plan for this site must come before the Commission as an LCP amendment. Finally, the plan proposal to annex approximately 15 acres of existing public park to the leasehold, which the lessee indicates is not required for site development, has been deleted through the suggested modifications.

The Dana Inn expansion, which the lessee again indicates is unnecessary, did not raise concern because it would affect only a small area of grassy upland, in a part of the park which does not receive a high level of public use. No public parking areas would be affected, nor any existing recreational amenities. Therefore, no suggested modification was made with respect to this leasehold expansion.

Expansions at Marina Village and Pacific Rim, both located in the Quivira Basin (southwestern) part of the Park offer a potential to improve public access to and use of this underutilized section of parkland. The leases would be permitted to expand southward into an area of unimproved land, which has been used informally for public parking during special events and as a staging area for City development projects in nearby locations. There is, however, adequate improved public parking to accommodate the small number of users in this location, where the only public recreational amenities are a restroom, one picnic shelter, a sand volleyball court and a jetty used by fishermen. Suggested modifications for these two leases will require that Quivira Road be realigned to the south of expanded leases, and that an adequate buffer remain between the realigned road and the San Diego River Channel to accommodate passive recreational uses, primarily walking, jogging and bicycling. With the inclusion of the suggested modifications to direct redevelopment such that public access in the area is significantly enhanced, the Commission finds these lease expansions consistent with the Coastal Act.

The final proposed expansion is for the Bahia Hotel leasehold. The existing hotel complex occupies much of Bahia Point, which is north of West Mission Bay

Drive, and just east of the main entry into the Mission Beach community. The master plan proposal would expand the lease northwards almost to the tip of Bahia Point and would shift it eastwards, to allow construction of a 16-foot-wide pedestrian walkway/bikepath all around the point. This is one of only a few areas of the park where the public cannot now walk the entire shoreline, although at lower tides walkers and joggers can get all the way around by using sandy beach for a short distance. Existing turf areas on the north and east sides of the point, along with a restroom facility, would remain available to the public, but 249 public parking spaces would be eliminated with the expansion. This area has been historically used for Sunday picnic gatherings for more than thirty years, and is considered a most desirable location (due to favorable wind and water conditions) by sailboarders, windsurfers and small sailboat operators.

There would appear to be a fair amount of redevelopment potential within the existing leasehold, since many of the existing buildings are single-story structures. In fact, the City has already approved a redevelopment proposal which would expand the current facility by approximately 50% within the existing lease boundaries. However, this concept has not been submitted for review by the Commission as yet, and the proposal does not include public access improvements around Bahia Point. During City review of the master plan, an alternative was presented which would expand the leasehold to a lesser degree than that currently proposed, but would still retain vehicular access to the point and include a pedestrian/bicycle path. The alternative would allow a single row of parallel parking along the east side of Gleason Road, with a turnaround/drop-off area at the tip, which would facilitate people with sailing and windsurfing equipment. Under that alternative, however, there would still be a loss of public parking of almost 200 spaces. The City did not choose to include this alternative in the master plan.

The City's traffic studies done in conjunction with the updated master plan indicate that peak day parking demand is 11,801 spaces; currently, there are 6,595 improved parking spaces, plus about 700 curbside spaces along East Mission Bay Drive, for a total of 7,295 existing spaces. The study results further indicate that 2,570 spaces will be needed for South Shores and Fiesta Island, so that existing uses now reflect a parking deficit of 1,936 spaces. Thus, the park will require approximately 4,506 additional spaces to accommodate existing demand and to serve the new parkland once South Shores and Fiesta Island are both open for public recreational uses. Over 5,000 new spaces are proposed in the southeastern area of the park, at and near those new facilities, which will, eventually, result in a surplus of nearly 400 parking spaces over the City's estimated future needs.

Although the new parking spaces in the proposed overflow lots will be too far removed from Bahia Point to accommodate people parking there and somehow making their way to the Point, the City anticipates that many of the existing user of Bahia Point will relocate to the southeastern portion of the Park along with the parking. It intends to encourage use of an area on Fiesta Island for windsurfing, sailing and sailboarding, where the City maintains wind and water conditions are similar to those currently found at Bahia Point. Moreover, the City believes the new picnic and play areas on Fiesta Island and at South Shores will attract many of the people now using Bahia

Point for its similar amenities. Thus, rather than incurring a loss of 249 existing spaces in one location of the Park (Bahia Point) while maintaining current levels of use in that area, the City expects the uses to be accommodated in newly constructed Parklands. The Commission finds this basic shift in the public use/parking accessibility an acceptable long-term proposal.

For those users who choose to continuing using Bahia Point for their recreational pursuits, parking in the Ventura Cove parking lot, which is usually not full, will be available. In addition, the master plan requires the Bahia Hotel, if it expands, to provide some form of cart service, to bring boating equipment from that parking lot to the tip of the Point. The City has given assurances that existing public parking at Bahia Point will not be removed until replacement parking, and replacement park amenities, are provided elsewhere. The Coastal Commission concurs with the City's rationale regarding the future patterns of public use once the new areas of parkland have opened on a conceptual level. However, it still finds the potential displacement of current park users from their traditional venues somewhat troubling. Thus, the Commission also finds that it may ultimately require some type of public vehicular access when it reviews a coastal development permit application for specific future site improvements at Bahia Point.

The plan contains no phasing component to assure that replacement facilities are built and in operation prior to removal of existing parking, although the City has assured the Commission that this is their intent. In fact, the plan appears to encourage immediate expansion of existing commercial leases to increase City revenues, while acknowledging the new park areas in South Shores are not finished (and indeed, not yet fully permitted), and that completion of projects on Fiesta Island will not occur for several years, since the sludge beds are not expected to vacate the site until 1998 at the earliest. The plan does propose construction of approximately 500 parking spaces in the proposed overflow parking area in the immediate future, but this is the minimum needed for South Shores, which is nearby. Although this does not directly address the loss of existing public parking spaces through leasehold expansions nor the current parking deficit of nearly 2,000 spaces, completion of South Shores, and its attendant parking facilities, will provide an alternate venue for some current users of Bahia Point. Thus, the Commission finds this master plan recommendation consistent with the Coastal Act, as currently proposed in the master plan.

The plan states that all commercial leases must provide adequate parking within the leaseholds for lease uses, but no parking standards are included in the plan. City staff has advised that the City's Off-Street parking regulations would assign parking requirements by use to each leasehold. However, under the Coastal Act, a certified land use plan is the standard of review to determine the adequacy of implementing ordinances. Thus, the land use plan must include sufficient detail (specific design criteria, height limits, parking requirements, setback distances, etc.) to guide ordinance formulation and maintain the integrity of existing ordinances. The proposed plan does include design criteria, including height limits, and establishes setback and buffer areas for individual use areas and between potentially conflicting uses; however, the plan's parking standards only apply to public areas, and no criteria is established for the commercial leases. Thus, a

suggested modification is included to establish parking standards for commercial leases as well as for public use areas. With the inclusion of adequate parking standards, the Commission finds the plan consistent with Section 30252 of the Act.

2. Water and Marine Resources/Environmentally Sensitive Habitat Areas.

The proposed Mission Bay Park Master Plan includes a significant expansion of existing wetlands and the construction of new wetland areas at the mouths of Rose, Tecolote, and Cudahy Creeks; altogether, this will expand the park's wetlands by nearly 100 acres. These wetlands are proposed both for habitat and passive recreation purposes and in hopes of improving the Bay's water quality. Storm drains and the three creek outlets are considered to be major sources of pollution from urban runoff and the new wetlands will provide a natural filtration system to aid in keeping pollutants out of the bay.

Also proposed is construction of a salt pan habitat area on Fiesta Island, modification of existing least tern nesting sites (including expansion, abandonment and creation), and expansion of eelgrass habitat in various bay locations. In addition, the plan proposes to adopt a more natural approach to landscaping throughout much of the park, by replacing more ornamental vegetation with coastal sage and coastal strand species. Besides being visually appealing, these vegetative types will be of greater benefit to park fauna than are the existing ornamentals/exotics. Also, the plan identifies several areas where eelgrass resources can be expanded.

These proposals all promote wetland/habitat expansion and enhancement, and improvements to water quality and marine life, and are thus priority uses under the Coastal Act. However, the City is proposing limited public use of some created wetlands for both passive and active recreational purposes, including nature study and education, but also kayaking and hiking. Such activities may diminish the function of the new wetland areas, and, in the case of the Northern Wildlife Preserve expansion, a greater amount of human intrusion into the existing wetlands may result from encouraging human use of new wetlands immediately adjacent. To address these concerns, suggested modifications are included which provide for wetland management and monitoring. If human recreational use in created wetlands is adversely impacting the habitat, said uses can be restricted or eliminated. In addition, the suggested modification sets up a program for assigning credits for mitigation banking purposes, with lesser credit given to wetland areas closest to recreational and educational areas. Moreover, the suggested modifications make it clear that the City's final proposals for both the mitigation banking program and the Wetlands Management Plan must be incorporated into the adopted master plan as amendments to the City's LCP. With these modifications, the Commission finds this policy group consistent with the previously-cited policies of the Coastal Act.

3. Dredging, Filling, and Shoreline Structures/Hazards.

The maintenance of Mission Bay Park marinas' navigational channels will require occasional maintenance dredging, and correction of erosion problems along much of the shoreline is requiring the City to complete a comprehensive

shoreline stabilization program. Portions of the existing shoreline, especially those areas nearest the ocean entrance, are fortified with riprap or bulkheads, whereas other areas contain only sandy beach. The Mission Bay Park Master Plan identifies several future projects dredge and/or fill projects, such as creation of the new wetland and marine habitat areas addressed in the previous finding.

Most of these potential projects can be found consistent with Sections 30233, 30235 and 30236 of the Coastal Act; however, the City also proposes to provide a new swimming beach along the southern shore of Fiesta Island, and enhance an existing swimming area on Vacation Isle by constructing jetties to reduce water chop. Under Section 30235, jetties are permissible to protect existing public beaches in danger from erosion; there is no provision to construct them as a recreational enhancement or to allow creation of new beaches. Moreover, such structures often alter natural shoreline processes and could be an impediment to navigation. In discussions between City and Commission staff, it has been determined that floating buoys will maintain a safe swimming area in these locations. Thus, a suggested modification removes the recommendation for jetties at these sites, and the Commission now finds the preceding proposals consistent with various cited policies of the Act.

#### 4. Locating and Planning New Development.

New parkland areas for general public recreational use are proposed in the southeastern part of the park (South Shores and Fiesta Island). The additional parkland areas at these locations will enjoy the benefit of easy freeway access, availability of transit service, trolley access and a potential future park tram. Unfortunately, the tram is only a concept thus far, with no identified start-up time, and trolley service has not yet been expanded this far north. However, by the end of this century, the overflow lot should be improved, in conjunction with the improvement of Fiesta Island after relocation of the sludge facility, and trolley connections available. At present, the overflow lot can be used in an unpaved condition, and has been so used in the past for major special events. The City is planning to conduct an economic feasibility study within the next two years to determine the threshold conditions to support a tram; potential sources of funding are transient occupancy taxes, subsidization by park lessees, or contracting the tram service to private enterprise.

Expansions of commercial leases are proposed at several existing leaseholds. Even those leaseholds not being expanded are encouraged to intensify within existing boundaries, to generate additional revenue which in turn can fund many of the proposed public improvements. The expansions proposed in the plan at Pacific Rim, Marina Village and Dana Inn do not affect areas of high public use, and would not remove existing public parking facilities. However, two of the proposed lease expansions (De Anza and Bahia) would remove areas of existing parkland currently experiencing heavy public use. At De Anza, the addition of fifteen acres to the leasehold would displace nearly 400 public parking spaces, along with grassy upland and picnic facilities. At Bahia, the addition would not encroach onto existing turf/play/picnic areas, but it would eliminate 249 public parking spaces. However, as discussed in the previous access finding, the Bahia expansion is not anticipated to result in adverse

impacts, since the uses now accommodated in that location can be provided in new park areas at South Shores and Fiesta Island. Also as discussed in the access finding, suggested modifications have been included to protect the existing public parking and recreation facilities adjacent to De Anza by restricting the De Anza leasehold to its existing boundaries. As modified, the Commission finds the proposed land use intensification at this site consistent with all applicable Chapter 3 policies of the Act.

Only one area of existing open (undeveloped) parkland is being proposed as a new commercial lease; that is a sixteen-acre site between Sea World and South Shores. The plan describes this as a "best use" parcel, and had designated that some form of commercial endeavor would be the "best use" in this location. Although the parcel fronts on the bay, the shoreline in this area is riprapped, so that no direct water access for swimming or other beach-related activities is possible. The southern extent of Sea World's parking lot abuts the parcel to the west, and grassy uplands, parking areas, and possibly a relocated Mission Bay Boat and Ski Club facility would abut it on the east. Potential uses identified in the plan are a small hotel, a water park or perhaps additional Sea World attractions.

The final concern with respect to this policy group is that the proposed master plan contains no parking standards for commercial uses in the park, although it does calculate and provide for necessary public recreational parking. To date, the City has addressed commercial parking through site-specific traffic analyses whenever new uses have been proposed or existing uses intensified. This has not been completely successful, as there are indications that parking for existing commercial leaseholds has "spilled over" into nearby public parking areas. Therefore, the Commission finds it appropriate to adopt a suggested modification establishing commercial parking standards to be incorporated into future lease negotiations and coastal development permits for future projects. Thus, as modified, the Commission finds this policy group consistent with the cited Coastal Act policies.

##### 5. Coastal Visual Resources and Special Communities.

Mission Bay Park is a visitor destination point of national significance, and is, itself, a scenic resource. Views into portions of the park are available from the surrounding road system (I-5, I-8, Mission Boulevard and Pacific Beach Drive). In addition, views within the park are obtained from its internal circulation system (East and West Mission Bay Drives, Ingraham Street and Sea World Drive primarily). Additional views are afforded by bicycle and pedestrian paths throughout the park, from boats on Mission Bay, from picnic and play areas in the park, and from the various commercial lease areas (hotel room windows and restaurant decks, etc.).

The importance of the park's visual resources is stressed throughout the Mission Bay Park Master Plan. The proposed master plan includes provisions for the further enhancement of scenic resources. These range from the increase in natural open space areas to special mounding/landscaping treatments in more developed areas to frame and enhance views. The types of improvements proposed in the 20-year plan are similar to features already existing in the park, including both open recreational areas and

high-intensity commercial structures. Implementation of the proposed master plan concepts will result in temporary adverse visual impacts during the construction of individual projects, but the various concepts, in and of themselves, do not appear to raise any serious visual concerns.

In the submitted master plan, the City proposes a relaxation of the existing 30-foot height limit, which applies to property west of I-5. This limit was established by Proposition "D", a citizen's initiative passed by City voters in 1974. The current proposal would allow flexibility in both building height and roof design, such that an extra five feet would be considered beyond the present 30 ft. height limit for the Quivira Basin and Dana Inn leaseholds to accommodate underground parking facilities at those two sites and then a general deviation for all leaseholds to consider architectural treatments and roof design. The general deviation for all leaseholds would allow an additional ten feet for building design throughout the park. The underlying intent is that buildings would continue to have thirty feet (or thirty-five in the two exceptions noted) of useable building height, with the extra ten feet allowed solely to provide interesting roofscapes, rather than plain flat roofs as currently exist. This is considered aesthetically desirable, since many views of the overall park are afforded from high-rise hotels (built before 1974), structures like the Sea World Tower, and airplanes.

The Commission supports the general concept of variable roof heights, within the limits proposed. However, it must be understood that, in its review of individual development proposals, the Commission may not always find the additional height acceptable. Permits are reviewed on a case by case basis, and the potential impacts of the proposed development on existing public views is a significant consideration for projects in scenic areas like Mission Bay Park. In addition, Proposition "D" does not allow for any variances, so the City's proposal will need confirmation by a vote of the people before it can take effect.

Appendix G contains the Design Guidelines for future park development, and includes parameters for site design, landscaping, architecture and signage. These are further broken down to include setbacks of commercial development to accommodate a shoreline public use zone; standards for bike and pedestrian paths; lighting standards; fencing and park furniture treatments; building height and massing requirements; standards for materials and colors; etc. As proposed, the plan includes appropriate direction for the planning of most future facilities. However, a concern was raised with respect to the plan's design standards for signage and its failure to prohibit new billboards in the park. As stated previously, the various certified land use plans are the ultimate standard of review, so the required specificity must be contained therein, or the ordinance could be modified in the future to delete the existing coastal zone criteria. Therefore, the Commission finds a suggested modification addressing signage/billboards is appropriate; as modified, the Commission finds this policy group consistent with Section 30251 of the Act.

#### 6. Commercial Fishing and Recreational Boating.

Mission Bay Park is, first and foremost, an aquatic playground. The provision and maintenance of adequate area for public water sports is a high priority

under the Coastal Act. Section 30234 addresses this and states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

There are no commercial fishing operations in Mission Bay Park, but there are sportfishing centers and numerous venues for recreational boating experiences. These include marinas, boat launch ramps, repair facilities, a rowing center, outlets for renting sailboats, sailboards, kayaks, etc., and businesses offering instruction in various water sports and boating techniques. In addition, specific water areas are designated for sailing, rowing, personal watercraft (jet skis), water skiing, etc, with speed limits and safety features appropriate to each sport. Upland support facilities are provided for various water sports, and there is an aquatic camp for youth on Fiesta Island.

Modifications of some of these facilities are proposed, including expansions of water leases at the Mission Bay Yacht Club and the Bahia Hotel to allow additional dock area. Although concern was initially raised over the possible location of the lease expansions, it would appear that expansions could occur at either site without infringing on area currently used by the public for recreation (i.e., swimming or boating areas). The expansions proposed in the master plan would still maintain the total amount of water leases under the 6.5% cap established by a vote of the people several years ago (that vote also established a cap of 25% for ground leases). As proposed, this policy group is found consistent with Chapter 3 of the Act.

#### 7. Public Works.

The park is served by all the normal urban utilities, and components of the region's sewage and storm drain systems are located within its borders. However, Mission Bay Park does not contain any significant public works facilities except the existing sludge drying operation on Fiesta Island. This was established many years ago, before passage of Proposition 20 and the subsequent Coastal Act, as an interim use associated with the creation of the park (sludge being a major component of the park's upland areas). The use is inconsistent with the tidelands grant wherein the state transferred the park to the City of San Diego and plans for relocation of the facility to NAS Miramar (outside the coastal zone) are currently being implemented. It is anticipated, if all construction components continue on their current schedules, that the facility on Fiesta Island will be abandoned sometime in 1998. At that time, the Water Utilities Department will restore the site to pre-existing conditions and turn it over to the Parks and Recreation Department for future park improvements.

The master plan addresses the sludge facility as an existing, temporary use

and plans ahead for the time when this area of parkland can be opened for public recreation. The proposals for future development of Fiesta Island include long stretches of sandy beach, grassy uplands to support individual and group picnicking, a sand arena for Over-the-Line and other special events, and primitive camping. The northern end of the Island, which is not currently impacted by the sludge facility, will remain in a natural state, and will include a Least Tern nesting site and salt pan habitat. No new public works facilities are proposed to be sited within the park, although further upgrading and maintenance of existing utility systems will continue. As proposed, the Commission finds the Master Plan consistent with the Public Works policy group.

PART IV. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. In the case of the subject LCP amendment request, the Commission finds that approval of the Mission Bay Park Master Plan, as proposed, would result in significant impacts under the meaning of the California Environmental Quality Act. Portions of the plan are inconsistent with the Coastal Act, and could have adverse impacts in the areas of biology, water quality, visual resources, public access and recreation. Several suggested modifications are included to reduce the potential impacts to below a level of significance. As modified herein, there would not appear to be any feasible, less-environmentally-damaging alternatives and no significant environmental impacts would occur if the modifications are accepted by the City of San Diego. Moreover, future individual development projects relying on this master plan will be reviewed for CEQA consistency by the City or Coastal Commission when they are proposed. Therefore, this modified LCP amendment can be found consistent with the provisions of the California Environmental Quality Act.

(0438A)

COMMISSION ACTION ON AUG 0-9 1995

- ~~Approved as Recommended~~ *ADOPTED*
- ~~Denied as Recommended~~
- ~~Approved with Changes~~
- ~~Denied~~
- ~~Other~~

RECEIVED  
OCT 24 1994  
PARK DEVELOPMENT

3366  
Dup

(R-94-1817 REV. 2)

RESOLUTION NUMBER R-284399

ADOPTED ON AUGUST 2, 1994

WHEREAS, the Planning Commission of The City of San Diego held a public hearing on June 16, 1994, to consider the proposed 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan and Associated Design Guidelines; and

WHEREAS, said Land Use Plan has been developed to respond to the policies, goals and requirements of the California Coastal Act of 1976; and

WHEREAS, said Land Use Plan rescinds the existing adopted 1978 Mission Bay Park Master Plan; and

WHEREAS, the Planning Commission approved and recommended to the City Council adoption of the 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan and Associated Design Guidelines; and

WHEREAS, City Council Policy 600-7 requires that the public hearings before the Planning Commission to consider revisions of the PROGRESS GUIDE AND GENERAL PLAN FOR THE CITY OF SAN DIEGO shall be scheduled concurrently with all public hearings on proposed community plans; and

WHEREAS, the Planning Commission of The City of San Diego has held concurrent public hearings to consider the 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan and Associated Design Guidelines; and

WHEREAS, the Planning Commission has reviewed the proposed 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan and Associated Design Guidelines, hearing public testimony; and

WHEREAS, on June 16, 1994, the Planning Commission approved and recommended for adoption by the City Council amendments to the Local Coastal Program Land Use Plan for the Mission Bay area; and

WHEREAS, this City Council has also reviewed the Proposed Local Coastal Program Land Use Plan, and heard additional public testimony; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That this Council hereby adopts the 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan and Associated Design Guidelines as an accurate statement of its policy and intent, a copy of which is on file in the office of the City Clerk as Document No. RR-284399, except as revised herein:

- a. Delete the special study designation for the Dana Inn;
- b. Retain the use of De Anza boat ramp for regulated use during holiday periods, and when there is a need for additional facilities;

c. That jacaranda trees be planted in the grove that has been created and along the freeway adjacent to the Hilton Hotel, but not at the Grand Avenue site, and further use more appropriate plants for other areas.

d. That the maintenance facility proposed to be located near the gateway entrance of the park is hereby deleted and the staff is directed to return with their recommendations for an alternative use that may include upland habitat.

e. The Manager is directed to take every conceivable action possible to enhance the water quality of Mission Bay;

f. The Manager is directed to reconsider the \$63,000 budget cut that would have gone to the enforcement of the National Pollution Discharge Elimination System directly related to the water quality in Mission Bay along with all the other programs that need to have continued funding to make this work;

g. The Manager is to establish a special study area comprised of the 91 acres east of the creek and provide for the possibility of 60 acres of guest housing;

h. The Manager is directed to exclude Campland from the special study area as per the proposed plan and acknowledged that some wetlands mitigation may be required as part of the special study area;

i. The Manager is directed to review all the proposals for the area to the east of Sea World and return

to the Council within the next 30 days with a recommendation as to whether the Council should proceed with a general request for proposals or a negotiated agreement, and an explanation why that recommendation would be in the best interests of all of the citizens. Do not go ahead with a competitive bid at this time;

j. The Manager is directed to support the Bahia Point recommendation as contained in the Plan;

k. The City Manager is directed to report to the Public Facilities and Recreation Committee regarding the retrofit of the docks in terms of what needs to be done and how it can be done;

l. Priorities within the plan should be to focus the action of City staff in completing the plan and bringing it into reality. We should look at both short and long term priorities and make Fiesta Island and the South Shore area, the areas of highest priority with respect to funding and the utilization of the resources of the City. Projects within those priorities would include South Shores Phase 3, waterfront pathways, shoreline stabilization, natural habitat enhancement in the Crown Point Shores area and the renovation of the Dana Inn, the Hilton Hotel and the Bahia Hotel redevelopment. Second priority would be the Fiesta Island turf and beach areas, natural habitat enhancement on Fiesta Island, the remaining South Shores and traffic

improvements. The third priority would be the remainder of Fiesta Island not addressed above, the natural habitat expansion and the De Anza special study area. The following items from a list passed out by staff and read into the record shall also be carried forth:

(i) Delete the special study area designation for Dana Inn;

(ii) Consider the use of drought resistant or drought tolerant landscaping in the place of coastal landscaping where pedestrian traffic may exist;

(iii) Retain the De Anza boat ramp for managed and restricted use as determined by the Park and Recreation Board;

(iv) Specify North Pacific Passage as a regulated water area compatible with adjacent water uses;

m. Direct the City Manager to develop a plan or policy that Council can approve that will finance the Plan, rather than to create an Enterprise fund for Mission Bay Park revenues.

n. The Plan should not propose deleting height limits by a vote of the people at this time.

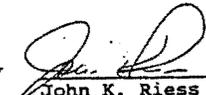
2. That the Planning Director is hereby authorized to submit the 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan to the California Coastal Commission as

part of the City's program to comply with the California Coastal Act of 1976.

3. That the Mission Bay Park Master Plan and Local Coastal Program Land Use Plan shall become effective upon approval of the 1994 Mission Bay Park Master Plan and Local Coastal Program Land Use Plan by the California Coastal Commission.

APPROVED: JOHN W. WITT, City Attorney

By

  
John K. Riess  
Deputy City Attorney

JKR:pev:ps  
05/18/94  
07/13/94 Cor.Copy  
08/22/94 REV. 1  
09/19/94 REV. 2  
Or.Dept:Pk.& Rec.  
R-94-1837  
Form=r.lcplu

Vote to approve the Bahia Point:

Passed and adopted by the Council of The City of San Diego on August 2, 1994  
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Harry Mathis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christine Kehoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barbara Warden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juan Vargas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vote taken to adopt the City Manager's recommendation with all the amendments made by Council Member Roberts except for Campland and the Enterprise Fund:  
Passed and adopted by the Council of The City of San Diego on August 2, 1994  
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Harry Mathis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christine Kehoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barbara Warden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juan Vargas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

R- 284399

to remove Campland from the Special Study and keep it as proposed in 1994 Pl  
Passed and adopted by the Council of The City of San Diego on AUG 02 1994  
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Harry Mathis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christine Kehoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barbara Warden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juan Vargas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

SUSAN GOLDING  
Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR  
City Clerk of The City of San Diego, California.

By Mary-Capella, Deputy.

Office of the City Clerk, San Diego, California  
Resolution Number R-284399 Adopted AUG 02 1994





P.O. Box 620  
La Jolla, CA 92038-0620

27 April 1995

Chairman Carl Williams and Commissioners  
California Coastal Commission  
45 Fremont Street., Suite 2000  
San Francisco, CA 94105

Subject: Mission Bay Plan, San Diego (Agenda item 6B, 11 May 1995)

Dear Chairman Williams and Commissioners:

SEA strongly opposes the proposal to wipe out 252 public parking places currently next to the Bahia Hotel. This proposal would severely impact public access to and along the coast, in violation of the Coastal Act, in order to grant expansion of a private hotel at the expense of public access to the water.

The proposed bike path around Bahia Point is not needed inasmuch as there is a current bike path along West Mission Bay Drive in front of the hotel. There is also a pedestrian path along part of the west side of the hotel.

SEA recommends retention of the 252 public parking spaces on the east side of the hotel and slightly widening the westerly pathway, connecting it to the north end of the parking lot to provide pedestrian access around the Point.

SEA urges you to disapprove removal of the 252 parking places; they provide essential parking for off-the-beach boaters and fishermen who have used this parking area for many years. It makes no sense to ask them and the rest of the public to give up precious water-access rights for the benefit of a few bikers who already have a bike path in front of the hotel.

Sincerely

*Carole Havlat*  
Carole Havlat  
President

Encl: SEA letter, same subject, 18 June 1994

RECEIVED

APR 27 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT



P.O. Box 620  
La Jolla, CA 92038-0620

18 June 1994

Honorable Mayor Susan Golding and  
City Councilmembers  
202 "C" Street  
San Diego, CA 92101

Subject: Mission Bay Master Plan, Bahia Point

Dear Mayor Golding and Councilmembers:

At the regular meeting, Monday, 13 June 1994, the SEA Board of Directors passed the following motion:

"Existing public parking and facilities on Bahia Point must be retained in the new Mission Bay Master Plan. The Master Plan should include improving the sidewalk along the western shore of the Point as much as possible within the constraints of the existing leasehold, and extending it to the parking lot.

"SEA supports the provisions of the Master Plan for a bike path along West Mission Bay Drive in front of (on the south side of) the Bahia Hotel."

This is an important coastal access issue, and we urge your support of the SEA MOTION.

Sincerely

*Carole Havlat*  
Carole Havlat  
President

cc: Planning Commission  
Coastal Commission

WED 20a

WE RECEIVED  
copies of this  
letter from  
76 different individuals

California Coastal Commission  
Attention: Ms. Ellen Lirley  
San Diego Area Office  
3111 Camino Del Rio North  
Suite 200  
San Diego, Ca. 92108-1725

Dear Commissioner Lirley:

The purpose of this letter is to alert you to certain facts regarding adoption of the Mission Bay Master Plan, to express my adamant opposition to any conversion whatsoever of the area known as Bahia Point, eg: removal or reduction of parking spaces or any infringement of any sort to the public's right of access and use of this area known as Bahia Point.

The area known as Bahia Point in the Mission Bay Master Plan, actually includes the access street known as Bahia Point which runs northwardly, and Gleason Road which runs easterly. There are thousands of us who have accessed and used this area known as Bahia Point including its access road, and parking area for at least some 30 years. Our access and use of this area has been continuous and not limited to weekends, and our access and use has been unfringed to date.

The proposal passed by city council allows some 200 parking spaces to be eliminated from the Bahia Point access, and reduce the total number of parking spaces in what is now public access, to approximately 60 parking spaces or approximately a 75% reduction in parking. The 60 parking spaces that would remain at Bahia Point are now being utilized by the employees of the hotel, and by the overflow of customers to the hotel. In large these are customers who rent rooms from the Bahia Hotel and not bar or restaurant customer. The customers and the employees of the hotel occupy these parking spaces for very long periods of time, eliminating any turnover of the parking available.

Gleason road, and the parking thereon, has nearly been incorporated by the Bahia Hotel as their private property. The following points are factual. The Bahia Hotel does not have adequate parking for the events that take place on their premises. For many years now, the Bahia Hotel, has had the benefit of the parking which is on Gleason Road and Bahia Point. This parking is not intended to be used for the benefit of a private commercial enterprise but rather by the general public at large for purpose of recreation. The Bahia Hotel however, has managed through the years to

Mission Bay Master Plan  
LETTERS of Opposition

convert the public peninsula, however slowly, as nearly as can be to a private peninsula for their private use.

I am not aware of any other situation where a private business continuously uses public facilities such as the Bahia Hotel uses parking on Bahia Point and Gleason Road, without any sort of financial responsibility for payment of property taxes on the property being utilized, and payment for maintenance of same. It is not uncommon to find that both the parking on Bahia Point, and Gleason Road to be completely full. As those who are parking their automobiles there are attending functions at the Bahia Hotel.

Effectively this proposal if adopted by your body would be tantamount to the issuance of an eviction notice to the public at large, as reduce parking would not allow those of us who have for years set up our cabanas on the peninsula which comprises Bahia Point, from the continued use and enjoyment of this area.

Public Access to the Bahia Point should not be hindered or denied under the guise of installing a Bike Path. The only interest served in installing the bike path is to effectively convert this Bahia Point, area even more to the private enterprise, for the private enrichment of one enterprise, the Bahia Hotel.

It should be of interest to the coastal commission that the Bahia Point area of Mission Bay, is frequented by families. You will discover if you check with the San Diego Police Department, that this immediate area is virtually free of any crime, because of the composition of the public who utilizes this area.

In closing I urge you and all the members of the Coastal Commission to become more informed about the points I have made above. I believe that you will find that the points I have made are true. Access to the Bahia Point, should not be abridged by any body of government including your own.

Respectfully,



December 14, 1994

San Diego, Ca.  
**RECEIVED**

JAN 31 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
San Diego, California

I am opposed to any change in the  
Mission Bay Master Plan.

We the citizens of San Diego have lost  
too much beach and waterfront already.

We need to keep some of the area for  
our own people and further generations

Richard A. Mason  
6611 Carthage St.  
San Diego, Ca.  
92120

LETTERS of Opposition

September 12, 1994

California Coastal Commission  
Attn: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

**RECEIVED**

NOV 23 1994

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Commissioners and Commission Staff:

SUBJECT: MISSION BAY PARK MASTER PLAN

I am writing to oppose adoption of the Mission Bay Master Plan due to objections over the disposition of the Bahia Point area. I oppose the removal of parking spaces for construction of a bicycle lane, and I oppose the expansion of the Bahia Hotel into public parkland.

As a user of Bahia Point, I have observed the successful sharing of Gleason Road by cars and bicycles. Since Gleason Road is a cul-de-sac, it does not receive much traffic, and the road is comfortably shared by all users. Some improvement in pedestrian circulation may be in order, but these improvements should not occur at the expense of public parking.

The Bahia Point is a popular area for families and people who use sailboards, small sailboats, and kayaks. The reduction of parking would make use of this area impossible, as the equipment needed to pursue these activities cannot be transported by bus or bicycle. Approximately 50 to 60 public parking spaces are currently used on a daily basis by employees of the Bahia Hotel. The reduction of parking combined with the private use of public parking will serve to nearly eliminate public use of this part of the bay. I urge the Commissioners and staff to visit this area on a weekday. You will find that many parking spaces are taken up by employees of the hotel (i.e. 50 cars in the lot, no one on the beach). This is an enforcement problem that is very difficult to solve, but the elimination of any additional parking will only make the problem worse.

Similarly, any additional conversion of public parkland to hotel use should not be allowed. The existing Bahia Hotel is a very low-scale design. Expansion of the hotel within its existing leasehold should be permitted. Intensification of the leasehold area would allow for a great number of additional hotel rooms. It is unnecessary and certainly not in the public interest to allow the hotel to expand into public parkland. Further, the Mission Bay Master Plan should require that any expansion by the hotel or renewal of the lease be accompanied by the construction of additional parking within the existing leasehold to remedy the parking problem that the hotel is currently creating.

Please be aware that the current users of Bahia Point cannot simply find another part of Mission Bay to meet their needs. I, like others, have spent time in other parts of the park and prefer this spot. Bicyclists and beach users can continue to co-exist as we have done here for years, provided the hotel is not permitted to overtake this area.

Sincerely,

*William B. Kirkner*

*November 22, 1994*

*Gentlemen:*

*I understand the city proposes to close  
Gleason Road in Mission Bay entirely off to  
the public.*

*My friends and I are retired and  
have enjoyed fishing from the beach in  
front of the hotel for many years.  
We hope that you reconsider the pro-  
ject and turn down the proposal.  
Thank you.*

*Sincerely*

*Nicklast Reitzinger*

**RECEIVED**

DEC 2 1994

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

LETTERS of Opposition

September 29, 1994

California Coastal Commission  
San Diego Area Office  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attn: Ms. Ellen Lirley

Re: Bahia Hotel Expansion

Dear Ms. Lirley:

As I am sure you are aware, the Italian community is in quite an uproar regarding the San Diego City Council's decision to deed a portion of Bahia Point to Bill Evans, owner of the Bahia Hotel.

For generations, our community has spent summer Sundays at Bahia Point. I started going there as a little girl in the 1950's, and my parents long before that. The 1960's brought the invention of "The Italian Riviera Cabana" that can be seen lining Bahia Point every Sunday. The 1970's, 80's and 90's brought a resurgence of new families joining their old families with up to four generations gathering for sun, spirit and relaxation on Sunday afternoons.

Bill Evans FATHER tried for years to oust our Italian families from this beach, saying that we were disrupting the "ambiance" of his hotel. That our families use their bathrooms and other facilities. He was right. Many of the families do use these facilities - they eat breakfast, drink in the bar, have traditional weddings at the hotel, book blocks of rooms for July 4th celebrations - I could go on and on. Now Mr. Evans is stating publicly that he had nothing to do with the City Council's decision to give him full access rights to a public beach, so he can utilize the parking facilities. To be honest, ALL of Mr. Evans' employees already park at the beach.

My children love their Sunday's at the Bahia. I hate to take that away from them and all of their friends. In an age when there is so much violence and hatred, why take away a simple tradition that has gone on for decades, that provides time for love and family?

Please take all of this into consideration when the final decision is made. If we had been informed of this City Council meeting, we would have been out in full force to protest, but there was no notification.

Thank you so much for your time, and please help us save our beach.

Sincerely,

*Julie Giacalone*  
Julie Giacalone  
3005 Dove Street  
San Diego, CA. 92103

LETTERS of Opposition

RECEIVED  
OCT 03 1994

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 12, 1994

Ann Van Leer  
c/o Councilman Ron Roberts  
City Administration Building  
202 C Street  
San Diego, CA 92101

RECEIVED  
OCT 04 1994

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Ms. Van Leer:

I am writing in response to the City Council's decision to approve expansion of the Bahia Hotel leasehold around Bahia Point. We feel this expansion will greatly affect public access for picnicking.

For decades many of the local Italian-American families have had the unique tradition of gathering for every summer weekend along the east facing area of the Bahia Hotel. It is a time for all families to share and celebrate the strong bond of family and heritage, and to enjoy the beauty of Mission Bay.

We urge you to please re-think your plan and consider the impact it will have on the community. We would like to carry on this tradition to our children and grand-children.

We would also like to be informed of the Coastal Commission meeting on this matter and any other meetings concerning this issue.

Best Regards, *Mary L. DiAcquisto*

SAM and TRACY DIACQUISTO  
2272 PEACH TREE LAKE  
SPRING VALLEY, CA 91978  
(465-4765)

CC. Ellen Lirley, Coastal Commission  
Margaret Tarentino

September 26, 1994

Ms. Zinsley:

Recently brought to my attention while enjoying a day at the Bahia Point Public Beach, was the knowledge that access to this site would soon be "cut-off".

This stunned me to no end, especially since my family, friends and neighbors have been enjoying this beautiful spot for over 40 years. It has been a family tradition.

Clearly, because of the Bahia Expansion to create a continuous pathway around the point, would stop public vehicle access to the parking area, and to many the Beach itself. In many ways this is like saying, stay out! as well-in is virtually

impossible as family and myself carry more than an umbrella and cooler to the beach.

I'm making this plea not for myself but for future beach goers, my children and grandchildren. Please do not close your minds to their needs.

The Bahia Point Beach has been an asset to our family, a place to gather and have a good time.

Thank you for considering our side, I can not begin to imagine not being able to go to the Bahia Beach whenever it strikes my fancy to do so, again, keep us in mind at your next Coastal Commission meeting.

Upon closing I wish to express my concern over mine and do wish to be "notified" of the

LETTERS of Opposition

Page 3

Coastal Commission Meeting towards  
this issue, I'm sure many  
friends and neighbors will be  
there.

My address is:

3512 Hartzel Drive  
Spring Valley, Ca.

91977

619-469-5937

Thank you once more.

Respectfully yours,  
Margherita Tarantino  
& family

LETTERS of Opposition

Wed 20a

10722 GREENCASTLE ST. • SANTEE, CA. 92071 • (619) 258-1521 • Fax (619) 258-1521

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MAR - 6 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

MARCH 3, 1995

CALIFORNIA COASTAL COMMISSION  
SAN DIEGO COAST AREA  
3111 CAMINO DEL RIO NORTH, SUITE 200  
SAN DIEGO, CA 92108-1725

DEAR COMMISSION STAFF:

I AM WRITING YOU IN REGARDS TO THE HEARING ON MARCH 8,  
1995, AT 10:00 A.M. ON AMENDMENT NO. 1-95, ABOUT THE AREA  
BEHIND THE "BAHIA HOTEL".

MY WIFE AND I WILL BE OUT OF THE AREA ON THE DATE OF THE  
HEARING AND WE WOULD LIKE THE OPPORTUNITY TO STATE OUR  
OPINION. WE HAVE BEEN USING THE BEAUTIFUL PARK / BEACH AREA  
WITH CLOSE PARKING AND CLEAN RESTROOMS BEHIND THE BAHIA  
HOTEL FOR SEVERAL YEARS. WE FEEL THAT TO CHANGE THE AREA  
WOULD UNJUSTLY TAKE AWAY A SAFE AREA THAT MANY FAMILIES  
HAVE BEEN USING FOR YEARS.

SINCERELY,

*Callan & Elaine Myers*  
CALLAN & ELAINE MYERS

City of San Diego LCPA #1-95

September 12, 1994

California Coastal Commissioners  
Attn: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Commissioners:

RE: MISSION BAY MASTER PLAN

By now I'm sure the Coastal Commission has received much correspondence encouraging a decision to delete plans for a bike path along Gleason Road to Bahia Point in the Mission Bay Master Plan. I merely wish to add some items which previous correspondents may have left out.

I use the area along Gleason Road frequently, on a year-round basis. This is a unique place, as no matter what the weather is, winter or summer, people can seek refuge somewhere due to the Bahia Hotel providing a windbreak no matter where the prevailing winds are; thus it is comfortable year-round. My parents, aged 78 and 80, also use the area with us.

My girlfriend and I bicycle, kayak, sailboard, and just plain relax along this area. We have never observed a problem created by bicycles or skaters using the roadway.

I feel it noteworthy that across West Mission Bay Drive is the primary active Over-the-Line area on Bonita Cove. There are many times a year that area is also used for special events, company picnics, etc., and these events are allocated a number of parking spaces. In most cases the parking is totally inadequate and eventually the Bahia Point/Gleason Road parking spaces are filled with the overflow.

I have complained in the past of the Bahia hotel employees and guests consuming so many of the public parking spaces, and basically the political answer I've received is "well, the hotel improved the lighting in the Ventura Cove parking lot, so there's an unspoken agreement that they be allowed to use some of the bay parking"... this coming from the Department of Park and Recreation's Mission Bay Park supervisor. This is not putting the public interest first and I believe it should be stopped.

The wonderful lawn area along this road also supports volleyball, catch, lawn bowling, child play. There would be great dangers involved in making the lawn area directly contiguous to a bike lane or roadway. The parked vehicles are a natural barrier to roadway dangers.

RECEIVED

SEP 16 1994

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

I am not aware of any other situation where a private business continuously uses public facilities such as the Bahia Hotel uses parking on Bahia Point and Gleason Road, without any sort of financial responsibility for payment of property taxes on the property being utilized, and payment for maintenance of same. It is not uncommon to find that both the parking on Bahia Point, and Gleason Road to be completely full. As those who are parking their automobiles there are attending functions at the Bahia Hotel.

Effectively this proposal if adopted by your body, would be tantamount to the issuance of an eviction notice to the public at large, as reduced parking would not allow those of us who have for years set up our cabanas on the peninsula which comprises Bahia Point, from the continued use and enjoyment of this area.

Public Access to the Bahia Point should not be hindered or denied under the guise of installing a Bike Path. The only interest served in installing the bike path is to effectively convert this Bahia Point area even more to the private use of a private enterprise, for the private enrichment of one enterprise the Bahia Hotel.

It should be of interest to the coastal commission that the Bahia Point area of Mission Bay, is frequented by families. You will discover if you check with the San Diego Police Department, that this immediate area is virtually free of any crime, because of the composition of the public who utilizes this area.

In closing I urge you and all the members of the Coastal Commission to become more informed about the points I have made above. I believe that you will find that the points I have made are true. Access to the Bahia Point should not be abridged by any body of government including your own.

Respectfully,

Mr & Mrs Jack Diselman  
3205 Emerson St  
San Diego Calif 92106

LETTERS of Opposition



OCEAN BEACH PLANNING BOARD, INC.  
4726 Santa Monica Ave., Ocean Beach, CA 92107

WED 20a

RECEIVED

MAR - 7 1995

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lyrely  
California Coastal Commission  
San Diego District Office  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108  
(619) 521-8036

RE: S.D.L.C.P. Major Amendment No. 1-95

Dear Ms. Lyrely:

On 3/3/95, I received a copy of the report setting forth staff's recommendation relative to S.D.L.C.P. Major Amendment No. 1-95. The Ocean Beach Planning Board has been under the impression that the Mission Bay segment was extraterritorial and, of course, the Sorrento Hills segment is quite removed. Within the last 1.5 years, while revising its bylaws, the O.B.P.B. learned that Dog Beach and the San Diego River were for unknown reasons in the Mission Bay segment. Now, I see from the staff report that the City deems Robb Field also to be in the Mission Bay segment.

Please be advised of the following: The O.B.P.B. has without dissent talked of annexing the adjacent Dog Beach and the San Diego River areas since learning of their estrangement but must await the long-overdue L.U.P. update. The certified L.C.P. for Ocean Beach shows Robb Field to be within the O.B. Planning Area. The "entryway" portion of the O.B. Planning Area includes a portion of Robb Field used as staging areas for seismic retrofitting of the Sunset Cliffs Boulevard bridge and City water utility construction in central O.B. The staging areas, especially due to the distant utility work, are unscreened, are unsightly, involve extensive illicit dumping, are damaging the volunteer-installed sprinkler system, and follow the unfortunate eradication by the City of the sole O.B. site of the burrowing owl some years ago. The O.B.P.B. has long sought to reintroduce the burrowing owl to its historic habitat in and about the staging areas (see attachments), and the O.B. Town Council members have expressed a desire to mitigate other impacts with screening and coordinated tree plantings.

1

City of San Diego LCPA #1-95

In sum, please explore whatever rationale exists for placing major areas of O.B. into the Mission Bay segment in order to determine whether good cause exists for inclusion, instead, into the O.B. L.U.P., explore the appropriateness of staging areas and dumps as land uses at Robb Field, and explore restoration of the burrowing-owl habitat where destroyed at Robb Field.

Dated: March 6, 1995.

Cooperatively,

cc: Councilman Scott Harvey  
Robert Burns, Chairperson  
O.B. Planning Board  
(619) 223-0441

2

Beach

Peninsula Nature

Loss of habitat threatens owl population

By Pierce Harris  
Staff Writer

There were once little deer on Point Loma. Really. They were up by Madam Tingley's orphanage (now Point Loma Nazarene College). I recall that although they were very small, they had huge ears. They were probably a form of mule deer, *Odocoileus hemionus*, perhaps diminished in size to survive in their tiny habitat. But that was long ago, nearly 40 years. The peninsula has just become too crowded with people to support a small herd of deer, even little ones.

There once were tiny owls on our peninsula, too. Really. They were around Robb Field, along Sea World Drive, around the edges of the Little League field by Nimitz Boulevard and in the rocks bordering the flood control channel. The "little owls" were Burrowing Owls, *Speotyto cunicularia*. These diminutive owls were only six to nine inches in height and weighed only a few ounces. They lived and nested in abandoned rodent holes and fed on mice and insects. They required soft, sandy loam soil in which to burrow their nests.

People, however, require or desire harder, firmer surfaces and usually pave their spaces with asphalt or portland cement. Even the open spaces used by people are compacted with huge devices pulled behind Caterpillar tractors and planted with tight, compact grasses, then bounded by steel, chain-linked fences.

When a biologist friend stopped by *The Beacon* and told us that the Burrowing Owl was on a diminishing species list, I decided to check on our owls. Two years ago they were easy to find, and I often took visiting friends out to see them. I knew all the little owley spaces where they lived. But last week I found only the undeniable tracks of bulldozers and earthmovers. The habitat at the Nimitz site was destroyed to improve the playing fields for our children. The sites by Sea



World Drive have been plowed under and compacted to provide a public park; day-glow survey stakes and flags are now in the place where once there were wildflowers. Most of the vegetation among the rocks of the flood control channel have been removed, to protect soil from something no doubt. The sandy soil north of Robb Field that once supported sunflowers, beach primrose and yellow, white and blue-mustard, had been disked. The flowers have returned, but the little owls have not. Perhaps they just gave up trying to live where their homes were violated yearly by men and machines.

After a week of looking I found one little owl sitting on the fence near Robb Field looking a bit forlorn and very much alone. You might take a look around Robb Field and maybe catch a glimpse of that Burrowing Owl before it is gone. If you can't find the owl, come down to *The Beacon* office; we have a picture of three by a nest taken two years ago.

I tell my sons "There once were little deer on the point, really! But that was long ago." You may tell your children, "There once were little owls on the point, really! Just a year or so ago. I saw a picture in *The Beacon*." Or perhaps you might ask the city if maybe we could afford to leave a tiny place — just a little soft space for the owls. It is even possible that soft sandy fields supporting daisy, primrose and little owls may be good for people, too. Better for the feet than asphalt, better for the mind than portland cement, better for the soul than steel fences.

gain," he said. "We need to ensure dogs are handled (responsibly) in future."

Town Council member Eileen Histen released results of a local survey and poll of 3,000 beach residents and visitors. A vast majority of the respondents, 97 percent, wanted Dog Beach to remain open and leash-free for dogs.

Only 85 percent answered they'd be willing to clean up after their pets, though. KSDO talkshow host Stacy Taylor, a moderator at the meeting, drew applause for his suggestion that the city's probation department supply workers to clean up the beach.

One woman suggested increasing the dog licensing fee to finance a city "clean-up crew" to rid the beach of waste.

John Hudkins from the city Park and Recreation Department said the city's 42 miles of coastline receive a raking for help every 14 to 18 days. The beaches undergo a weekly raking and screening with a tractor to remove bottles and other debris, he said.

Unfortunately the tractor tends to pulverize, rather than remove, the dog droppings, he said.

Histen said the town council will probably form an Ad Hoc Dog Beach Committee to discuss further solutions to the unique situation at Dog Beach.

"We will be working with people to see how we can get this resolved," she said. Hopefully we'll be able to save it and clean up before the summer so we can be proud of it."

She hoped the increased publicity about the beach might result in more owners picking up after their pets.

Other residents remain skeptical of the current wave of enthusiasm to clean Dog Beach. Longtime residents have seen people clean the beach in the past, only to see the sands neglected once more.

"It's an ongoing problem," Laurel Anchley Costello said after the meeting. Costello, who grew up in Ocean Beach and now lives by the jetty, said the situation has gotten out of control. Dog waste has spread areas surrounding Dog Beach, as well, she said.

"The problem is all over," she said, "not just Dog Beach," she said. "My neighbor I have talked about this for years and years."

MOSTLY WILDLIFE

by Pierce Harris

Do You Recycle

Who has skinny legs, knobby knees and bangs around Robb Field watching girls? Your roommate? Well, I was thinking of the Burrowing Owl, *Speotyto cunicularia*. This tiny owl might better be known as the "Tenant Owl" as it does not usually dig its own burrow but occupies the burrow of a Ground Squirrel or other rodent, the previous tenant having been evicted by a larger owl, a hawk or a heron. Things are tough for tenants all over the Point.

While owl watching last week someone has to do it I observed a city worker place a traffic barricade over the burrow of one of these little creatures to prevent its home from being accidentally covered up by the tractors working in the area.

How thoughtful and timely as now is the nesting season and these miniature owls need all the help they can get. Once plentiful in the prairie states, they are now more often found in the West; much of their habitat has been destroyed in the Midwest by intensive farming. The Burrowing Owl feeds on insects and is an excellent "mouser," a fact that can be verified by studying the debris around its burrow. Much can be learned about wildlife and people by examining their discards.

If, while walking or jogging by the Ocean Beach sign at Robb Field, you get the feeling you are



Beacon photo by Pierce Harris

being watched, you probably are; the Burrowing Owl is an avid people watcher and this time of the year may even "buzz" you to lure you away from its nesting burrow. If you keep a sharp eye out in May, you may see as many as six pairs of baby owl eyes peering at you from one of the burrows. How can it be distinguished from your roommate? Easy. The Burrowing Owl weighs about six ounces, has yellow eyes, brown feathers, and says "queek-queek" when alarmed.

NEW SPACE THEATER FILM

San Diegans can now explore the treacherous cliffs and raging river rapids of the Grand Canyon from the comfort of their theater seats, as the Rauben H. Fleet Space Theater at Balboa Park opens the film "Grand Canyon—The Hidden Secrets" on Friday, May 16, 1986. The 33-minute film, which premiered in 1984 at the IMAX theater on the southern rim of the Grand

Canyon, takes audiences from a thrilling rafting adventure down the Colorado River to a tranquil flight through the Canyon gorges. The Space Theater and Science Center is open daily from 9:45 a.m. to 9:30 p.m. Admission is \$4.00 for adults, and \$2.50 for juniors (ages 5-15) and seniors (ages 60+). For more information, call (619) 238-1168.

FREE RECYCLING LIST

The San Diego Ecology Centre announced the publication of its most recently revised recycling list. The list is available free to the public and provides over fifty locations where newspaper, aluminum, glass, computer paper and white office paper can be recycled throughout San Diego county. Information on how to recycle less common items such as used motor oil, scrap metal,

Historical Society vows to fight demolition

# New Homes for Owls

CAMAS HUBENTHAL

THANKS TO SOME energetic high school students and their teacher, new homes are now available for six burrowing owl families in Menlo Park. Built in the grasslands of Bayfront Park, they are part of a wider effort to compensate for the extensive loss of natural habitat for these small ground-nesting birds along the San Francisco Bay shoreline.

Eleven students from Redwood High School worked for 30 hours last spring with their field science teacher, Roger Heathcote, to plan and construct the homes, modeling them after a successful project five miles to the south in Mountain View's Baylands Park. The new housing

WED 20a



Burrowing owl

DELEVRAYS/BURROWING OWL ALLIANCE

development consists of three dirt mounds, each about four feet high, covering two eight-foot terra cotta pipes that lead to two separate plastic utility boxes. Each box is designed to accommodate a burrowing owl family.

The student builders can empathize with an owl's struggle to find a suitable place to nest and raise a family. "They come from the hard end of society, where they have had the experience of not having food in the home or not having a home," said Heathcote. Three of them are young mothers.

Redwood High School is a "second chance" school for students who have fall-

en behind in one way or another and are now working towards their diplomas or the Graduation Equivalency Degree.

The burrowing owl is dun-colored, stands about nine inches high, and weighs about four ounces. Unlike other owls, it sleeps at night and hunts insects and small rodents by day. It is prey to coyotes, hawks, rattlesnakes, and foxes, but it is human activity that now threatens its survival. "These owls build their nests in ground squirrel holes and ground squirrels are being poisoned," explained student Jessica Irwin. Worse yet, the owl's preferred nesting grounds, the open flat grasslands near the bay shore, are also preferred by humans, who see them as prime real estate.

Heathcote and his field science class decided to help out the owl after a field trip to Coyote Point Museum, where they learned about the problem and the efforts of the Burrowing Owl Alliance to do something about it. The nonprofit Alliance is headed by Lynne Trulio, professor of Environmental Studies at San Jose State University, and includes the Santa Clara Valley Audubon Society, the Humane Society of Santa Clara Valley, Pacific Gas & Electric (PG&E), and the City of Mountain View.

With technical assistance from the Alliance, a grant from the Hancock Foundation to buy tools and equipment, and truckloads of dirt provided by PG&E, teacher and students went to work. They knew they were contributing to the Alliance's efforts to ring the bay with new nesting habitat, and that felt good.

By October, no owls had moved in yet, but as an educational experience the project had been proved a success. Perhaps the most important result for the students was the new sense of belonging to a wider community the joint effort provided. "My students have their own children," explained Heathcote, "and they have been bringing them into the park and telling them about the owls. They have a stake in what happens now. They're taking ownership of their community."

If the homes remain unoccupied in the coming months, they may be made available to owls that have been injured and treated at a wildlife rescue center. ■

Wetland Mitigation Bank  
Law Institute, Washington  
159 pp. plus appendices and

WILL WETLAND MITIGATION speed development at wetlands? Policymakers are cautious against hope that leaguered as they are by the pressure to permit development, the perils and pitfalls of mitigation sites to offset impact development projects, and many mitigation projects.

A mitigation bank is established to sponsor restoration or creation and regulatory agencies agree applicants can satisfy mitigation by paying the bank's setup, management, and maintenance. Alternatively, the bank periodically draw down the credit to meet mitigation needs.

It sounds simple, but it is riddled with problems associated with mitigation: individual projects over-allowing any impacts to acreage and value of existing habitat, proximity of development to mitigation site, the required restoration to habitat lost, the cost of permit applicants for long-term monitoring and remedial measures, and the fact that mitigation banks do not accrue to mitigation banks. In addition, the establishment of a bank requires substantial start-up funding, legal fees, design restoration, carrying capacity review, negotiate terms of credits, carry out restoration, and bank transaction.

Nevertheless, where there is a willing agency or a private party willing to front the funds, set up the bank, and bear the risk of uncertain results, mitigation banks hold promise. The mitigation burden on individual permit applicants and improving the effectiveness of compensatory mitigation. For anyone considering whether to establish a mitigation bank or dis-



Redwood High School students on the job.



San Diego Windsurfing Association  
P.O. Box 9494  
San Diego, CA 92169-0494  
(619)292-5713



March 1, 1995

Members of the California Coastal Commission and Alternates  
California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725

RE: Proposed removal of auto access and parking on Bahia Point as part of the Bahia Hotel lease area relocation/expansion, Figure 12, Mission Bay Park Master Plan Update.

Dear Commissioners and Alternates:

The San Diego Windsurfing Association has over 200 members in the San Diego area. I serve as the head of the association's safety and access committee. I have also served since 1992 on the water use subcommittee of the Mission Bay Planners. I have participated in the public forums and attended all but one meeting of the Mission Bay Planners since the Master Plan revision process began. During this time, at every opportunity, I have tried to make the point that we windsurfers don't want anything outlandish. We just want to continue to have access to and be able to use the areas we now enjoy. One of these areas is Bahia Point.

I want to first applaud your staff's efforts and insight on the Bahia Point issue, as indicated by their staff report.

Next, let me make a few important points.

Removing auto access and parking on Bahia Point effectively eliminates windsurfing from this location. It is supposedly necessary since the Master Plan Update includes both the proposed addition of a sixteen foot wide bicycle and pedestrian path around both sides of Bahia point and the proposed expansion of the Bahia Hotel.

Bahia Point is used by windsurfers, small boat sailors, and picnickers. The San Diego Windsurfing Association, the Santa Clara Racing Association (with a membership of 300), and an informal group of Sunfish sailors regularly use the area for races and outings. Given the prevailing wind direction, the limited number of access points on Mission Bay with limited parking, increasing user population, and bay closings due to storm runoff in San Diego, it is very important for us to be able to continue to use Bahia Point.

It is also proposed in the Master Plan Update for the Bahia Hotel to make available push carts near the beginning of the present auto access for use by windsurfers. These could be used to transport gear from the outer parking lot to the Point. While this seems like a good idea, it is impractical. We,

windsurfers, except for beginners, carry a large assortment of gear for use in different conditions. When we leave the house to go sailing, we don't know which gear we will need, so we basically take it all along, especially in winter storms. As conditions change during the day, we may use three or four different rigs (consisting of boards 8 to 12 feet in length, masts 16 feet in length, booms six feet in length, sails, etc.). The required use of push carts poses security risks. We would either have to stack all of our gear on the beach after we had transported it to the Point, or leave part of it on top of and in our cars hundreds of yards away and out of our sight in a parking lot adjacent to Mission Bay Drive. In either case, we could face the theft of thousands of dollars of equipment each time we sailed away. For these reasons, it is important to have our cars close at hand when sailing. Also, other people (picnickers, hotel guests, etc.) might use these carts and they would therefore not be available for windsurfers when needed.

Another critical point is the distance one would have to push a loaded cart in order to reach the tip of the point. The distance one way from the middle of the parking lot east of the Bahia Hotel to the middle of the tip of Bahia point is 2,035 feet or .39 miles or 6.8 football fields. When I picture myself pushing a 100 to 200 pound cart laden with 100 to 150 pounds of gear over a distance in excess of 2,000 feet, I have trouble calling such activity "access".

No one is proposing to extend pedestrian and bicycling paths all the way around El Carmel Point or Santa Clara Point. A bicycle path in front of the Bahia Hotel is also included in the Master Plan Update (see Figure 32, "Pedestrian/Bicycle Path Improvement", copy attached), which would be similar to El Carmel and Santa Clara Points. We believe that this front path is all that is necessary. We believe that there is not that much demand for the path all the way around Bahia Point (certainly not a sixteen foot wide path). The majority of the Bay is already covered with bicycle/pedestrian paths. If the existing auto access and parking were to remain, pedestrians and bicyclists would still be able to travel to the tip of Bahia Point and back. There is currently a pedestrian path on the west side of Bahia Point. As suggested by SEA (Save Every Ones' Access), it could easily be extended to meet the existing auto access that ends at the tip of Bahia Point. Bicyclists and pedestrians could then travel around the whole point and auto access could remain.

What about the parking that would be eliminated by the proposed plan? I have not counted the spaces, but I understand that approximately 240 spaces would be lost. With the already limited number of parking spaces on the west side of the bay, the loss of this many spaces seems very costly to the citizens of San Diego. Many people are unable to travel to Mission Bay on bicycles or Rollerblades. What about access for them? Parking on Santa Clara Point on a summer weekend is already impossible after ten o'clock a.m.

One last point concerns the phrase "the plan's intent to relocate boardsailing from Bahia Point to Fiesta Island" included in the first paragraph on page 14 of the Staff Report dated February 22, 1995 to the California Coastal Commission. This refers to a proposed small parking area intended for sailboard launching on Fiesta Island across from the north end of the Hilton

City of San Diego LEPA 1-95

Hotel. I know about this concept. I created it, but not to "relocate" anything. In a meeting of the Water Use Subcommittee of the Mission Bay Planners, I was asked by Mr. John Moore of Noble Consultants (the water use consultant on the project) what windsurfers might have on their wish list in the North Pacific Passage sailing area. I commented that a grassy rigging area and some parking on Fiesta Island would be welcome. But this was requested as a remedy for the saturated parking on weekends in the lot north of the Hilton Hotel. The idea was later conveniently considered a "relocated" access point. If I had known that my request would be treated as a replacement for Bahia Point, I would never have made it. The North Pacific Passage water area is already very congested during peak usage periods. This can be confirmed by the Mission Bay Harbor Patrol. It does not make sense to shift users from the lightly congested sailing area off Bahia Point to the heavily congested North Pacific Passage area.

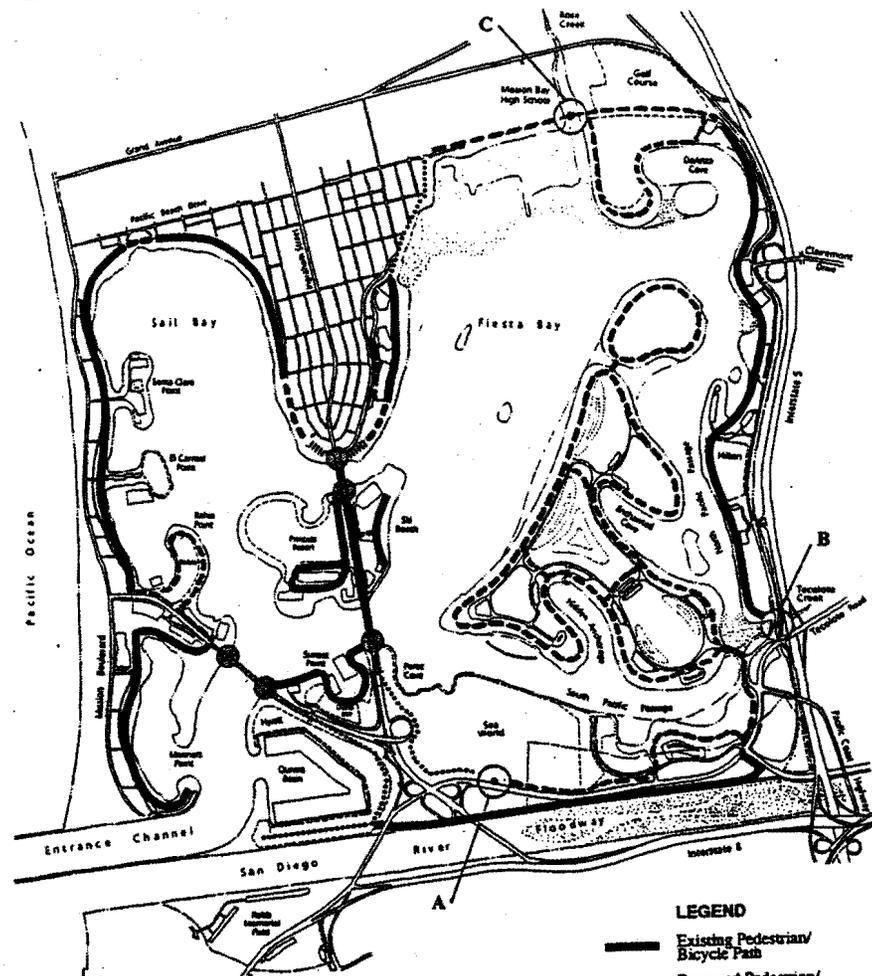
Removal of auto access and parking on Bahia Point will only do two things. It will allow bicyclists and pedestrians to have free reign around Bahia Point and it will deny access to everyone else.

Please do not adopt the Mission Bay Park Master Plan Update as it relates to the Bahia Point issue and either (1) as a compromise, adopt the recommendations of the City of San Diego Planning Commission as highlighted in the attached copy, or (2) seek some other solution which allows auto access and parking to remain.

Sincerely,



Chuck Moffett - Safety and Access Committee Head, SDWA  
 4255 Tambor Court  
 San Diego, CA 92124 Phone: (619)292-5713



**Pedestrian / Bicycle Path Improvement**  
 Figure 32

- LEGEND**
- Existing Pedestrian/Bicycle Path
  - - - Proposed Pedestrian/Bicycle Path
  - Roadside Bicycle Lane
  - Boardwalk (Under Bridge)
  - Existing Under-Bridge Connection
  - New Bridge
  - Special Improvement
- A Overpass on Sea World Entrance Road  
 B Widened Pedestrian/Bike Path @ Existing Bridge  
 C New Bridge



# Planning Commission Report to City Council

**ATTENTION:** Honorable Mayor and City Councilmembers.

**SUBJECT:** MISSION BAY MASTER PLAN.

**ACTION:** The Commission recommendations regarding the De Anza SSA and Bahia Point were unanimous; the Commission recommendation as to the 45' height limit rooftop design allowance was by a vote of 5 in favor and 2 opposed, with Commissioners Benn and Quinn voting nay.

**ISSUES:**

A. **ISSUES.** Three issues, not previously worked out, were of primary concern to the Commission, and were made part of the Commission recommendation. These were: (1) size of the De Anza SSA; (2) Bahia Point; and (3) the proposed 45' height limit rooftop design allowance.

1. **De Anza SSA.** Persuasive reasons were heard to expand the proposed SSA, for study purposes only, to 171 acres including the addition of the De Anza Mobile Home Park and Camp Land leaseholds. Commission felt there was merit to this, if coupled with a directive to assure at least a minimum of 80 acres of wetlands creation.

The Commission reviewed language from the PF&R Committee and Deputy City Manager Herring, and felt that the essence of the language was good; however, the Commission felt that it was inappropriate to have Master Plan language discuss the legal dispute with De Anza Corp. and the mobile homeowners. Therefore, the Commission felt that the entire final paragraph of the suggested language should be deleted.

2. **Bahia Point.** Staff proposal was to make a major leasehold shift, to accommodate a pedestrian and bicycle path connecting loop which would go around the north end of Bahia Point, paved, 16' in width. Issues involved the balance of competing interests. The Commission was concerned that the staff proposed relocation would (i) eliminate vehicle "drop off" at north end of point; (ii) eliminate all or most needed vehicle parking along the access road; and (iii) eliminate much of the grassy area. The vehicle drop off, parking and grassy areas are heavily utilized for picnics and as a staging area for wind surfing, and the Commission felt that these uses were important. On balance, the Commission felt that construction of a connecting link in the pedestrian/bicycle path, although useful, was not important enough to justify the exclusion of important parking and other uses. The Commission felt strongly that the connecting path (i) could be omitted, or (ii) if constructed, be narrowed and relocated from the position suggested by staff.

Therefore, the Commission recommends, whether or not some connection of the path is constructed, and whether or not the leasehold is shifted (in connection with hotel expansion or otherwise), that: (a) vehicle drop off at the north end of the point be maintained; (b) that the roadway be kept wide enough to accommodate two lanes of vehicular traffic, plus head in parking (not parallel parking) on one side of the road; (c) that the head in parking should be on the west (closest to the hotel) side of the road; (d) that at least 120 auto parking spaces be maintained; and (e) the portion of any extended pedestrian/bicycle path that goes around Bahia Point not be wider than 10' at any point.

3. **Height Limit.** Staff proposal was to allow the possibility of a 45' height limit rooftop design allowance in the proposed design guidelines. Two commissioners opposed any reference to the possibility of utilizing such an increased height limit, even within the narrow constraints of rooftop design guidelines. Five commissioners felt this modification was acceptable, provided language were added to make it clear that the existing 30' legal height limitation still exists, and that use of the new rooftop design guidelines would depend upon qualifying for an exception to that.

B. **ACTION.** See Attached Minutes.

*Scott Bernet for*  
 Scott Bernet  
 Planning Commission, Chair

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                     = Highlighted

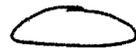
REVISED MOTION ON THE MISSION BAY MASTER PLAN, MINUTES OF JULY 7,  
1994:

COMMISSION ACTION:

BECAUSE OF CONCERN BY ONE COMMISSIONER OVER A HEIGHT  
LIMIT ISSUE, AND AS A MATTER OF COURTESY, THE ACTION  
WAS DIVIDED INTO TWO MOTIONS AS FOLLOWS:

FIRST, MOTION BY NEILS TO RECOMMEND TO THE CITY COUNCIL  
THAT THEY CERTIFY THE ENVIRONMENTAL IMPACT REPORT,  
APPROVE THE MASTER PLAN, AS PRESENTED TO THE PLANNING  
COMMISSION WITH THE STAFF RECOMMENDATIONS, (EXCEPT THE  
45 FOOT HEIGHT LIMIT ROOF TOP DESIGN ALLOWANCES, WHICH  
IS THE SUBJECT OF SEPARATE COMPANION MOTION) ALONG WITH  
THE FOLLOWING MODIFICATIONS AND/OR ADDITIONS:

- A) THAT THE DANA SSA BE DELETED;
- B) SUPPORT THE EXPANSION OF THE DEANZA SSA CONSISTENT  
WITH THE REVISED LANGUAGE WHICH WAS PRESENTED TO  
THE PLANNING COMMISSION IN THE MEMO FROM DEPUTY  
CITY MANAGER HERRING, DATED JUNE 15, 1994 WITH THE  
FOLLOWING MODIFICATIONS: THE LAST PARAGRAPH THAT  
STARTS "PRIOR TO THE CITY'S FINAL ADOPTION..." BE  
DELETED IN ITS ENTIRETY, AND FURTHER THAT IN THE  
IMMEDIATELY PRECEDING PARAGRAPH IN THE FIRST  
SENTENCE THAT READS, "IT IS RECOMMENDED THAT...",  
REVISE WHERE IT BEGINS "AND TO ACCOMMODATE A  
MINIMUM OF 80 ACRES...", TO READ "TO ACCOMMODATE A  
MINIMUM OF 80 ACRES OF NEW WETLANDS CREATION  
WITHIN THE SSA";
- C) WITH RESPECT TO BAHIA POINT, THE PLANNING  
COMMISSION'S RECOMMENDATION BE THAT THE VEHICULAR  
DROP-OFF AT THE NORTH END OF THE POINT BE  
MAINTAINED; THAT THE ROADWAY ITSELF BE KEPT AT  
LEAST WIDE ENOUGH TO ACCOMMODATE BOTH TWO LANES OF  
VEHICULAR TRAFFIC PLUS WIDE ENOUGH TO ACCOMPLISH  
HEAD-IN PARKING ON AT LEAST ONE SIDE OF THE ROAD,  
AND THAT PREFERABLY BE THE WEST SIDE OF THE ROAD,  
CLOSEST TO THE HOTEL, AND THAT THE NUMBER OF  
PARKING SPACES BE AT LEAST 120, BUT AS MANY AS  
THEY CAN GET IN THAT KIND OF A CONFIGURATION; AND
- D) IN THE REVISED PLAN, IF THERE IS GOING TO BE A  
CONTINUOUS PATH AROUND BAHIA POINT, THAT THE PATH  
BE NOT WIDER THEN 10 FEET AT ANY PART OF THE PATH  
AS IT GOES AROUND BAHIA POINT; Second by White.  
Passed by a 7-0 vote.

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CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Public Hearing Testimony

To: California Coastal Commissioners  
and interested parties

From: Mary Lynn Hyde, (336 Bandera st., San Diego, 92037)  
Santa Clara Racing Association ~~LLC~~

Date: March 8, 1995

Subject: Mission Bay Master Plan Update (LCP Amendment 1-95)

I applaud the staff of the California Coastal Commission in their careful reading and accurate analysis of the Mission Bay Master Plan Update as submitted by the City of San Diego. Their report clearly identifies several nonconformance problems in the Update that require further study and modification. The staff is wise in recommending denial of the Plan at this time.

Like the staff, I am greatly concerned over public access and recreation. Specifically, I am concerned about the negative impact on public access to local waters for recreational use by the expansion of the commercial lease at Bahia Point. Figure 12 of the Update proposes a shift of the Bahia Hotel to the north and east thus eliminating a public roadway along a shoreline and approx. 250 public parking places that are critically needed on the west side of Mission Bay.

The addition of a pedestrian/bike path around the perimeter of Bahia Point does not compensate for this loss of public access. Rather, the path contributes to it! If it were not for the proposed 16' path, the hotel would not need to shift its footprint to the north and east in order to remodel and/or expand its facility. If anything, the proposed path is a smokescreen for the expansion of commercial interests over public interests.

The addition of a pedestrian/bike path around the perimeter of Bahia Point is not needed at this location. Pedestrians are currently able to circumnavigate the entire perimeter of the Point; skaters and cyclists currently use the existing scenic shoreline roadway. Public safety and congestion are not problems here; visual and physical access already exist.

The addition of a pedestrian/bike path around the perimeter of Bahia Point adds less than 1 mile to the approx. 27 miles in the Pedestrian/Bike Path Improvement (figure 32) proposal in the Update. It's a minor positive addition with major negative impact. It makes sense to have a contiguous pedestrian/bike path around the perimeter of the Bay; it does not make sense to have a path around the small and narrow peninsulas which is why the other Points (El Carmel and Santa Clara) are not included.

M.L. Hyde  
p.2

The recommendation By City Staff in the Update (p.46) that the lessee mitigate the loss of parking by providing alternate means of transporting boardsailing equipment to the tip of the Point from a drop-off area at the tip of the leasehold shows a complete lack of understanding of the problem:

- 1.) Boardsailors are not the only group of users on Bahia Point. There are many other groups such as the Santa Clara Racing Association, the Mission Bay Sunfish Fleet, the Convair Sailing Club, the Italian-American Society, etc.
- 2.) Boardsailors are not the only water users of Bahia Point. Many types of off-the-beach boaters use Bahia Point: canoes and kayaks, catamarans, small and medium sized sailing dinghies, etc.
- 3.) All small boat sailors who launch their craft off the beach have a considerable amount of necessary related equipment (hulls, masts, sails, PFD's, wetsuits, etc) and not so necessary (beach chairs, towels, ice chests, other clothes, toys etc.) that need to be transported to the site. This is also true for picnicking families.
- 4.) The distance from the drop-off to the tip is approx. half mile; much too far to hand carry or cart without physical exhaustion.
- 5.) Alternative parking is not available on the west side and yet to be developed on the east side. With 250 less spaces, the parking situation will be even worse.
- 6.) If a recreational boater wanted to sail on Sail Bay, s/he would have to drop off their equipment worth thousands of dollars, leave it unattended for up to an hour while hunting for a parking space in a remote location, take a tram back, then cart their equipment to the tip. The process would be repeated to go home. Not much fun.
- 7.) Neither boaters nor picnickers can tolerate this type of inconvenience and frustration. For all practical purposes, public access for recreational use of coastal waters is lost.

And finally, launching of small boats and boards from Fiesta Island is not a viable alternative to Bahia Point. Alternative parking/launching sites do not yet exist on Fiesta Island. Future development may never adequately replace the loss of 250 shoreside parking places. And the resulting relocation of sailing, windsurfing and kayaking activities (because of limited parking on Sail Bay) to heavily congested and unsafe Ski Bay is shortsighted. It's also the sewage treatment plant polluted side of the Bay!

In conclusion, I strongly recommend to the Coastal Commission that Bahia Point be retained in its current configuration. It has worked successfully for a variety of Park users for over forty years. It currently meets the requirements of the Coastal Act. It should be remembered that Mission Bay Park is an aquatic park and Bahia Point is a very popular and very needed launching spot on Sail Bay.

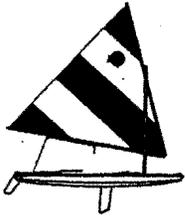
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16. **Pacific Rim Marine Enterprises, Inc. (Mission Bay Marina):** Optional hotel redevelopment. Should market conditions warrant, part or all of the Yacht Center leasehold should be permitted to redevelop into a guest housing complex similar in character to that proposed in Marina Village. Provisions for boat maintenance and servicing should be maintained as part of the redevelopment to the extent feasible. As in Marina Village, the unimproved parking area opposite the Yacht Center, plus a portion of Hospitality Point, should be added to the commercial lease area for redevelopment purposes (about 6 acres total).

17. **Bahia Hotel:** 600-room resort hotel. In accordance with the objective of intensifying existing leaseholds, the Bahia Hotel lease, at the lessee's option, should be expanded towards the point of the peninsula, and shifted eastward to the eastern curb of the existing parking. Such an expansion and shift could potentially permit the addition of 120 hotel rooms to the complex, above and beyond the current 484-room redevelopment plans. The following criteria should guide the redevelopment of the Point:

- The lease expansion should not exceed approximately one acre in area. An adequate public use zone should be maintained at the point itself in accordance with the Design Guidelines (150 feet to the mean high water line).
- Every effort should be made as part of any redevelopment effort to implement a continuous pedestrian and bicycle path around the Point in accordance with the Design Guidelines.
- Any loss of public parking resulting from a lease expansion and/or relocation should be mitigated.
- If the Bahia Hotel is to expand into Bahia Point's public parking areas, the lessee should be required to provide alternate means of carrying board sailing equipment to the tip of the Point from a drop-off area at the entrance of the leasehold.



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## Mission Bay Sunfish Fleet

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March 3, 1995

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725

Commissioners,

My name is Mike Waters and I live at 831 Jamaica Court, just across the cove to the west of Bahia Point. I am representing the Mission Bay Sunfish Fleet, and the interests of any small boat sailor, windsurfer, kayaker, or other water-sports enthusiast. I wish to express some opinions about the development of Bahia Point as detailed in the Mission Bay Master Plan, now under consideration for approval.

I believe that the interests of such enthusiasts are legitimate, that access to Bahia Point is essential to our ability to enjoy our chosen sport, and that the lack of alternative sites should give us a high priority. I also believe compromise is possible and Bahia Point can serve the interests of many groups.

First, the interests of such enthusiasts are legitimate, as detailed in various sections of the Coastal Act, especially Section 30224 which states

Increased recreational boating use of coastal waters shall be encouraged ...

Sail Bay is the prime area for such water sports, as its name and regulations imply. Bahia Point is vital to our use of Sail Bay. Bahia Point represents more than one third of available parking spaces adjacent to beach areas from which we can launch

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(see Map 1). The only other areas that provide access are Santa Clara and El Carmel<sup>1</sup> points, both of which are fully utilized on any summer weekend. There is *no other* access to any part of Sail Bay or any other section of the west bay for on-the-water activities such as these. Nor is there anywhere else in the entire county that affords the unique sailing, windsurfing and kayaking opportunities available here in Sail Bay.

Under the current proposal, all public parking on Bahia Point will be eliminated in favor of the expansion of the Bahia leasehold and construction of a pedestrian/bicycle path along the shoreline. Parking is essential to these on-the-water sports. Proposals to provide carts for access from the remaining parking areas are simply unrealistic<sup>2</sup>. For us, access to adjacent parking *IS* access to the water.

However, the interests of pedestrians and cyclists are also legitimate. It is my contention that on-the-water sports should have priority at Bahia Point and that compromise is possible:

- Extending the pedestrian/bicycle path would increase by less than one mile a currently available network of over 7½ miles in the west bay and ocean front areas alone, with a potential for quadrupling that length around the entire bay area. Under the current plan, this would be at the expense of *all* access for sailors, windsurfers, and kayakers.
- Pedestrians and cyclists currently do have access to most of Bahia Point. More than half of the shoreline is accessible through the grass and parking areas along the entire eastern side and the tip of the point. In fact, only 25 yards of brush and shrubs are all that prevent pedestrians from walking around the entire point this very minute.
- The pedestrian/bicycling network is not unique. The opportunities for walking and cycling in the county are countless, and include shorelines in La Jolla, Harbor Island, Shelter Island, the Embarcadero, Coronado, and more<sup>3</sup>.

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<sup>1</sup> The competition for parking spaces is intense in both of these places. Many local residents use these spaces for overnight parking and empty spaces are rapidly filled any weekend. El Carmel is also inferior due to lack of grass areas.

<sup>2</sup> Many of us have hundreds of pounds of equipment worth thousands of dollars. Carting that much thousands of yards to the shore and then not being able to lock some of it in a car while on the water is not feasible.

<sup>3</sup> Not only are water conditions in these areas are considerably different than in Sail Bay, but access for small boat sailors, windsurfers and kayakers is extremely limited if not non-existent.

City of San Diego LCPA 1-95

- An alternate connecting route along the base of Bahia Point paralleling Mission Bay Drive is readily available, as exists at Santa Clara and El Carmel points.
- **COMPROMISE**
  - Extend the bike path along W. Mission Bay Drive to connect with the end of the present path at the east end of the parking lot near the bridge.
  - Create and signpost a Pedestrian Only path along the shoreline. This would only require clearing the brush and shrubs and planting grass.
  - Create a shoreline pedestrian/bicycle path around the small point to the east of the swimming area.
  - Leave the parking area on Bahia Point as is!

The need for accommodations for visitors and the interests of the Bahia Hotel are also legitimate. It is my contention that on-the-water sports should have priority at Bahia Point and that compromise is possible:

- The expansion of the leasehold might add a small percent to the hotel area, but this would be at the expense of *all* access for sailors, windsurfers, and kayakers on Bahia Point according to the current plan.
- Accommodations at Bahia Hotel are not unique. There are four similar shoreline resorts within a mile and a half of the Bahia; Dana Inn, the Islandia, Princess Resort, and the Catamaran and, of course, accommodations in all other parts of the city.
- The Bahia would require a major remodel to take advantage of the expanded leasehold. However, a major remodel using only their current leasehold could also satisfy the goal of adding to the number of available rooms.
- **COMPROMISE**
  - The Bahia Hotel will benefit from increased pedestrian and bicycle traffic past it. This has to act as advertising and also attract customers to its bars and restaurants.
  - If necessary, allow the leasehold to expand at the north end of the point to include the grass island and the roadway that separates it

from the current leasehold. This would eliminate only 14 parking spaces and maintain access for all other parties.

In summary, Sail Bay is unique and essential to on-the-water enthusiasts like small boat sailors, windsurfers, and kayakers. And Bahia Point is the best access to Sail Bay for such enthusiasts. The current proposal would completely sacrifice such access in favor of small incremental improvements to existing access by pedestrians and cyclists, and a similar minor increase to the Bahia Hotel leasehold.

For the last fourteen years, Sunfish sailors all around the county look forward every other Saturday morning for about half the year to meeting on the water and practicing their skills. Once there, we burn no fossil fuels, nor are we the source of any air or water or noise pollution. If anything, the bay is more scenic for our presence. Please don't take our access away from us.

Sincerely,



Mike Waters  
831 Jamaica Court  
San Diego, CA 92109  
(619) 488-8514

### Special Note about Shore Access to Bahia Point

In any future considerations for Bahia Point, please note that the access to the shore for sailors is limited to two small areas at the northern end.

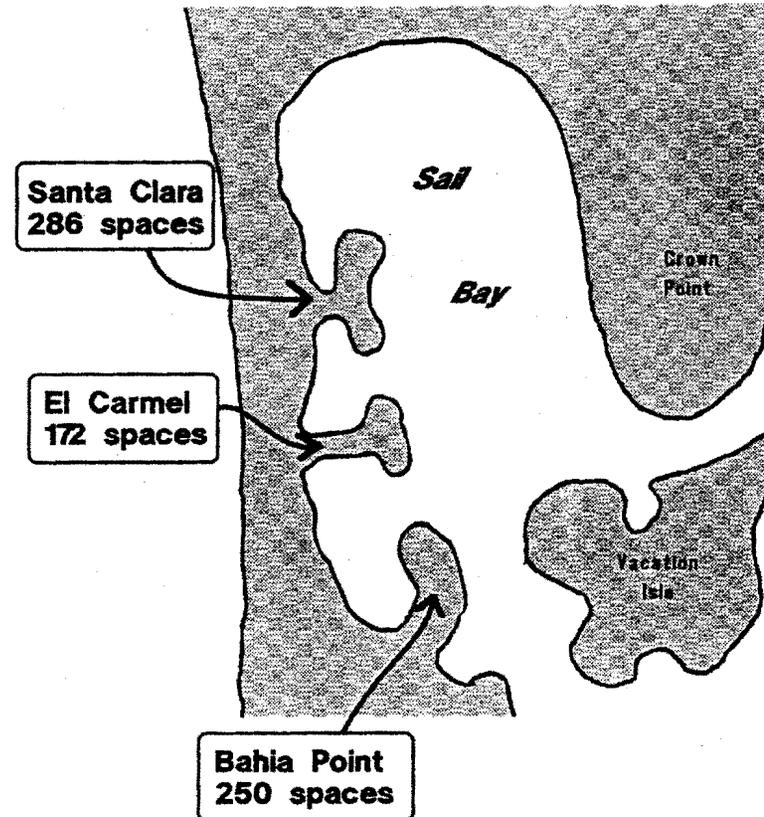
At the very tip, there is a section of 75 yards where one can walk directly from the parking area to the shore. On the eastern side of the point, proceeding north from the existing restrooms, the shore is accessible for about 120 yards, to the small concrete runoff channel.

All the rest of the shoreline adjacent to the existing public parking areas is inaccessible. Most of it is signposted for unstable cliffs. There is also a short length of accessible shoreline that is in the swimming area.

Without access to the two hundred yards in the two areas mentioned above, sailors cannot launch from Bahia Point as it exists today.

### Access to Sail Bay

Bahia Point represents more than one third of available parking spaces for sailors, windsurfers, and kayakers to gain access to Sail Bay.



Map 1

W 20a

Comments on the Mission Bay Park Master Plan

THE PROBLEM

The proposed Master Plan does not comply with the Coastal Act policy regarding public access.

Removal of public parking at Bahia Point for a bike lane, coupled with continued usurpation of public parking by employees and guests of the Bahia Hotel, effectively eliminates public access.

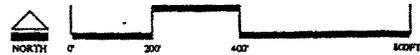
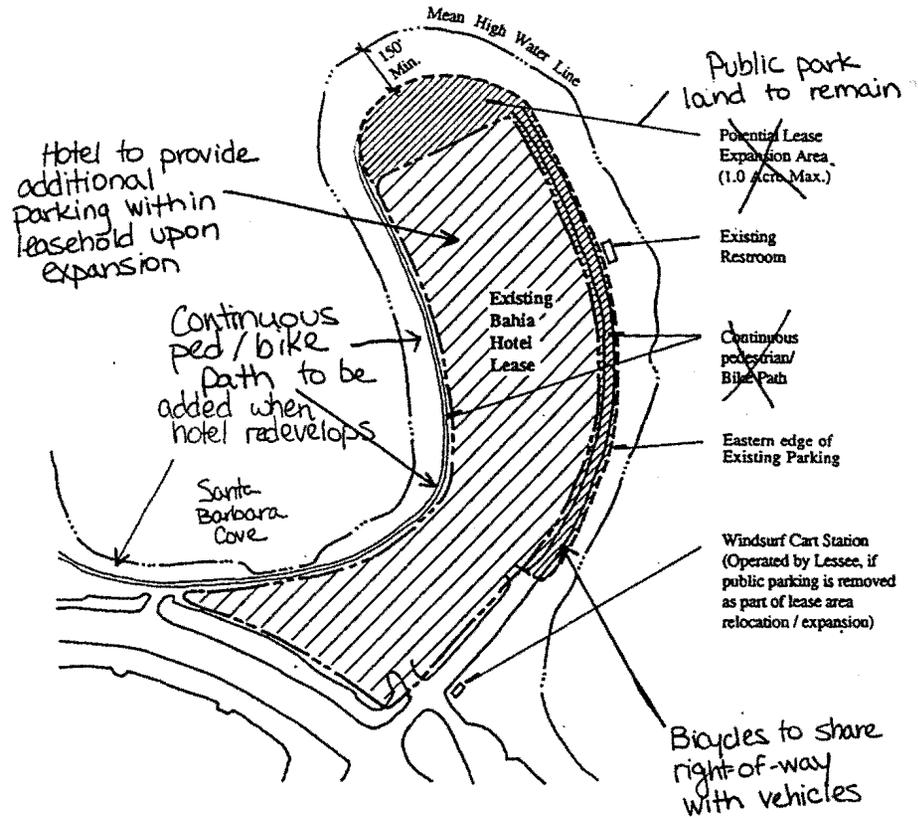
Expansion of the Bahia Hotel eliminates an area now used for active sports that can't fit on other lawn areas during busy summer months.

THE SOLUTION

Bikes should share Gleason Road with other vehicles.

Bike access along Santa Barbara cove should be added when the Bahia Hotel redevelops.

The Bahia Hotel should intensify development within its current leasehold area only, and should be required to provide structured parking for employees and guests.



Bahia Point Development Area  
figure 12

City of San Diego LCPA 1-95

W 20a

GREGORY GIESELMAN

1. GLEASON ROAD provides 264 public parking spaces. On any given day, 95-105 spaces are occupied by Bahia Hotel employees.
2. Eliminating 200 spaces would leave nothing for the public.
3. I bicycle too. There is absolutely no conflict between bicycles and auto traffic on Gleason Road.
4. At present there are over 25 miles of bay view bike paths in Mission Bay and the adjoining San Diego River channel.
5. Due to ever-decreasing water quality in the east bay, more effort should be made to preserve and promote more water contact area in the west bay.
6. The Gleason Road shoreline is used for many water contact and shoreline uses, not just boardsailing.

Ladies and Gentlemen of the Commission,

I am here today representing the CRA Windsurfing Club. Our club was organized in 1983 and has been using the City of San Diego's park land since that time, every weekend. We find that this part of the Mission Bay Park, at Bahia Point is the only area in the Bay that we can tow our club boards, and not have a problem with parking during the summer congestion.

During the major rains of 1993 and again this year, the east side of the bay, (near the Hilton Hotel), has been closed approximately 50% of the winter. Due to the pollution problem in the bay, Bahia Point is the only feasible location for windsurfing for our club.

Our club, also has occasional special events such as club cook outs, morning brunches, and moonlight sails. We need both the facilities of fire rings, tables, and the safer environment of Bahia Point that other parts of the bay can not provide.

The original charter of Mission Bay was to be a recreational facility for all of San Diego residents, and visitors, not just a few money making business ventures. It is our position that the commission not pursue the plan to change this portion of the bay, otherwise it would be to the detriment of the City of San Diego.

Jeff Pint  
Commissioner of the CRA Windsurfing Club.

City of San Diego LCRA 1-95

City of San Diego LCRA 1-95

World seem unlikely given the shape and location of the parcel; even the economics analyst for the plan has described the site as marginal for retail or guest-housing.

In addition to the proposed loss of public parkland to commercial use, C-3 objects to expansion of parking lots on a commercial leasehold when participation in an intra-park shuttle by the commercial lessee, along with others in the park would better serve the stated goal of the plan to improve Park access through use of alternative transportation.

#### DE ANZA SPECIAL STUDY AREA:

C-3 also agrees with staff that post-2003 use of the leasehold should be decided at this time, and that the leasehold should not be expanded into De Anza Cove parkland, heavily used by small and medium-sized groups for recreation. We agree per the Kapiloff Bill that use should be designated as parkland and guesthousing - a designation which will not preclude the master lessee from submitting a hotel redevelopment proposal but will preclude a guest-housing use from expanding into parkland. The issue of whether a hotel should be the form taken for guest-housing can be debated on its merits when the master lessee submits redevelopment plans to the city; however, the current residents of the trailerpark should not be allowed to be used as pawns to influence the decision on future use of the leasehold.

#### BAHIA HOTEL SPECIAL STUDY AREA:

C-3 has supported the proposal to shift the Bahia Hotel leasehold to the east in order to create pedestrian and bicycle access around the point, increasing public access and use of Gleason Point. Already planned redevelopment allows us this opportunity to reclaim shoreline access which, as staff notes, has been precluded at other commercial leaseholds but which can also be reclaimed should other leaseholds wish to negotiate leases for major redevelopment purposes. We should not relinquish our chance to regain some shoreline access in an "all or nothing" argument. While changes will necessarily occur in the current forms of access to Gleason Point, no one will be denied access - some current users will no longer be able to drive and park right next to where they wish to be and the Italian-American group could easily relocate to the opposite side of Ventura Cove, where there is more grass and more parking than the area they use now.

If arguments are correct that the hotel is using public parking for their clientele and employees, the hotel would also be losing the use of that area and, in any case, should be restricted independently of the Master Plan from using the non-leasehold area for business purposes. If a lessee cannot provide sufficient parking on site for employees, then the lessee should be required to provide off-site parking and shuttle services.

#### ALTERNATIVE TRANSPORTATION:

C-3 agrees with staff recommendations for a stated commitment for alternate forms of transportation in the Master Plan, but disagrees that this must be daily and year-round. What off-season user would use peripheral parking



CITIZENS COORDINATE FOR CENTURY 3  
P.O. Box 1028  
San Diego CA 92112

March 20, 1995  
SAN DIEGO COASTAL COMMISSION

TO: Chair & Members, California Coastal Commission

SUBJECT: Mission Bay Park Master Plan Update and LCP

Thank you for this additional opportunity to submit comments on your consideration of the Mission Bay Park Master Plan & LCP. Like you, C-3 feels that the proposed Plan before you shows the positive results of exceptional public involvement and public consensus on future management directions for Mission Bay Park.

Citizens Coordinate for Century 3 was founded in 1961 as a volunteer citizens organization, to work on a regional level for a balance between the need for growth and the preservation and enhancement of San Diego's natural environment, including the creation and access for public enjoyment of San Diego's natural amenities. C-3 has participated in Mission Bay planning since the 1960s and, as chair of the C-3 Mission Bay Committee, I have been an active participant in the Master Plan update since 1989.

I was pleased at the positive indications during the March 8th hearing at the Bahia Hotel, that staff concurred that most of the concerns expressed in the staff report are technical or semantic issues which can be easily worked out. I would like to address several issues more specifically, especially two areas where C-3 differs from the Council-approved Draft update: De Anza Harbor Resort and the South Shores commercial parcel.

#### EXPANSION OF COMMERCIAL LEASEHOLDS:

C-3 has consistently argued against expansion of commercial leaseholds beyond existing boundaries. We agree with Commission staff recommendations that the leasehold boundaries should not be modified to include parkland now in use, as proposed in the De Anza Special Study area and the 16.5 acre South Shores commercial parcel. The only condition under which C-3 might consider modification of leasehold boundaries would be a circumstance in which equal or greater parkland space is gained, i.e. the proposed shift of the Bahia Hotel boundary to permit shoreline access around the perimeter of Gleason Point.

#### SOUTH SHORES:

We have especially objected to the designation of the commercial parcel at South Shores in an area previously designated as part of South Shores Park. The desire for commercial designation is an outgrowth of a request 4 years ago by Sea World for 30 acres at the same location, to be used "seasonally" for overflow commercial parking. Commercial proposals from other than Sea

City of San Diego LCPA 1-95

and a tram, when there is no competition for parking anywhere they wish to go in the park (most of the year)?

We would expect a tram to access the De Anza Cove area around to Mariner's Point in Mission Beach, the perimeter of Fiesta Island and, on completion of the Rose Creek bicycle/pedestrian bridge, eventually to serve Crown Point and Riviera Shores.

A last comment on parking and transportation: C-3 would like to see greater consideration given to requiring major leaseholders to help pay for an alternate transportation system during periods of high park use as partial satisfaction of existing numerical requirements of so many parking spaces per anticipated client/employee or square foot.

**DRY BOAT STORAGE:**

C-3 does not believe that dry boat storage on parkland is an efficient recreational use of the unique and clearly limited parkland in Mission Bay despite arguments that it helps reduce vehicular traffic into and around the Bay. The reality is that large numbers of boats, dry and water stored, sit unused for long periods of time. At De Anza Harbor Resort, storage also appears to be provided for large recreational vehicles, an even less efficient use of parkland for vehicles which have no innate need to be stored near the water.

I would close by stating C-3's strong support for most of the update. A few areas are more complex because of conflicting land use expectations, and are not addressed to the satisfaction of C-3. The Coastal Commission is the best level for definitive decisions on these issues, given the hopefully greater distance from the political pressures on locally elected officials. The Plan needs to balance as reasonably as possible the distribution of uses and access needs & desires - from neighborhood to regional to international tourism.

Some groups will not achieve 100% of their desires but it is unrealistic to expect everyone's expectations to be met, and C-3 believes that the Master Plan update proposed before you meets an exceptionally high percentage of the expectations of an unusually wide range of users and user groups.

Thank you for your patience in reading this lengthy letter. I look forward to attending your hearing on this issue at Long Beach in May.

Sincerely,



Judith A. Swink  
Chair, C-3 Mission Bay Committee

cc: Ellen Lively, SD Regional Coastal Commission  
Scott Harvey, Second District Councilmember  
Valerie Stallings, Sixth District Councilmember

COMMENTARY ON MISSION BAY MASTER PLAN  
Before the CALIFORNIA COASTAL COMMISSION

Submitted by William Merrill, 2153 Grand Ave. San Diego CA 4/14/95



I am submitting this commentary to urge the California Coastal Commission to retain its supervisory roll in the stewardship of the Mission Bay wetlands until future studies for the use of critical areas such as the Rose Creek and Tecolote Creek river mouths are completed.

Water quality is one of the most critical issues addressed in the master plan because without safe water the quality of all coastal uses are substantially reduced. The water pollution level in Mission Bay is related to the pollutant load entering the bay relative to the ability of the bay to cleanse itself. Mission Bay cleanses itself mostly through tidal flushing. For example a 6' tide can exchange a substantial proportion of the water in a 20' deep bay.

The shallow back waters of our bay act like a giant piston in a tidal powered pump. It is the filling and draining of these intertidal zones with acre feet of seawater that generates the swift currents necessary to clear the deep channels and flush the bay frequently.

These shallow intertidal zones naturally form from sediment in the fan of a river delta. Rose and Tecolote Creeks are depositing sediment and forming river deltas. The intertidal mixing zones at the mouth of Rose and Tecolote Creeks are and will continue to be some of the most biologically rich habitat in the bay.

A Mission Bay Master Plan that does not include a plan for the Rose Creek river delta is not complete. The plan should not be approved until complete.

City of San Diego LCPA 1-95

COMMENTARY ON MISSION BAY MASTER PLAN  
Before the CALIFORNIA COASTAL COMMISSION

page 2

Submitted by William Merrill, 2153 Grand Ave. San Diego CA 4/14/95

The Rose and Tecolote Creeks area study could be funded in the same way as the Mission Bay Master Plan was funded. A study on how to complete the wetlands of mission bay could substantially mitigate the current impact of the sewage drying beds.

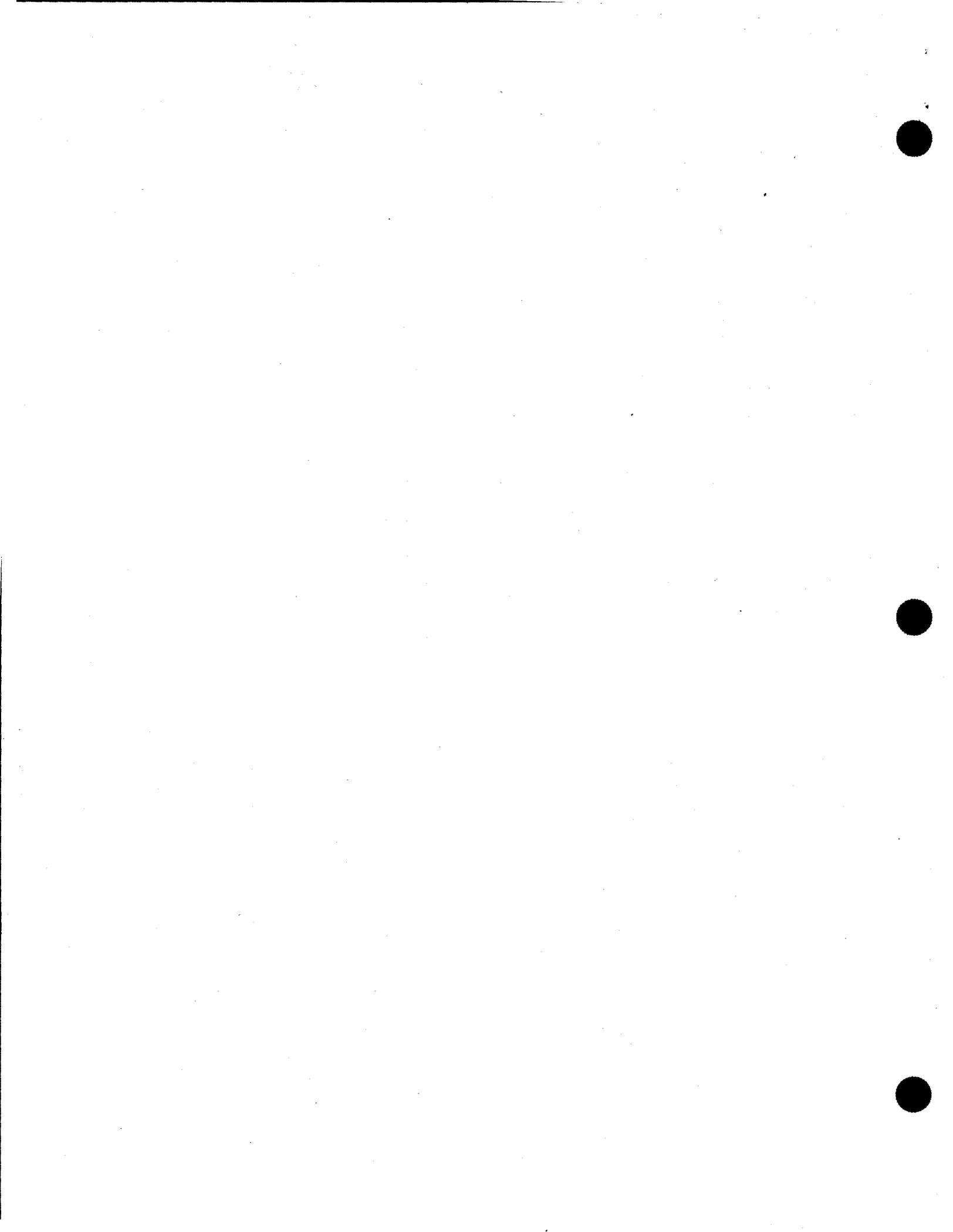
In the current year the City of San Diego deserves great credit for acquiring the Frost property adjacent to the salt pans on the Frost Kendal Bird Preserve. The biological improvement of this property by removing fill to reduce its elevation to its previous salt pan level could be a model project for the continuing improvement of the Mission Bay environment.

Rewarding San Diego's environmental improvement efforts with sludge bed mitigation funds is an example the type of stewardship oversight that the California Coastal Commission does best. Mission Bay deserves the careful oversight of The California Coastal Commission until the environmental mitigation aspects of its master plan are complete.

The commitment to make a quantity of environmental improvements is not the same as a plan to carry out those improvements. A model for making a plan, a model plan or a commitment to complete a plan could offer us meritorious progress towards planning this important part of Mission Bay.

My point of view makes the elevation planning of Mission Bay more important than the plot plan.

If we adopt a beach slope closer to natural angle of repose for inter tidal soils in Mission Bay we will have better tidal flushing, fewer mud slides requiring shore line restorations, and a more stable marine environment.



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**LETTERS OF SUPPORT  
for the  
BAHIA POINT  
REDEVELOPMENT  
PORTION  
of the  
MISSION BEACH PARK  
MASTER PLAN**

**San Diego LCP Amendment**

**No. 1-95**

RECEIVED

OCT 15 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

*S. Diego*  
4330 Bancroft Drive  
La Mesa, California 91941

10-3-96

Councilman Byron Wear  
San Diego City Council  
202 C Street  
San Diego, California 92101

Dear Mr. Wear,

We are writing to you because we love Mission Bay. And because some exciting things are in store for Mission Bay. That is, if the Mission Bay Master Plan is approved by the Coastal Commission.

But now we hear that the plan may be in danger because a few people are worried that they won't be able to park close enough to the water to suit them. This is utter nonsense, as I'm sure you know.

Please, don't let the plan be rejected because of a few self-serving individuals. The big picture is that the plan will bring many good things to Mission Bay for everyone. And isn't the big picture more important than just a little slice of it?

Sincerely,

*Marisa & Mario Hernandez*  
Marisa & Mario Hernandez

copy to California Coastal Commission (Douglas, Calcagno, Lirely)

RECEIVED

OCT 11 1996

CALIFORNIA  
COASTAL COMMISSION

September 26, 1996

Councilman Byron Wear  
202 "C" St., 10th Floor  
San Diego, CA 92101

Mr. Wear,

As an athlete who does all of her training in the Mission Beach/Mission Bay area, I have a vested interest in the passage of the Mission Bay Master Plan. I recently trained for a triathlon. I can't tell you how frustrating it was to be on my bike, cruising along and then suddenly have the path along the Bay come to a stop. Naturally, when I heard about the Mission Bay Master Plan, I was ecstatic. A plan to create a complete pathway along the bay that will also add new parks and more parking spaces. What could be better?

I am told that there is opposition to the plan because some of the parking spaces at Bahia Point will be eliminated. But more spots will be added elsewhere. It's not as if the spots won't be replaced. The Plan offers so many positive changes, it seems ridiculous that there is a possibility it might not go through for this one reason. There is no doubt that if the pros and cons are weighed, the balance is clearly in favor of passing this plan.

Sincerely,

*Jill Perry*

Jill Perry

Jill Perry  
735 Jamaica Court  
San Diego, CA 92109

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OCT 07 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

3309 Cadden Drive  
San Diego, Ca 92117  
October 7, 1996

Councilmember Byron Wear  
San Diego City Council  
202 C Street, 10<sup>th</sup> Floor  
San Diego, Ca 92101

Subject: Position statement on Bahia Point, Mission Bay Park.

Dear Councilmember Wear:

The San Diego Mission Bay Park Master Plan was adopted on August 2, 1994. This plan was accepted only after many persons contemplated the use of this precious area. The plan considered areas covered by water, and land adjacent to the water. The plan considered use of this area in relation to the public recreation value, the environment, public access to the areas, the aesthetics of the area, and the economics of the park to both private and public agencies.

The values of the park are in a delicate balance between public use and environmental needs. Public use of the park depends on access to the various parts of the park, some parts have restricted entry, some are open to the general public and other areas are used for services available to park users. One of the primary goals of the plan is to increase shoreline access for persons willing to explore and participate in the many opportunities available through out the park.

Some areas in the park have restricted access due to the areas being designed for other uses. One such area that has limited public access is Bahia Point. The Bahia Point area is designated as a commercially oriented resort hotel portion of the park. The Master Plan specifies that part of the Bahia Point public parking be relocated to other areas, this amounts to about 200 parking spaces. The space from the relocated parking areas, plus shore line presently used for visitor accommodations could then be used to develop a 16 foot wide promenade around the point which would allow public access to the entire point peripheral area. The promenade would connect with other public accessible facilities adjacent to the point. Parking for automobiles and recreational vehicles are developed or will be developed near the point areas. Construction of the promenade would require negotiations between the Hotel management and several public agencies. The Hotel management will need to modify their present facilities to accommodate the promenade, such modifications should include on site parking for the hotel staff, guests and visitors, for handicapped persons, and some parking for persons using the promenade.

I believe public access to the Mission Bay Park will be substantially improved if such a promenade is constructed.

Sincerely:

  
Craig Orange

cc. Mr. Louis Calcagno, California Coastal Commission (San Francisco and S. D.)

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OCT 18 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

October 5, 1996

Edward Gatae  
8758 Mellmanor Drive #120  
La Mesa, California 91942

Byron Wear  
San Diego City Council  
202 C St., Tenth Floor  
San Diego, California 92101

Councilman Wear:

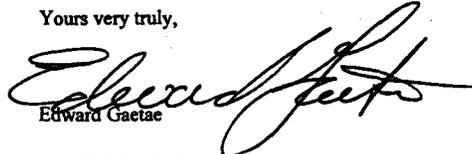
I am writing to you as a member of Friends of Mission Bay Park, a group of concerned and dedicated volunteers who support the Mission Bay Master Plan.

Almost five years have been spent creating the Master Plan update; five years of meetings, discussion, compromises, and carefully thought-out planning. Everyone's needs and wishes were taken into consideration during the planning process, and the resulting plan reflects that.

And now a small group of people who mistakenly believe they are going to be denied access to Bahia Point have embarked upon a campaign of misinformation and alarmist tactics. If they succeed, the Master Plan update will be thrown out, and Mission Bay will not see any improvements for years to come.

I hope you will study both sides of this issue carefully, Councilman Wear. Talk to the people who have crafted this plan. Let them show you how no one is going to lose access to Bahia Point. Don't be swayed by the propoganda being spread by a group of misguided zealots.

Yours very truly,

  
Edward Gatae

cc: California Coastal Commission  
Peter Douglas  
Louis Calcagno  
Ellen Lirely

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OCT 10 1996

CALIFORNIA  
COASTAL COMMISSION

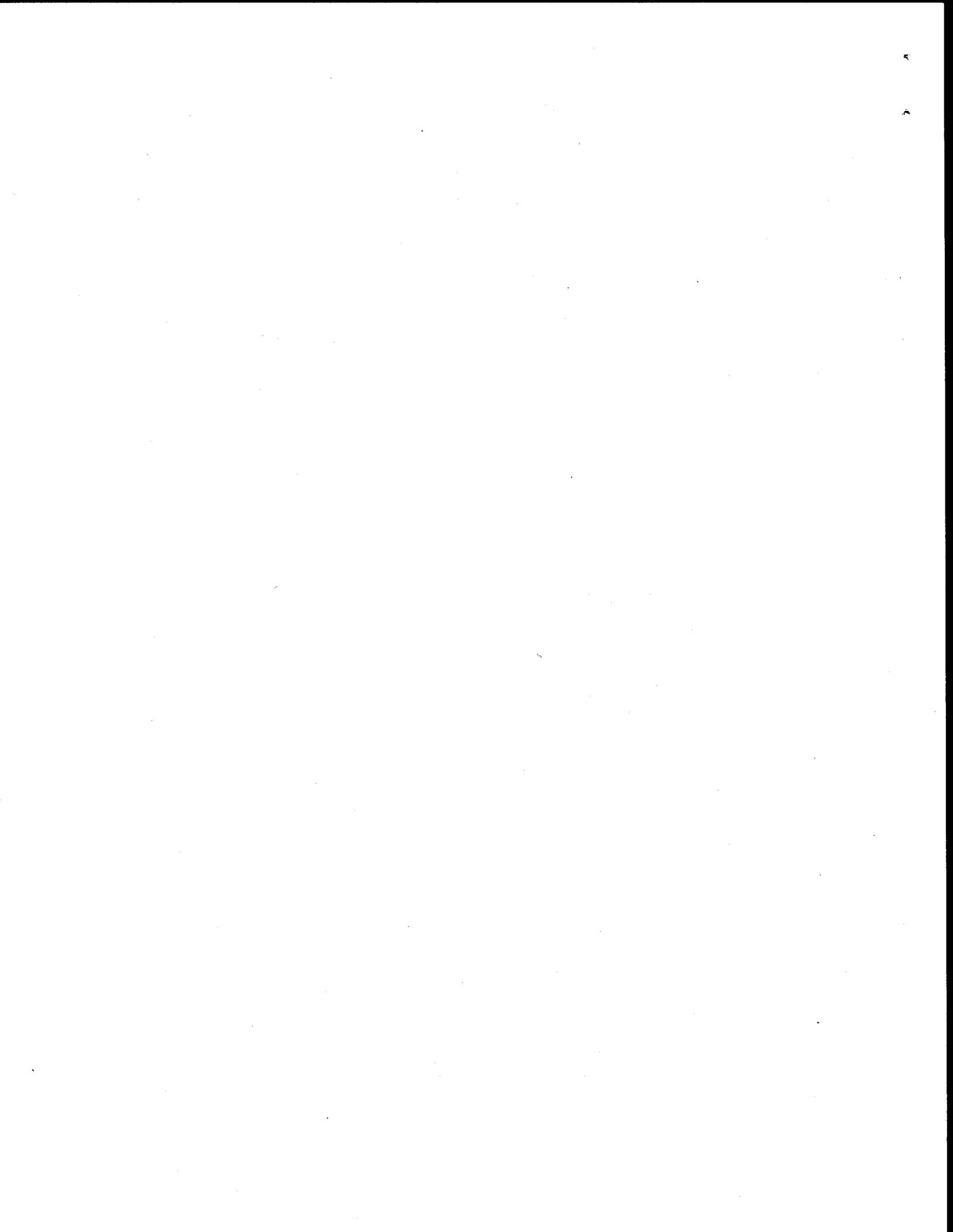
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OCT 11 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

**LETTERS OF  
OPPOSITION  
to the  
BAHIA POINT  
REDEVELOPMENT  
PORTION  
of the  
MISSION BEACH PARK  
MASTER PLAN**

**San Diego LCP Amendment  
No. 1-95**



# SAVE BAHIA POINT PARK !!!



We ask that the San Diego City Council and the California Coastal Commission retain Bahia Point Park's grass picnic area, 250 public parking spaces and public access road.

<p><i>GREA COX</i> PRINT NAME</p>	<p>1273 FROBE ST SAN DIEGO, CA 92107 STREET ADDRESS</p>	<p><i>Grea Cox</i> TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>Shirley [Signature]</i> SIGNATURE</p>	<p>3826 Creststone RD SD Ca 92130 CITY, STATE, ZIP CODE</p>	<p><i>[Signature]</i> TELEPHONE NUMBER (OPTIONAL)</p>
<p>DAN VAUGHN PRINT NAME</p>	<p>4105 WHITTER ST SD Cal 92107 STREET ADDRESS</p>	<p><i>Dan Vaughn</i> TELEPHONE NUMBER (OPTIONAL)</p>
<p>Kristen Engadi SIGNATURE</p>	<p>1122 Hurd Ave. S.D. CA 92109 CITY, STATE, ZIP CODE</p>	<p>483-3582 TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>Reel Kleeble</i> PRINT NAME</p>	<p>P.O. box 1650 Beverly Hills CA 90005 STREET ADDRESS</p>	<p>478-2162 TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>[Signature]</i> SIGNATURE</p>	<p>1061 Felspar St. S.D. Ca. CITY, STATE, ZIP CODE 92109</p>	<p>272-9237 TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>Edward Sweetwood</i> PRINT NAME</p>	<p>4310-B 35th St. SD. P.A. 92104 STREET ADDRESS</p>	<p>563-7654 TELEPHONE NUMBER (OPTIONAL)</p>
<p>Karen Lorenheim SIGNATURE</p>	<p>725 Octend Ct SD CA 92107 CITY, STATE, ZIP CODE</p>	<p>TELEPHONE NUMBER (OPTIONAL)</p>
<p>Michele R. Vrem PRINT NAME</p>	<p>2011 Via Concha San Clemente 92113 STREET ADDRESS</p>	<p>714 3699223 TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>Mike Eaton</i> SIGNATURE</p>	<p>4506 Orchard St CITY, STATE, ZIP CODE 92107</p>	<p>225-0295 TELEPHONE NUMBER (OPTIONAL)</p>
<p><i>Paul Melchert</i> PRINT NAME</p>	<p>1362 Diamond ST 92109 STREET ADDRESS</p>	<p>270-0580 TELEPHONE NUMBER (OPTIONAL)</p>
<p>SIGNATURE</p>	<p>CITY, STATE, ZIP CODE</p>	<p>TELEPHONE NUMBER (OPTIONAL)</p>

Copies of this Petition were received with approximately 1,300 signatories.

Chairman, California Coastal Commission

3111 Camino Del Rio South

San Diego, Ca. 92108

Dear Sir:

The purpose of this letter is to communicate to you my desire to leave untouched the public access roadway known as Gleason Road, and all the parking thereon. I am soliciting your support in this matter, as I understand that in November of this year the Coastal Commission will once again review this matter in a public forum, and vote on a final resolution. As you may be aware, this matter has received considerable public interest, and may have contributed to the loss by Commissioner Vargas in running for U.S. Congress. I know that a plurality of the public endorses a win-win situation; wherein the Evans family would be allowed expansion in hotel room capacity by building UPWARD, on their existing footprint. The public's right to traverse, park vehicles, and to hold family picnics not be abridged in any manner. My understanding of this matter is that the Bahia Hotel operators, the Evans family, are asking to basically takeover a public access roadway known as Gleason Road, and the removal from public use in excess of 250 public parking spaces, which occupy this access road. The subsequent expansion of the Bahia Hotel onto this roadway would ensue at some yet to be determined time.

Confiscation of this public access roadway and permanent removal of more than 250 public parking spaces is being justified by employing a ruse. Namely the creation of a bicycle path. I ask all of the Coastal Commissioners to please review the plans for this bicycle path which appear in the EIR, (ENVIRONMENTAL IMPACT REPORT). You will discover that the argument to close this roadway for a bikepath is bogus. As the bikepath being proposed is redundant at best. You will notice that the bikepath was to be installed in front of the Bahia Hotel. This would

The Commission received  
245 separately signed  
copies of this four page  
letter.

accomplish the aim of the Master Plan. You will discover that at all other points in the master plan, the bicycle path is being installed on the outer perimeter, and never enters the multiple individual peninsulas which lie within this master plan.

Before endorsing any position on this issue, I am requesting that all members of the Coastal Commission, please take time to go to the Bahia Hotel, and walk around the leasehold. You will discover that the west side of the peninsula, on which the Bahia Hotel owns the leasehold has been configured in such a way, as to create the perception that the west side is private property. This same maneuver has been successfully utilized at another property in San Diego's Mission Bay, which is also owned and operated by the Evans family, and achieved like results. My understanding is that this is in-fact public property, although it surely is not configured that way. As a consequence of the perception created, the west side of the Bahia Hotel enjoys little to no utilization from the citizenry of San Diego, who paid for this peninsula. Usage of this immediate area is from the guest of the Bahia Hotel.

**Closing the public access roadway on the east side of the Bahia Hotel, would basically magnify what is already an unfair situation, and would be tantamount to serving an eviction to its present users, which are the citizenry of San Diego.**

The operators of the hotel have asked to takeover this roadway to extend out their leasehold, so as to have the ability to increase the total room capacity of the Bahia Hotel, from its present 320 rooms, and to increase the capacity to 600 total rooms. I draw your attention to the EIR, which contains recommendations by coastal commission staffers that allows the increase in room capacity. The coastal commission staffers however, recommend accomplishment of the increase in room capacity by removing existing old, and poorly maintained 1 and 2 story bungalows, and building anew on the hotels existing footprint new 3 story structures; which would allow the owners the increase they want without confiscating the roadway and parking on the east side of the hotel, from public usage.

Further, I draw your attention to page 39 of the EIR. Notice that although the owners of the Bahia Hotel are being given almost immediate possession of the roadway and the over 250 parking spaces thereon, page 39 specifically allows the owners of the Bahia Hotel, latitude as to the extent of the ultimate room expansion, if any. In other words the expansion envisioned at this time to reach 600 rooms total, may never occur. Conceivably a much smaller numbered increase may be ultimately realized. Other sections of

the EIR, grant the owners of the hotel, latitude which extends to 20 years the time to accomplish the expansion, if any.

WHAT IS WRONG WITH THIS PICTURE? Immediate confiscation of the roadway by the hotel. Immediate eviction of the public users. Immediate loss of over 250 public parking spaces. Latitude to the hotel which allows them up to 20 years to perform, without the obligation on the part of the hotel to perform. As I read page 39, there is no obligation whatsoever on the part of the hotel to perform in any way, after confiscating the public access roadway.

Why not follow the previous recommendations of coastal commission staffers? Following those recommendations would allow for two winners in this dispute, the hotel would be allowed the increase on their existing footprint, and the public would continue to have usage of both the public access roadway and the parking thereon. The solution is rather simple, and abundantly fair.

It should be noted that this area in dispute is utilized substantially by families who picnic there as weather allows. This peninsula is the safest part of Mission Beach, I have spoken to the Sergeant who heads the beach patrol, and he has conveyed this to me.

Support by anyone to eliminate public parking anywhere in the Mission Beach area is absolutely preposterous.. The notion advanced by some that parking which is to be developed some 4 miles away from this location "mitigates" in any way, the substantial loss to the citizenry of San Diego, of this beautiful and unique peninsula is absolutely absurd. Parking, if created, approximately 4 miles away from the peninsula to be confiscated, should be used to complement existing parking, as a severe shortage of parking absolutely exists throughout the Mission Beach area. ALTHOUGH A SHUTTLE SYSTEM IS MENTIONED IN THE PLAN, IT IS A FACTUAL REPRESENTATION THAT NO FINANCING FOR THIS PLAN IS IN PLACE TO DATE. THE SHUTTLE SYSTEM, IF EVER DEVELOPED, WOULD ONLY INCLUDE THE TRANSPORTATION OF INDIVIDUALS TO THE GENERAL AREA, I ASK YOU, WHAT ABOUT THE GENERAL PARAPHANALIA WHICH PICNIC GOERS CARRY WITH THEM, HOW WILL THE NON EXISTENT SHUTTLE SYSTEM HANDLE THAT?

At considerable expense the city of San Diego conducted a telephone survey of San Diego County residence. In that survey, picnicking was ranked even above water sports as a priority for those who utilize

**Mission Bay. Why then must a small group of people, although influential, who happen to own and operate the Bahia Hotel, dictate to the citizenry of San Diego, the ultimate utility for this peninsula?**

In closing, I am requesting from the Coastal Commission, that their vote on this matter should support the greater good for San Diegans. In this instance as I have delineated above, the solution is simple. Please support the UPWARD EXPANSION OF THE BAHIA HOTEL ON ITS EXISTING FOOTPRINT. PLEASE ALLOW THE CITIZENS OF SAN DIEGO, CONTINUED AND UNINTERRUPTED INGRESS AND EGRESS ON THIS PUBLIC ACCESS ROADWAY, AND FOR HEAVENS SAKE DO NOT ALLOW THE ELIMINATION OF THE PRECIOUS PARKING SPACES THEREON. THANK YOU.

RESPECTFULLY,

John M. Bogusko

6511 Zena Dr.

San Diego, Calif. 92115

**ITALIANS AGAINST THE CONFISCATION OF THE PUBLIC ACCESS  
ROADWAY UNTO BAHIA POINT—AND THE LOSS OF OVER 250 PUBLIC  
PARKING SPACES**

June 18, 1996

Chairman, California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino Del Rio South  
San Diego, Ca. 92108

Dear Sir:

The purpose of this letter is to communicate to you my desire to leave untouched the public access roadway known as Gleason Road, and all the parking thereon. I am soliciting your support in this matter, as I understand that in November of this year the Coastal Commission will once again review this matter in a public forum, and vote on a final resolution. As you may be aware, this matter has received considerable public interest, and may have contributed to the loss by Commissioner Vargas in running for U.S. Congress. I know that a plurality of the public endorses a win-win situation in this matter; wherein the Evans family would be allowed expansion in hotel room capacity by building UPWARD ON THEIR EXISTING FOOTPRINT. The public's right to traverse, park vehicles, and to hold family picnics should not be abridged in any manner.

My understanding of this matter is that the Bahia Hotel operators, the Evans family, are asking to basically takeover a public access roadway known as Gleason Road, and the removal from public use in excess of 250 public parking spaces, which occupy this access road. The subsequent expansion of the Bahia Hotel unto this roadway would ensue at some yet to be determined time.

Confiscation of this public access roadway and permanent removal of more than 250 public parking spaces is being justified by employing rouse by the proponents of the confiscation, namely the creation of a bicycle path. I ask all of the Coastal Commissioners to please review the plans for this bicycle path which appear in the EIR, (ENVIRONMENTAL IMPACT REPORT). You will discover that the argument to close this roadway for a bikepath is bogus, as the bikepath being proposed is redundant at best. You will notice that the bikepath was to be installed in front of the Bahia Hotel. This would accomplish the aim of the Master Plan. You will discover that at all other points in the master plan, the bicycle path is being installed on the outer perimeter, and never enters the multiple individual peninsulas which lie within this master plan.

The Commission received  
81 separately signed  
copies of this three page  
letter.

Before endorsing any position on this issue, I am requesting that all members of the Coastal Commission, please take time to go to the Bahia Hotel, and walk around the leasehold. You will discover that the west side of the peninsula, on which the Bahia Hotel owns the leasehold has been configured in such a way, as to create the perception that the west side is private property.. This same maneuver has been successfully employed at another property in San Diego's Mission Bay, the Catamaran Hotel, which is also owned and operated by the Evans Family, and achieved like results. My understanding is that this is in-fact public property, although it surely is not configured that way. As a consequence of the perception created, both the west side of the Bahia Hotel, and the east side of the Catamaran Hotel enjoy little to no utilization from the citizenry of San Diego, as they appear to have been privatized. Closure of the public access roadway would create the same untenable condition on the east side of the Bahia Hotel.

**Closing the public access roadway on the east side of the Bahia Hotel, would basically magnify what is already an unfair situation, and would be tantamount to serving an eviction to its present users, which is the citizenry of San Diego.**

The operators of the hotel have asked to takeover this roadway to extend out their leasehold, presumably to gain the ability to increase the total room capacity of the Bahia Hotel, from its present 320 rooms, and to increase the capacity to 600 total rooms. I draw your attention to the EIR, which contains recommendations by coastal commission staffers that allows the increase in room capacity. The coastal commission staffers however, recommend accomplishment of same by removing existing old, and poorly maintained 1 and 2 story bungalows, and build anew on the the hotels existing footprint, new 3 story structures, which would allow the owners the increase they want without confiscating the roadway and parking on the east side of the hotel, from public usage.

Further, I draw your attention to page 39 of the EIR. Notice that although the owners of the Bahia Hotel are being given almost immediate possession of the roadway and the over 250 parking spaces thereon, page 39 specifically allows the owners of the Bahia Hotel, latitude as to the extent of the ultimate room expansion, if any. In other words the expansion envisioned at this time to reach 600 rooms total, may never occur. Conceivably a much smaller numbered increase may be ultimately realized. Other section of the EIR, grant the owners of the hotel, latitude which extends to 20 years the time to accomplish the expansion, if any.

**WHAT IS WRONG WITH THIS PICTURE?**

- Immediate confiscation of the roadway by the hotel.
- Immediate loss of over 250 public parking spaces.

- Absolute latitude to the hotel (refer to page 39 EIR report) which allows them up to 20 years to perform, without the obligation to do so.

Why not follow the previous recommendations of coastal commission staffers? Following those recommendations would allow for two winners in this dispute, the hotel would be allowed the increase on their existing footprint, and the public would continue to have usage of both the public access roadway and the parking thereon. The solution is rather simple, and abundantly fair.

It should be noted that this area in dispute is utilized substantially by families who picnic there as weather allows. This peninsula is the safest part of Mission Beach. I have spoken to the Sergeant who heads the beach patrol, and he has conveyed this to me.

Support by anyone to eliminate public parking anywhere in the Mission Beach area is absolutely preposterous. The notion advanced by some that parking which is to be developed some 4 miles away from this location "mitigates" in any way, the substantial loss to the citizenry of San Diego, of this beautiful and unique peninsula is absolutely absurd. Parking, if created, approximately 4 miles away from this peninsula to be confiscated, should be utilized to complement existing parking, as a severe shortage of parking absolutely exists throughout the Mission Beach area.

**ALTHOUGH A SHUTTLE SYSTEM IS MENTIONED IN THE MASTER PLAN, IT IS A FACTUAL REPRESENTATION THAT NO FINANCING FOR THIS PLAN IS IN PLACE TO DATE. THE SHUTTLE SYSTEM, IF EVER DEVELOPED, WOULD INCLUDE THE TRANSPORTATION OF INDIVIDUALS TO THE GENERAL AREA. I ASK YOU, WHAT ABOUT THE GENERAL PARAPHANALIA WHICH PICNIC GOERS CARRY WITH THEM, HOW WILL THE NON EXISTENT SHUTTLE SYSTEM ACCOMODATE THE NEED?**

At considerable expense the city of San Diego conducted a telephone survey of San Diego County residence. In that survey, picnicking was ranked even above water sports as a priority for those who utilize Mission Bay. When then must a single family, although influential, who happens to own and operate the Bahia Hotel, dictate to the citizenry of San Diego, the ultimate utility for this peninsula?

In closing, I am requesting from the Coastal Commission, their vote on this matter should support the greater good for San Diegans. In this instance as I have delineated above, the solution is simple. Please support the UPWARD EXPANSION OF THE BAHIA HOTEL ON ITS EXISTING FOOTPRINT. PLEASE ALLOW THE CITIZENS OF SAN DIEGO, CONTINUED AND UNINTERRUPTED INGRESS AND EGRESS ON THIS PUBLIC ACCESS ROADWAY, AND FOR HEAVENS SAKE DO NOT ALLOW THE ELIMINATION OF THE PRECIOUS PARKING SPACES THEREON. THANK YOU.

RESPECTFULLY

*Mike G. Smith*  
7-11-2009  
Santee CA 92071

Billy Paul  
2747 Fairfield St.  
San Diego, CA 92110

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

October 18, 1996

Dear California Coastal Commission:

This letter is written to urge you to retain the public parking at and access to Bahia Point. The history of public use and enjoyment of Bahia Point and its value to water users argue for its retention as a major public recreational amenity.

Bahia Point Park is publicly-owned. There is a long history of public interest and investment in the development of Mission Bay Park as a recreational resource. During the 1920's, the State of California, which then owned Mission Bay, appointed a "harbor commission" to develop Mission Bay. Mission Bay State Park was formed in 1929. A preliminary plan was drawn for the park in 1930, and in 1945 the first Mission Bay bond issue (for \$2 million) was approved by the voters by an 80 percent majority. In 1946, the transformation of Mission Bay from a reed-covered mud flat to an aquatic park began. Bahia Point was created as a result of that bond measure. A second bond issue for \$2 million was approved by a 70 percent majority in 1950, and a \$23.9 million bond issue in 1966. The public investment in Mission Bay Park over the years reflects San Diego's long-standing affection for the water, which provides recreation, scenic enjoyment, tourism, and natural habitat.

The Bahia Hotel was built in 1953 on Bahia Point on land leased from the City of San Diego. It was the first hotel built on Mission Bay. The design of the hotel allowed for public vehicular access along the east side of Bahia Point and out to the tip. Diagonal parking is provided along the access road. Other commercial developments have occurred in Mission Bay since, including hotels, marinas, retail shops, and entertainment facilities including Sea World.

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OCT 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Mission Bay Park is an aquatic park of incomparable value. It attracts 12 million visitors per year, owing to its suitability for sailing, kayaking, windsurfing, rowing, swimming, cycling, skating, picnicking, and special events. Each of these activities is an essential part of Mission Bay Park's appeal and its function, and each use must be accommodated. Those uses which are water-dependent must especially be accommodated, as the water sports cannot be relocated and are highly reliant on such factors as wind conditions, shoreline slope, currents, water conditions, and adjacent parking. Bahia Point fulfills a special need for water users that cannot be transplanted to other parts of Mission Bay.

West Mission Bay (also known as Sail Bay) is distinguished from East Mission Bay in its suitability for sailing, windsurfing, kayaking, and swimming. The east bay is geared towards motorboat and jet-ski usage, which are compatible with the erratic winds and choppy water that characterize that area. The east bay is also commonly used for large company picnics and sporting events, such as jet-boat races and the over-the-line tournament. There is one popular windsurfing area on East Mission Bay, which is suitable only for proficient windsurfers with high-speed, high-tech windboards and special harnesses.

On the other hand, West Mission Bay is geared towards small sailboat users and other human and wind powered craft. These craft, although lightweight enough to be transported car-top or by trailer and carried short distances to the water, are too heavy to be carried in from satellite parking lots, even if they are only 1/4 mile away.

There are two significant parks on West Mission Bay that provide access to the water: Santa Clara Point and Bahia Point. Santa Clara Point is comparable to Bahia Point in proximity of parking and sailing conditions. However, Santa Clara Point is typically filled to capacity by mid-morning on summer days. Santa Clara has about 300 parking spaces. The elimination of 250 spaces at Bahia Point would force users to compete for parking at Santa Clara Point, which would be the only remaining parking providing access to Sail Bay. A third point on Sail Bay, El Carmel Point, provides some public parking, but most of El Carmel is occupied by a rowing club and private yacht club. All three points are plagued by the usurpation of public parking by area residents and employees.

Sail Bay is positioned for favorable onshore breezes, is less polluted than the east bay (and will continue to be so, even after planned improvements to the City's sewage and storm drain systems), and allows for easy access to the Mission Bay Channel which opens to the Pacific Ocean. The launch areas are

safe from power craft collisions and less susceptible to their chop and swamping wakes. These factors also make West Mission Bay more desirable than the east bay for swimming and snorkeling.

Bahia Point is such an important recreational resource that it would be a tragic mistake to limit its usage to hotel guests and passing cyclists. The construction of South Shores Park and the planned improvement of Fiesta Island do not mitigate for the loss of Bahia Point. Those parks are located in East Mission Bay, which serves a different type of user.

Parking around West Mission Bay is now extremely limited, and no additional land is available to meet future demand. This future demand is certain to increase as the population of San Diego continues to increase. Bahia Point also provides overflow parking for users of nearby Mission Beach and Belmont Park, two significant coastal resources.

Many businesses in the area immediately surrounding Bahia Point serve the sailboat, kayak, and windsurfing enthusiasts who frequent Bahia Point. These businesses would be impacted by the loss of public access to one of the few sailing areas of Mission Bay. Other local businesses serve the entire visiting public, selling wetsuits, sunblock, T-shirts, and souvenirs. These businesses would also be impacted. Any anticipated tax revenues that the City may expect to receive from expansion of the Bahia Hotel would be offset by losses from other area businesses.

The City's desire to improve bicycle facilities around Mission Bay is understandable but need not occur in a way that destroys public parking and the access that the parking provides. Similarly, expansion of the Bahia Hotel can be accomplished in a manner that does not impact public access and parking. Bicycle access around Bahia Point can easily be provided without removing any parking. The Bahia Hotel's original redevelopment and expansion plan includes a new ten-foot path along the west side of Bahia Point, which would complete the missing section and allow for continuous bicycle and pedestrian access.

Other possibilities also exist. The critical factor is that vehicular access is maintained along the entire east side and the tip of Bahia Point, and that there be no loss of the 250 public parking spaces.

Bahia Point Park is used by citizens who have invested time and money in their recreational activities, and who do not keep their boats in private yacht clubs or

stay in resort hotels. Bahia Point is used by people of all ages, ethnic backgrounds and political persuasions, people who work hard for a living and need convenient and functional coastal access to fulfill their recreational needs.

California law supports the retention of parking and vehicular access to Bahia Point. Proposition 20 was passed by the voters in 1972 to protect the coast. The Coastal Act was enacted in 1976 to provide for the conservation of the California coastline and established the Coastal Commission as a coastal management agency. The Coastal Act's policies call for maximum public access to and recreational use of the coast. The legislature asserts that the California coast is a resource of vital and enduring interest to all the people, and that the basic goals of the state are to protect and maintain the coastal environment, maximize public access to and along the coast, and assure priority for coastal-dependent development over other development on the coast. "Coastal-dependent development" is defined as any use which requires a site on or adjacent to the sea to be able to function at all.

The preservation of public parking at Bahia Point is the only action that you can take consistent with existing State legislation. Sailing, windsurfing, kayaking, rowing, fishing, wading, and swimming are coastal dependent activities, while bicycling and hotel development are not. Your mandate is clear. Preservation of public parking is protective of public access for all coastal visitors; preservation of public parking is consistent with the Coastal Act; and preservation of public parking fulfills the will of the people who own the land.

I look forward to your enlightened decision this November.

Sincerely,



Billy Paul

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NOV 9 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

COAST

Please to

Oct 1, '96

SW

18410 Palo Verde  
Sun City Arizona  
85373

California Coastal Commission  
So whom it Concerns:

It is my husband and  
my request and wish  
that you keep the Bahia  
area as is. Save Bahia Point  
Park existing public parking to  
remain. Bahia Point is irreplaceable  
and meaningful to the ones  
who have so long enjoyed as  
it is, currently and has been so  
long.

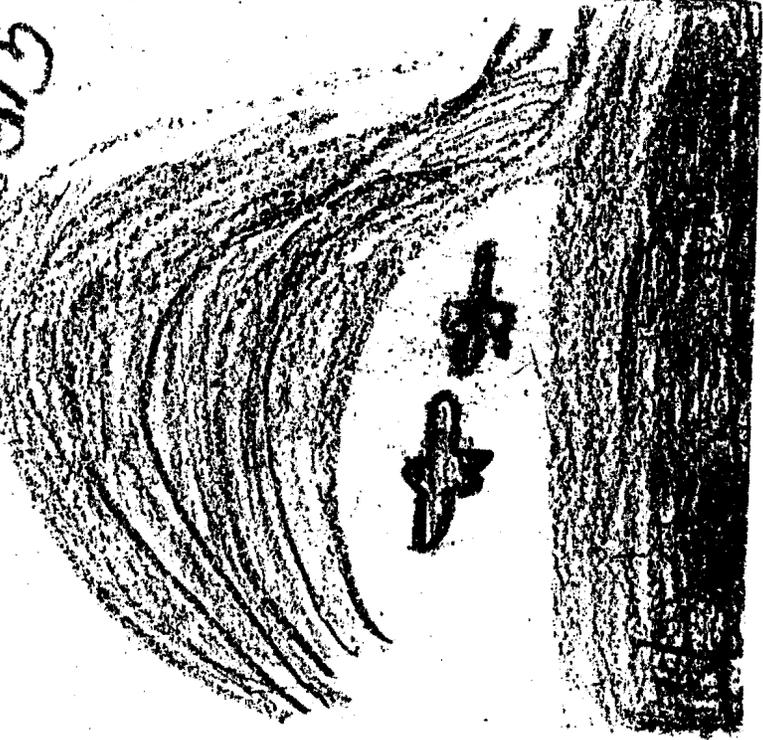
I trust you  
Sincerely  
All our Warm Regards

I trust you  
Sincerely

All our Warm Regards

WOW

Kel & UB



I love The bay!  
Do not ruin it!



1000 Amanda, 7



Polititions-



Do Not build hotels

on the bay! Here are my reasons why: (1) Very relaxing. (2) Barely any seagulls. (3) I think its neat to have a beach with gras. (4) Bahia is fun to have celebrations and parties. (5) Bahia is not a very busy beach. (6) Nice breeze and sunshine

- Jamie Fontaine Age 10

"With Love"  
"Sandy Beach"  
"Do not ruin it!"  
Sincerely,  
Aaron Leek  
(9 years old)

RECEIVED

Bruce Minter • 5670 Linda Rosa, La Jolla, California 92037 • 459-6713 SEP 30 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT  
9.25.96

TO: Deborah Lee, Coastal Commission

Hello,

Have to tell you that last night I attended a meeting of the heads of the Community Planning groups in San Diego, they call it C.P.C. and I'm sure you know about it.

The proposed expansion of the Bahia Hotel was presented and advocated by the Mission Bay Parks & Rec They wish to add some rooms, do some other things and DO AWAY WITH 250 PARKING SPACES ON THE SAND AT BAHIA POINT !

The CPC was wavering, talking on both sides of this. I had to stand up and tell them that was the most ridiculous proposal I had ever heard. It was then rejected by CPC, almost unanimously. I almost popped a blood vessel. There is no mitigation or any number of mitigations that could justify the loss of those parking spaces. What can I do ? Plan to attend the Commission meeting - November 13 ? Or ?

bruce

October 1, 1996

Skate This  
Ned Roundtree  
430 17th Street  
San Diego, CA 92101

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Attention: Ellen Lirley

Dear California Coastal Commission:

As a recreation leader, myself and my organization of 100 skaters and growing, which meet in Mission Bay sometimes daily, are writing regarding the proposed elimination of parking at Bahia Point. The proposal to create a separate bicycle, pedestrian, and skate lane at Bahia Point is unnecessary and counterproductive, as the wheeled users can continue to share Gleason Road with vehicular traffic, and pedestrians can continue to use the grass. We believe that the existence of public parking makes public use of Bahia Point possible for sailors, kayakers, bicyclists, and skaters. The reduction of parking in West Mission Bay reduces opportunities for the public to utilize public land, and should therefore be rejected.

Your job as Coastal Commissioners is to implement Chapter 3 of the Coastal Act. The Bahia Point proposal does not meet the basic State goals for the coastal zone expressed in Sections 30001.5.c and d as follows: "Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone" and "Assure priority for coastal-dependent and coastal-related development over other developments on the coast." It conflicts with Section 30212.5 which states "Public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts of overcrowding or overuse by the public of any single area." Section 30220 states "Coastal areas suited for water-oriented recreational activities that cannot be readily provided at inland water areas shall be protected for such uses."

The City's proposal for Bahia Point conflicts with these code sections, as it eliminates boat, windsurfer, and kayak access to coastal waters in favor of non-water-dependent uses such as hotel expansion. The proposed mitigation areas of South Shores and Fiesta Island are not in the same part of Mission Bay. The attempt to focus public use of Mission Bay to the east bay area causes overcrowding and overuse in the east bay, while leaving the west bay virtually inaccessible to the public. This causes a ripple effect on all users of Mission Bay, as more and more people are crowded into fewer areas (notwithstanding the park expansion at South Shores). Water users at Bahia Point have immediate access to the Pacific Ocean, which is not available at inland water sites.

For these reasons, it is incumbent upon the Coastal Commission to reject the City's proposal. The Commission should instead instruct the City to develop an alternative proposal which maintains public access to and parking at Bahia Point. To do so otherwise would be unwise, against the public interest, and inconsistent with your function as outlined by State law.

Sincerely,



Ned Roundtree  
President, Skate This



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OCT 1 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Pacific Beach



Post 552  
Post Office Box 9213  
SAN DIEGO, CALIF. 92169  
March 20, 1996

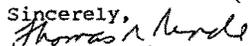
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OCT 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

City Council of San Diego  
c/o City Clerk, Charles D. Abdelnour  
202 C Street  
San Diego, CA 92101

Dear Members of the San Diego City Council,

American Legion Post 552 of Pacific Beach protests the recent action of the City Council which gave valuable Bahia Point Park land to the Bahia Hotel Corporation. At its latest meeting, American Legion Post 552 unanimously voted to ask you, the City Council of San Diego, to reconsider the giving away of this valuable Bahia Point public park land for private development interests. Post 552 resents the giving away of any public park lands.

Sincerely,  
  
Thomas R. Rinde  
Adjutant  
American Legion Post 552

September 13, 1996

California Coastal Commission  
3111 Camino Del Rio North, Suite #200  
San Diego, CA 92108  
Attention: Ellen Linsky

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CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Commission:

I am writing to express my opinions about the plans for Bahia Point. I think it is a terrible idea to eliminate public parking. Clearly the only beneficiary of this plan is the Bahia Hotel. The public would lose by being unable to access Bahia Point with their boats and beach gear.

I understand the desire to accommodate a bicycle path around Bahia Point, but I do not think it is necessary to build a separate bike path. Bicycles often use Bahia Point with no problem. Since the access road to Bahia Point is lightly used, there is no reason that it can't be shared with bikes. We would lose so much by eliminating the parking, and gain so little by adding a bike path.

Bahia Point is too important to lose as a water-oriented recreation site available to the public. Please save the parking.

Sincerely,

Linda King  
3022 Valeria Drive,  
Highland, Calif 92346

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Linsky

September '96

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OCT 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Ms. Linsky:

The proposed plans to eliminate public parking at Bahia Point are completely antagonistic to the public welfare. Bahia Point is a beautiful and popular park. Eliminating parking would end public use of Bahia Point as people could no longer manage to bring their sailboats or kayaks, or their beach chairs and umbrellas. Bahia Point Park is not matched in beauty, in ability to launch watercraft, nor in safe quiet relaxation anywhere else in Mission Bay Park.

Please do not insult the citizens who have owned, enjoyed, and nurtured Bahia Point by visiting them. Please do not put the expansionist plans of one hotel owner above the needs of the tax-paying public. Please keep Bahia Point open for public vehicular access forever.

Sincerely,

Linda King  
3022 Valeria Drive  
Highland, CA 92346  
(909) 862-4432

## JOHNSON & MCCARTHY

A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION

KEVIN K. JOHNSON\*  
DANIEL J. MCCARTHY  
JOHN E. EDWARDS  
DAVID D. CROSS  
HEIDI E. BROWN  
JEANNE L. MACKINNON  
SCOTT D. SCHABACKER  
OF COUNSEL

\* A PROFESSIONAL LAW CORPORATION

ATTORNEYS AT LAW  
550 WEST "C" STREET, SUITE 1150  
SAN DIEGO, CALIFORNIA 92101-3540

TELEPHONE (619) 696-6211  
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SACRAMENTO OFFICE  
455 CAPITOL MALL, SUITE 235  
SACRAMENTO, CA 95814-4405  
TELEPHONE (916) 492-0435  
FAX (916) 492-0530

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CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

October 21, 1996

Chairman Louis Calcagno  
& Members of the California  
Coastal Commission  
45 Fremont Street, Ste 2000  
San Francisco, CA 94105

Re: Bahia Point Component of the Mission Bay Master Plan

Dear Chairman Calcagno and Members of the Commission:

Johnson & McCarthy has been retained by the Friends of Bahia Point Park, a consortium of over 50 businesses and common interest associations, directly impacted by the proposed elimination of public access to Bahia Point Park.

The purpose of this letter is to propose a reasonable compromise amongst and between the competing interests associated with the proposed hotel expansion.

Importantly, it should be noted at the onset that we are not faced with a traditional private property rights dispute. In the case of Bahia Point, the private property rights belong to the public since the public is the owner of the land.

This is not to diminish the importance of the leasehold rights held by the Bahia Hotel owners, however, it is necessary to ask the basic question: What is the best long term use for the land from a public ownership perspective?

### MAINTENANCE OF EXISTING PUBLIC ACCESS

Recently, on September 24, 1996, the Community Planners Committee ("CPC"), a planning leadership group made up of representatives of all of the community planning groups in the City of San Diego voted 14 to 1 for the following motion:

That the CPC supports the retention of 250 parking spaces at Bahia Point and further supports discussions, by all parties concerned, on a compromise plan that would

Chairman Louis Calcagno  
& Members of the California  
Coastal Commission  
Page 2  
October 21, 1996

provide both the Bahia Hotel with the space it requires for expansion while maintaining public access.

Friends of Bahia Point Park support a reasonable increase in the number of hotel rooms at the site, provided this occurs within the existing footprint of the present leasehold and here is no material loss of public parking spaces.

While representations have been made by the hotel owner that an expansion cannot occur without increasing the footprint, we are not aware of any engineering or financial studies in support of this claim. Our consultations with design professionals have led us to conclude that there can be a 164 room expansion (for a total of 484 rooms) in compliance with city height restrictions and within the existing leasehold boundaries. The City's original approvals for a 484 room redevelopment project assumed that the original leasehold footprint could be maintained.

There are simply no facts supporting the contention that the leasehold has to be expanded to take all of the existing public access resources.

In this regard, you should be aware that the master plan EIR only references a 164 room expansion - from 320 to 484 rooms. Accordingly, it appears there has been no required environmental study for the now proposed 280 room expansion adopted in the City's Master Plan.

### REVENUE PROJECTIONS

We also note there have been multiple representations regarding the projected increases in revenues from the hotel's expansion to the 600 room level. However, these representations beg the basic question. How much revenue increase is enough in light of the price to be paid by functionally eliminating public access at Bahia Point? A 164 room increase would obviously create a major income boost, thereby complying with the City's goal for intensifying leaseholds. Furthermore, leaseholds are currently being expanded around the Bay, hopefully leading to even higher revenues.

Chairman Louis Calcagno  
& Members of the California  
Coastal Commission  
Page 3  
October 21, 1996

At the present time, we have a proposed project site (Bahia Point Park) which has been a major public recreational asset for decades. The area is heavily used and the existing 250 space parking lot is routinely filled to capacity. At what price are we prepared to sell a public resource that should be enjoyed by future generations?

#### IMPACT OF ELIMINATING PARKING SPACES

With respect to the proposed elimination of 250 parking spaces, we have been unable to find any meaningful analysis by the City of where future visitors to Bahia Point will park their cars. This is a very serious question given the lack of parking in the area and the existing traffic circulation problems on West Mission Bay Drive.

We have seen no evidence of traffic studies which, for example, consider the impacts upon traffic flow of hundreds of people looking for parking spaces in that area on a summer afternoon.

#### PUBLIC SERVICE AND HIDDEN COSTS

We note that on the subject of public services that the EIR's conclusion summary (appearing at the front of the document) states that increases in the number of guest residences or parking spaces in Mission Bay Park will need to be studied to determine impacts on police and fire services:

The purpose of the study shall be to determine if additional police officers, fire personnel or equipment (e.g., squad cars) would be necessary to maintain adequate levels of public service.

Signed by Laurence C. Monserrate, Principal Planner (5/10/94).

An important "pocketbook" issue here is that we are faced with promises of new revenues with no quantification of hidden and probable costs.

We would respectfully submit that the negative fiscal impacts of the proposed changes at Bahia Point have not been properly or fully studied.

Chairman Louis Calcagno  
& Members of the California  
Coastal Commission  
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October 21, 1996

Let's make sure we understand the actual net economic benefits from the project before we weigh them against unprecedented public resource losses. We must also remember that many local businesses that generate sales tax revenue for the City will be hurt by the proposed expansion.

#### COASTAL ACT STANDARDS AND THE "TAKING" OF PUBLIC PROPERTY

Other written comments have been submitted to you regarding the strong language in the Coastal Act, particularly in sections 30210, 30213 and 30252 encouraging public access and recreational opportunities.

Also, in a letter dated September 27, 1996, Daniel Levine, Esq., has summarized multiple relevant provisions from the Public Resources Code as well as from the Government Code in support of the proposition that the Coastal Commission must be extremely reluctant to eliminate public access.

In this regard, we are unaware of any precedent where there has been a functional "taking" of a public park.

#### A WIN/WIN COMPROMISE

The Bahia Point project can become a win/win situation for the public and the private leaseholder provided there is a sincere effort to balance the respective interests.

Friends of Bahia Point Park support a fair compromise which would include expansion of the hotel from the existing 320 rooms to 484 rooms, (representing a 50%+ capacity increase) within the current leasehold footprint. The hotel should be required to provide parking for hotel guests and employees in accordance with adopted city standards.

The remaining non-leased area of Bahia Point should be retained for public use and the existing 250 parking spaces should remain available for the public.

It should be emphasized that the EIR for the master plan reflects that parking lot 14 at Ventura/Bahia Point has an occupancy of 99% during peak recreational hours. (See figure 6, appendix G-1).

Chairman Louis Calcagno  
& Members of the California  
Coastal Commission  
Page 5  
October 21, 1996

There is no compelling evidence that there are no feasible alternatives to the full "taking" of Bahia Point Park. Therefore, we respectfully submit that the proposed compromise plan of 484 rooms within the existing leasehold along with retention of the existing park and parking area should be heartily supported by the Coastal Commission.

Thank you for your consideration of these matters.

Very truly yours,

JOHNSON & MCCARTHY

  
Kevin K. Johnson

KKJ/dlf

cc: Friends of Bahia Point Park.

Mission Bay Sports Center  
 Mission Bay Aquatic Center  
 Mission Bay Surfing Fleet  
 Pacific Beach Recreation Council  
 Pacific Beach Surf Club  
 Pacific Beach American  
 Legion Post 552  
 Pacific Beach VFW  
 Post 5985  
 Santa Clara Racing  
 Association  
 Surfrider Foundation  
 San Diego County  
 Bicycle Coalition  
 San Diego Windsurf-  
 ing Association  
 San Diego Paddling  
 Club  
 San Diego Sailing  
 Center  
 San Diego Skate  
 Coalition  
 San Diego Watersports  
 San Diego Women's  
 Ultimate Frisbee Team  
 Italian-Americans to  
 Save Bahia Point  
 California University at  
 San Marcos Surfing Club  
 Ocean Beach VFW  
 Post 1392  
 Ocean Beach Preserva-  
 tion League  
 Ocean Beach Geriatric  
 Surf Club  
 Fastlane Sailing Center  
 Windsport San Diego  
 Seaforth Boat Rental  
 California Correct Craft  
 Waterski World  
 Boat Sales  
 Aqua Adventures Kayak  
 School  
 Noble Fleet 4  
 Prindle Fleet 3  
 Hanahano Outrigger  
 Canoe Club  
 Kumulani Outrigger  
 Canoe Club  
 Kai Eka Outrigger  
 Canoe Club  
 Explorer Boy Scout  
 Troop 362

FRIENDS OF  
**BAHIA POINT PARK**  
 3518 Mission Boulevard  
 San Diego, CA 92109  
 (619)488-4960 FAX (619)488-7971



October 18, 1996

California Coastal Commission  
 3111 Camino del Rio North, Suite 200  
 San Diego, CA 92108  
 Attention: Ellen Lirley

Dear California Coastal Commissioners:

SUBJECT: BAHIA POINT PARK

Friends of Bahia Point Park is a coalition of water user groups, skating and bicycle interests, local businesses, and public interest groups who support the retention of public parking at Bahia Point. We are dedicated to the permanent preservation of Bahia Point for the benefit of current and future generations. Friends of Bahia Point Park was formed in response to the City of San Diego's adoption of a Master Plan for Mission Bay Park which calls for the elimination of Gleason Road and 250 public parking spaces around the point, which would virtually destroy public access to Bahia Point by water users.

Friends of Bahia Point Park urges you to reject the plans to eliminate public parking and vehicular access to Bahia Point. We believe that the retention of parking serves the public interest, fulfills a demand for coastal access in the greater San Diego area and beyond, reflects public opinion, strengthens the economy, and results in a stronger, more vibrant and attractive Mission Bay Park for all users. We believe that the protection of Bahia Point is necessary to maintain Mission Bay Park as the aquatic park that it has traditionally been.

Mission Bay Park is one of the world's largest urban aquatic parks. The park attracts 12 million visitors per year, and up to 80,000 people visit its waters on peak days. Competition for use of the park's shoreline, watercraft storage areas, and waters intensifies each year. Bahia Point is a vital element of Mission Bay Park that has a strong aquatic focus. This letter and the attached petition address Bahia Point. We recognize that the extensive Mission Bay Park Master Plan is not on your November agenda.

Several options exist for the future of Bahia Point. These options include no redevelopment of the Bahia Hotel which currently occupies the center and western portions of Bahia Point. Another option allows

Unitarian Church Dynamic Duos \* Harry's Surf Shop \* Windansea Surf Shop \* California Recreational Diving Council \* B Into Surf N Dive \* Nautilus Club Scuba \* Diving Locker \* Explorer Dive & Travel \* Water Education Training \* Johnston's Water Seal \* Action Rentals \* Sportsman's Seafood \* Fun Bike Center \* Mission Bay Deli \* Dana Market \* Star Surfing \* Surf Club Surf Shop \* Solid Surf \* Sol Boarding Supply \* Southcoast Surf Shop \* Southcoast Windansea Surf Shop \*

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OCT 22 1996

CALIFORNIA  
 COASTAL COMMISSION  
 SAN DIEGO COAST DISTRICT

for a moderate redevelopment of the hotel from its current 320 to 484 rooms which retains the public park area and public parking. A third option, which is included in the Mission Bay Park Master Plan, is a \$50 million expansion of the hotel to 600 rooms which virtually eliminates public access to Bahia Point and eliminates the critical 250 public parking spaces that now provide coastal access to thousands of users.

Your evaluation of these options should consider the anticipated 41 to 50 percent increase in park usage over the twenty year time horizon of the Mission Bay Park Master Plan.

Bahia Point is now occupied by Bahia Point Park and the Bahia Hotel. The hotel leases about 13 acres of land from the City of San Diego. The park occupies several acres as a strip along the east side and the tip of the point. The strip park includes a long public beach adjacent to a 20 foot grassy picnic area. Next to the grass is Gleason Road which provides vehicular access along the west side of the point and out to the tip. Gleason Road is lined by 250 parking spaces.

Bahia Point is located in West Mission Bay, also known as Sail Bay. The west bay has limited public parking as it is immediately flanked by bayfront residences and commercial development along most of its perimeter. There are four waterfront hotels in the west bay on City-owned land, some with marina water leases - the Bahia Hotel, Dana Inn, Hyatt Islandia, and Princess Resorts. A fifth hotel, the Catamaran, is on privately-owned land fronting the bay, and is under the same ownership as the Bahia Hotel. By contrast, the larger and less-developed east bay has only one hotel - the Hilton.

Given the limited shoreline access for water users in the west bay, the original park planners dredged three peninsulas or points - Santa Clara Point, El Carmel Point, and Bahia Point. These three points now support both shoreline access and commercial development. Nearly all the parking available for public use of Sail Bay is on these three points. These parking areas are needed to off-load, rig, and launch small human or wind-powered craft into the bay.

Santa Clara Point supports the Mission Bay Sports Center, Mission Bay Aquatic Center, Santa Clara Recreation Center, other small businesses, and 286 public parking spaces. El Carmel Point contains the Mission Bay Yacht Club, San Diego Rowing Club, four outrigger canoe clubs, and has 172 parking spaces. Bahia Point has the Bahia Hotel, Bahia Point Park, and 250 parking spaces. Total parking in Sail Bay which is available for car-top or trailer-carried boat launching is 708 spaces, and these spaces are shared with commercial facilities.

The south end of west bay lets out at the Mission Bay boat channel, which provides access to the Pacific Ocean for watercraft users. The bay's strongest tidal action is in this area. Consequently, much of the shoreline in the southern part of the bay is protected by rock revetments, which prevents the launching of watercraft.

For aquatic users, parking near the shoreline is access to the bay. The aquatic users include small boat sailors, kayakers, windsurfers, surf skiers,

catamaraners, canoeists, rowers, swimmers, snorkelers, scuba divers, outrigger canoeists, waders, fishing enthusiasts, and kids who just want to play in the bay. Close-in parking is required for watercraft, sails, paddling gear, rigging, wetsuits, life jackets, folding chairs and sun shields, family or friends, and picnic baskets.

Why do all these people drive to Sail Bay to use the water? Why not the east bay, where the Master Plan suggests they go? Here's why.

First, safety. High speed motorcraft and jet skis have historically used the east bay. The users of human and wind-powered craft would experience collisions, wakes, and choppy water caused by speedy motorcraft. The children and others who use non-motorized watercraft should not be "mitigated" into harm's way in the east bay.

Second, water quality. The west bay, being closer to the Pacific Ocean, receives excellent tidal flushing. According to the Master Plan EIR, the east bay receives storm drain runoff and sewer spills and suffers from frequent beach closings. The east bay has high concentrations of coliform bacteria and heavy metals. The east bay also has fuel leakage from jet skis and motorboats, and does not receive effective tidal flushing.

Third, the west bay has favorable wind conditions for sailing that the east bay does not. The west bay serves a wide range of sailors, including beginner and intermediate level sailors, those who fish from their boats, and family sailing groups.

Fourth, the west bay only provides easy access by non-motorized watercraft to the Mission Bay Channel and the Pacific Ocean. Conversely, the east bay requires a lengthy trip for sailors and paddlers to access the ocean.

Looking at a vicinity map, it is apparent that the 708 public parking spaces in west bay are subject to other demands beyond the users of Mission Bay Park. Blocks away are Mission Beach and Pacific Beach, which are San Diego's busiest beaches, attracting 10 million resident and tourist visitors annually. Belmont Park and its roller coaster bring another two million. Usage of these amenities by sightseers, roller bladers, bicyclists, swimmers, and sunbathers will only increase with time.

The residential neighborhoods of Pacific Beach are inundated by visiting beach users because there is insufficient public parking. The population of Mission Beach triples in the summer due to vacation rentals. These factors exacerbate the area's traffic and parking problems. The last thing this narrow coastal zone needs is less parking! Elimination of a public parking lot in a coastal zone which serves twenty-five million people yearly is clearly against the public interest!

It is puzzling why the Master Plan calls for leasehold intensification at Bahia Point. This area of the park already has severe parking, transit, and traffic problems. Intensification of the Bahia Hotel will exacerbate these problems.

PARKING: The WSJ consulting firm for the Master Plan's Circulation and Parking Baseline Conditions Report finds the four public parking lots near the Bahia Hotel to be filled to 97 to 106 percent of capacity during peak periods.

Cars trying to reach the three points on West Mission Bay face traffic gridlock on West Mission Bay Drive in front of the hotel and then as they turn north on a jammed Mission Boulevard.

TRAFFIC: The WSJ report on the intersection of West Mission Bay Drive/Mission Boulevard, one block from the Bahia Hotel, "presents the greatest capacity constraint within the park. It can therefore be said that as a whole, Mission Bay Park is now at capacity during the peak season on both weekday and weekend peak periods."

PUBLIC SAFETY AND PUBLIC TRANSPORTATION: The Plan's EIR calls it an "oversight" (page 132) that the plan failed to consult the San Diego Fire Department, paramedics, and lifeguard service who must operate in this gridlocked coastal area. The Metropolitan Transit Development Board states "we were disappointed to see that transit was not mentioned in any part of the plan." The Fire Department's letter in the EIR states that the "program does not include our public safety concerns regarding increased traffic/congestion" and that "the existing congestion and traffic conditions have already deteriorated to the worst Level of Service (LOS) F at major intersections." Referring to areas of Mariner's Point and Bahia Point, the Fire Department recommends "maintain current existing single paved access roads. Do not reduce any existing paved access. In the future, provide a second emergency vehicle access lane to each of the above noted areas." These are serious considerations.

What will work at Bahia Point? The community groups, business people, water users, and taxpayers of Friends of Bahia Point Park believe that preserving the paved access road and 250 public parking spaces is vital. Given the severe transportation and parking problems in this part of Mission Bay, expansion of the Bahia Hotel is questionable. However, in the spirit of compromise, we can support a redevelopment plan which limits the hotel to the current hotel footprint and restricts the number or rooms to a level that does not adversely impact the circulation system and is subject to full public review.

The Bahia Hotel's previously prepared redevelopment plan was within its current footprint and adhered to the three-story height limit for its new rooms and parking structure. Steve Alexander, chair of the Mission Bay Planners, and park consultant WRT announced in a February 24, 1992 Daily Transcript article: "The Bahia Hotel intends to expand from 320 to 484 rooms, as well as adding 15,500 square feet of new restaurant space, 24,750 square feet of banquet facilities and a 25-slip marina." This announced plan should stand as a model for any proposed expansion of the Bahia Hotel. Pending proper parking studies and EIR approval, the 698-space parking structure proposed in the earlier redevelopment plan should handle hotel guest and employee demand (not for public use).

With regard to the tax advantages sought by the City from hotel expansion, there are 25 major commercial leases in the park that generate revenue for the City... \$12 million per year. Commercial intensification is expected at Sea World, Dana Inn, and DeAnza Cove. These will all increase tax revenues to the City. Other commercial facilities in the park can intensify without adversely impacting public access. There is no need to sacrifice Bahia Point Park on the altar of more tax revenue. The City has rejected earmarking a

portion of the revenue generated within the park for park improvements. This can change. An enterprise fund can be supplemented by the increase in revenues a 41-50 percent increase in visitors will provide over the next 20 years. In a year or two, the \$1.5 million in fines the city pays for sludge mitigation at Fiesta Island will become available as the beds close; this could go into the fund. Conversely, any increase in Transient Occupancy Tax from the new hotel rooms would disappear into the General Fund.

Relative to the plan's goal of a bicycle path around the bay, a bike path exists on West Mission Bay Drive in front of the hotel. For pedestrians, the City recently completed a new sidewalk across the front of the leasehold. Both paths link to Bayside Walk around the bay.

As an extra loop into Bahia Point, a sidewalk along the grass in Bahia Point Park can be added to provide wheelchair access. Also needed are curb cuts, a wheelchair ramp to the water, and elimination of the step to allow wheelchair access to the public restroom. There is room for these improvements without losing any parking and minimal grass.

We also support completing a ten foot public path along the west side of Bahia Point. There would be ample room for this path and the width would be consistent with the sidewalk around Sail Bay including the new sections at Crown Point. This would also occur with no loss of public parking or park land.

San Diegans from Kate Sessions to Pete Wilson have created this City's beautiful open space and parks. Hard working San Diegans and visitors deserve to enjoy these public treasures. We work five days a week for the chance to enjoy the other two respecting, using, and sharing our country's coastal resources. Do not let the wheels of bureaucracy and politics destroy those very things that make San Diego special. Do not let limited special interests sabotage the public rights of coastal access. Please, do not let the bulldozers in. Respect the public landowners of this precious aquatic park. Maintain public access to and parking at Bahia Point Park.

Sincerely,



Scott Andrews  
Director

Enclosures: Area Map  
Signed Petitions from supporters of Bahia Point Park

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OCT 09 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Sept. 1996

Ca. Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Sirs:

Bahia Point Park is a great place for families and individuals to access the waters of Sail Bay. Sail Bay is the best part of Mission Bay for sail boats and windsurfers. It also has the cleanest water in Mission Bay. Bahia Point is one of only three peninsulas that provide parking and access for boats to Sail Bay. Bahia Point is extremely valuable and should be retained, including the public parking.

The need for the Bahia Hotel to renovate and perhaps add more rooms should not supersede the right of the public to use Bahia Point as we have for generations.

I also suggest that you talk to the people who bicycle through Bahia Point to learn that a separate bicycle path is not necessary, and certainly should not displace public parking.

Please do not destroy one of the nicest places in town.

Sincerely,

*Please don't enforce the predominant public perception that wealth and political influence always wins. The Bahia Hotel is a viable and profitable business and does not need to confiscate public parking access to Sail Bay to remain profitable. A separate bicycle path is totally unnecessary.*

*Sincerely,  
Frank McCune*

F. M. McCune  
2101 Santiago Dr.  
Newport Beach, CA 92660



SIERRA CLUB, SAN DIEGO CHAPTER  
San Diego and Imperial Counties  
3820 Ray Street  
San Diego, CA 92104-3623

Office (619) 299-1743  
Conservation (619) 299-1741  
Fax (619) 299-1742  
Voice Mail (619) 299-1744  
EBBS (619) 299-4018

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North  
Suite 200  
San Diego, California

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OCT 07 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Re: Bahia Point Hearing  
November 1996

The Parks Subcommittee and the Conservation Committee recommend that the Coastal Commission give serious consideration to the alternative being offered by the Friends of Bahia Point Park for the retention of public parking and vehicle access. We support a solution to this controversy that provides the greatest benefit to public use.

Thank you for your attention.

Sincerely,

*Verna M. Quinn*

Verna M. Quinn, Chair  
Parks Subcommittee



ANN H. EATON

P. O. BOX 7969

SAN DIEGO, CA 92167-0969

TEL: 619 234-0098 FAX: 619 523-0983

September 19, 1996

October 5, 1996

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OCT 07 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3311 Camino Del Rio North, Suite 200  
San Diego, CA 92108

Dear Sirs/Mesdames:

RE: SAVE BAHIA POINT PARK

As the population of San Diego escalates, access to Mission Bay diminishes. Yes we need the tourist dollars; but not at the expense of giving up precious little parking and Mission Bay access for the purpose of creating additional hotel space.

Save the picnic/grass area and 250 parking spaces, and the kayak and boat launch area right on the water at West Mission Bay. Kayaks and sailboard users have few areas for launching. Shuttle parking won't work with this type of sports equipment.

Sincerely,

Ann H. Eaton

California Coastal Commission  
San Diego Area  
3111 Camino Del Rio North, Ste 200  
San Diego, Ca. 92108-1725

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OCT 13 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

To Whom it may concern,

I strongly disagree with the expansion of the Bahia Hotel. I feel that Bahia point offers more to the public in its current condition than the modifications offered by the Hotel. I do not want to leave my gear lying around for some unconcerning sole to help them selves to my belongings. If the purpose changes are made this will be the case.

Sincerely,

Robin Gartman

2725 ANTA CT  
CARLSBAD, CA. 92009

**James H. Huprich**

3605 Leland Street  
San Diego, CA 92106



June 25, 1996

California Coastal Commission  
San Diego Area  
3111 Camino Del Rio North, Ste 200  
San Diego, CA 92108-1725

Dear Commission,

As a longtime resident of San Diego who has enjoyed the use of Mission Bay for many years, particularly Bahia Point, and as an avid Windsurfer I was disturbed to learn that the Bahia Hotel is attempting to obtain private use of this point for future hotel expansion.

Bahia Point and its 250 parking spaces have been public domain for the past several decades. It should always be retained for public not private use, as has been the master plan for Mission Bay as long as I can remember. Many private individuals along the North Shore, Crown Point area of the bay gave up their docks and beach so that the Public could have access.

As a Windsurfer it is often necessary to use Bahia Point when the wind is out of the north because of the limited parking available at Santa Clara Point. It is especially convenient to be able to drive up to this launch site and offload, rig up your board and equipment, and during a north wind the surfing is ideal from this point. This grassy area is frequently used by our whole family for picnics and other get-togethers.

If a private corporation such as the Bahia Hotel should be successful in obtaining this public land, a precedent would be set and all the other hotels would demand private access to their beaches.

The only acceptable plan is to retain Bahia Point in its current configuration and no other plan should be considered acceptable.

Yours truly,

*James H. Huprich*  
James H. Huprich

(619) 224-0679

e-mail [vhuprich@aol.com](mailto:vhuprich@aol.com)

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear California Coastal Commission,

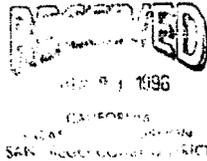
I am writing you this letter to express my deep disappointment in the City of San Diego's proposal to eliminate public parking at Bahia Point in West Mission Bay. I am a member of the Santa Clara Racing Association. We meet monthly at Bahia Point to sail our lasers and other small wind-powered watercraft. We are a responsible group who always leave the beach clean, do not disturb others, and peacefully exercise our sport. Part of what makes San Diego unique is the ability to use the water year-round, due to the warm weather and access to gentle beaches on Mission Bay. Without parking, we would not be able to bring our sailboats to the water, and Bahia Point would be closed to us. It is simply not feasible for us to use Bahia Point if there is no parking. We cannot carry our boats and gear on our backs or on our bicycles.

For years we have co-existed with the hotel and with other users of Bahia Point. We want to continue to do so. For recreational sailers, for families, for children, and for tourists, we urge you to retain the 250 parking spaces at Bahia Point.

We are turning to you to protect Bahia Point. Please do not let us down.

Sincerely, *Peter Taipei* 4720 51st St San Diego CA 92117  
PETER TAIPELE

June 5, 1996



Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

Dear California Coastal Commission:

I respectfully request that you deny the City of San Diego's proposal to eliminate public parking at Bahia Point. The availability of parking is the primary consideration for users of this area, especially for users of small sailboats like myself. Without parking, I would be unable to transport my laser to the bay.

As a member of the Santa Clara Racing Association, I feel that using sailboats and other water-oriented activities are beneficial to children and adults. This is an activity that should be encouraged, not abolished. Without parking, Bahia Point will become a tourist-only enclave, just as has happened to many other parts of Mission Bay (for example, Vacation Village and Princess Resorts). Do we want to turn San Diego into a city that respects its tourists but turns its back on its residents? Where will the youth of tomorrow be without healthy and educational activities such as those that occur at Bahia Point?

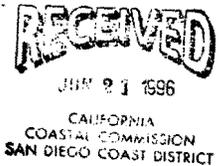
If you believe that access to the coast is important, as I do, then your decision is an easy one. Retain the public parking at Bahia Point for the equal enjoyment of citizens and tourists alike.

Thank you for your consideration.

Respectfully,

*Edward (Ted) Bremer*  
6577 MUIBERRY ST.  
SAN DIEGO, CA.  
92114

R. ENGLUND



Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 5, 1996

Dear Coastal Commission:

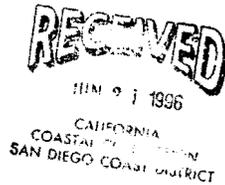
I would like to call your attention to the Bahia Point issue scheduled for discussion in November 1996. I am a member of the Santa Clara Racing Association. Ever since the City of San Diego's decision last year to eliminate public parking at Bahia Point, the racing association has been anxious about our future ability to exercise our sport. Our group meets at Bahia Point to launch our small sailboats, enjoying a fun, educational experience which is harmful to no one. We have never seen any problems at Bahia Point. Crime is non-existent, and all users get along peacefully.

Now that you have another chance to examine this issue, I hope you will be able to examine the evidence fairly and come to a different solution. Please consider public opinion which strongly supports the retention of public parking at Bahia Point. Hotels can be built anywhere. Bicycle use can occur at Bahia Point now. Do not turn the existing users of Bahia Point away for any reason. Please help us save Bahia Point.

Sincerely,

EDWARD (TED) BREMER  
816 OSTEND CT.  
S.D. CA 92109

June 3, 1996



Ms. Ellen Lirley  
Ca. Coastal Commission  
3111 Camino del Rio N., Ste 200  
San Diego, Ca 92108-1726

Dear Ca. Coastal Commission:

I am writing to you to ask that you preserve public access to Bahia Point by maintaining the parking as it currently exists along Gleason Road. I am a member of the Santa Clara Racing Association which meets once a month at Bahia Point to sail small sailboats, enjoy the beautiful environment of Mission Bay, and meet with friends. If you agree with the City's plan to eliminate public parking, you will destroy this lifestyle that we now enjoy.

The loss of public parking at Bahia Point cannot simply be replaced elsewhere. We reject suggestions that we relocate to Fiesta Island or South Shores. These areas of East Mission Bay are subject to poor water quality and irregular winds, and they get major usage from motorized watercraft, which are not compatible with sailboats.

I know that many other individuals and groups are equally attached to Bahia Point, and we want to share it with them. But I do want to make you aware of the needs of the recreational sailor. Please allow the public to continue to park at and enjoy Bahia Point. Thank you.

Sincerely, *Michelle Finazzo*  
2258 Valley Rd.  
Oceanside, CA 92056

Marlaina Gieselman  
2006 Zinfandel Drive  
Rancho Cordova, CA 95670

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

June 25, 1996

Dear California Coastal Commission:

I was raised in San Diego, and now live in the Sacramento area. I return to San Diego several times each year to visit family and friends. Every visit to San Diego includes at least a day spent at the beautiful coastal park known as Bahia Point. It was at Bahia Point that I learned to sail a windsurfer, and also at Bahia Point that I first paddled a kayak. While at Bahia Point, I would often walk over to Mission Beach to stroll on the boardwalk, ride on the rollercoaster, or swim in the plunge. I have many fond memories of the days spent at Bahia Point, and look forward to spending more time there in the future.

I understand that the public parking is soon to be eliminated, and I want you to know what a terrible loss that would be. Without parking, we could not bring a windsurfer or kayak to the bay. We would be forced to compete with other users in other parts of the bay which do not suit our needs as well as Bahia Point. This park cannot be replaced with others in Mission Bay. I hope that you will listen to the voices of the many who want to continue to enjoy the park that has given them so much healthy and simple pleasure for so many years.

Sincerely,

*Marlaina Gieselman*

Marlaina Gieselman



RECEIVED

October 17, 1996

az

Ellen Lirley  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Ms. Lirley:

I hope the commission looks at the Bahia Point issue with good common sense and is not swayed by advocates of either the plan or the status quo.

I am a property owner who is fortunate to live on Mission Bay. Although I do not personally use Bahia Point and am not directly affected by either possible outcome, I think the plan is flawed. The current usage is best for all users except perhaps the owners of the hotel. Even they may have second thoughts as they contemplate a bike/pedestrian path a minimum of sixteen feet in width circling their property and crossing the entry way to the marina they operate.

The self interest of the many groups that may attend the hearing and urge you to leave things the way they are is evident. They use the point because of its current features and configuration, enjoy it and want to keep it that way.

The interests of the group known as the "Friends of Mission Bay Park" are less apparent. They are waging a massive public relations campaign with expensive brochures, gathering signatures on vaguely worded petitions and urging those that sign the petitions to put the pressure on the commission to approve the plan as written. As you can see from the attached letter one of my neighbors received after signing a petition, they are emphasizing aspects of the plan not at issue in your hearing in an attempt to give the impression that the whole plan is somehow in jeopardy. Curious, don't you think?

Attached are my reasons why the plan, as written, should not stand.

Yours truly,

William Bradshaw  
827 Toulon Court  
San Diego, CA 92109  
488-9173

## FRIENDS of MISSION BAY PARK

Bikers, BOATERS AND Bay Users who like the plan. . .  
5074 Del Monte Avenue • San Diego, California 92107 (619) 616-8661

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OCT 16 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

David Auld, Chairman  
Michael Christy, Co-Chair  
Joan Heraty, Co-Chair  
Fred Wanke, Co-Chair

October 7, 1996

Joan Heraty  
3874 Bayside Lane  
San Diego, CA 92109

Bill Adams  
William Baker

Yusef Carr  
Debbie Callahan  
Suzanne Davis  
Carol Anne Dwyer  
John Dwyer  
Ann Dwyer

Edward Greene  
Jonas Glass  
Martin Hirschowitz  
Marina Hirschowitz  
S. K. Hobbs

Eric Hopkins  
Robert Lewis  
Gwen McCarty  
Nancy Monaco

Heather Monahan  
Fred Oberoi  
Nancy Olsen  
Ed Sanderson

Charles Swarth  
Paul Stangor  
Rick Smith  
Gail Stewart

Robert Szlopki  
Susan Thompson  
Kathleen Thompson  
Ann Vreese  
Blaine Walters  
Jessica Wilcox

Dear Joan,

Thanks for signing our petition asking the Coastal Commission and City Councilman Byron Wear to support a plan for a better Mission Bay with better access for pedestrians.

Your help made a big difference. Because of your efforts, the City Council and the Coastal Commission are now aware how important it is that we improve Mission Bay with:

- More than 100 acres of new parkland;
- More than 100 acres of new wetlands;
- More than 5000 new parking spaces;
- Better Sailboarding and water sports facilities;
- Better water quality;
- Better access with a new bike path/pedestrian walkway around Bahia Point.

But Mission Bay still needs a little more help: Call or write City Councilman Wear and/or the Coastal Commission. Tell them you support the Mission Bay Master Plan Update as written. Including the walkway and bike path. And they should approve it without delay. (It's been five years in the making and has already received the endorsement of every major citizens' group in San Diego.)

You can reach Councilman Wear at 202 C St., S.D. 92101. 236-6622. Or e-mail him at aop@ed2.sanet.gov. Contact the California Coastal Commission at 3111 Camino del Rio North, S.D. 92108. 521-8036.

The plan is going to the Coastal Commission in November. We think we are going to be successful, but we can't take anything for granted. So please, take a moment to call or write. Why not right now?

Sincerely,

Dan Auld

Fred Wanke

P.S. The city's lease holders will pay for all these improvements. Not the taxpayers!

## FIVE REASONS TO REJECT THE PROPOSED BAHIA POINT MASTER PLAN

### 1. THE HOTEL CAN EXPAND SUBSTANTIALLY WITHOUT A LARGER FOOTPRINT

In fact, the owners already have plans for this expansion. Most of the hotel is single story construction, except a multi-story tower which already far exceeds the 30 foot height limit for Mission Beach. Wouldn't it be preferable to grant an additional variance, if required, to go up rather than out? How much public opposition could this possibly create?

### 2. THE PUBLIC WON'T NECESSARILY GET A BIKE PATH IN EXCHANGE FOR GRANTING A LARGER FOOTPRINT FOR HOTEL EXPANSION

That's right, just read the plan! Nowhere does it make a bike path around the point a condition of expanding the leasehold. Specifically, it says on page 46, "Every effort should be made as part of any redevelopment effort to implement a continuous pedestrian and bicycle path around the Point in accordance with the design guidelines." These are classic weasel words!

What do the design guidelines specify for bike paths? On page 14 of Appendix G you discover the path will be a minimum of 16 feet and may be as wide as 26 feet, depending on whether or not the area is considered a "constrained, narrow area of the waterfront".

Question: if you owned and operated a marina that would be interrupted by a 16 foot minimum, periodically quite busy pathway, wouldn't you think up numerous reasons why the bike path is really, in retrospect, impossible?

### 3. A BIKE PATH AROUND BAHIA POINT SERVES NO USEFUL PURPOSE

Just look at the plan. On page 117 it proposes bike paths both on the street south of the hotel and around the point. Now the street path is necessary to cross Glenn Rick Bridge and can branch and meet the existing path under that bridge which goes to South Mission. The path around the point adds nothing from a transportation standpoint. As far as aesthetics, people can ride in their cars, walk or bicycle to the tip of the point now. The auto option will be removed by this scheme. Note that no path is proposed around two nearby points of similar configuration, Santa Clara and El Carmel. Who needs it?

### 4. EVEN IF THE PATH MADE SENSE AND WAS GUARANTEED, THE FACILITIES TO BE LOST AREN'T WORTH THE TRADEOFF

The losses are disproportionate to any perceived gain. First, the public will lose 250 parking spaces near the ocean and near the most congested single area of Mission Beach, the intersection of West Mission Bay Drive and Mission Blvd. This won't be "mitigated" by additional parking at South Shores and on Fiesta Island planned as part of those developments. That's miles away. The spots are needed where they are.

Second, the point is currently heavily used by a wide variety of individuals and organized groups with special needs and desires that are currently being met by the unique features of the point. They shouldn't be displaced for an unneeded bike path and a hotel expansion manageable within the current footprint.

### 5. THE BAHIA BIKE PATH IS PART OF A SERIOUSLY FLAWED OVERALL "BICYCLE AND PEDESTRIAN PATHS" PLAN

The need for wider paths, separated into bike and pedestrian lanes and extended throughout the bay is based entirely on two assertions on page 116 of the plan. The first assertion is that the current ten-foot wide path "...during peak days proves inadequate to handle the traffic". No data is presented as proof and no studies have been performed to back up the claims. In fact, on any busy day except the Fourth of July, there will be consistently three times as much traffic on Ocean Front Walk, a comparable width path, as there is on Bayside Walk. There are excessive speeds by some bikers and skaters, and an enforced speed limit would help, but overcrowding is simply not a problem on the bay side. The "remedy" for this non-existent condition is to widen the existing path at least six feet and perhaps as much as 26 feet to achieve separation (see design guidelines, page 14 in appendix G). Even a six foot additional width would replace up to 10% of the beach sand on the bay side with concrete.

The second assertion is that because the path is "...interrupted in key parts around the Park, limiting the ability of Park users to safely and conveniently ride around it", it should be extended throughout the bay. There are two problems with this. First, the circumference of the park is over eight miles! What portion of users is interested in circumnavigating an eight plus mile "velodrome"? Only "touring" bikers and skaters, a minuscule proportion of current users. But who knows how much of a magnet a facility like this could be? We could end up attracting competition bikers across the country, and how many would want to slow down to reasonable speeds in crowds?

The second problem is that the plan does not provide a continuous path for those on foot, e.g., joggers or fitness walkers. They are specifically excluded in major portions of the park by a "roadside bicycle lane", the need for which is also described in the design guidelines in the first paragraph of page 14. So the plan does not deliver what it promises, a path clear around the park, friendly to all users. Instead, it favors a small group of long distance, high speed bikers and skaters to the detriment of all other user groups and makes a mockery of Circulation and Access Goal I (ref. page 4 of Appendix A). This goal is for a park "...which promotes and ensures safe and reliable access for all park users and minimizes negative transportation-related impacts on surrounding neighborhoods".

California Coastal Commission  
Ms. Ellen Lirely  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear California Coastal Commission:

SUBJECT: Bahia Point

I am writing to you as a member of the Santa Clara Racing Association, which meets monthly at Bahia Point. Most of us sail lasers. These are small sailboats which are transported by trailer and launched directly off the shore. Sailing with a group has helped me to learn better sailing skills and to meet and socialize with like-minded people. We are a peaceful group who require few facilities... but we do require adjacent parking due to the weight of our equipment. We are very distressed at the City's plan to eliminate public parking at Bahia Point in order to install a bike path and allow hotel expansion. We have seen many bicyclists come through Bahia Point with never a complaint about the quality of the bicycle access. To eliminate the use of Bahia Point to all existing users to make a slightly better bike path is completely ludicrous.

During the summer, the parking at Bahia Point is often full. This is evidence of the attraction of this area. To dismiss the current users as a few, unimportant people who will find other places to visit is offensive. Please deny the proposed elimination of Gleason Road and the public parking at Bahia Point.

Sincerely,

*Les Bartlett*  
LES BARTLETT  
6343 LAKE DORA AVE  
SAN DIEGO, CA 92119  
(619) 466-5475

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

FLEET  
**F** FOUR

Ross Tyler  
Hobie Fleet Four  
4770 Conrad Ave. #225  
San Diego, CA 92117

To Whom it May Concern,

Fleet Four has been in existence for twenty-four years. During this time, Mission Bay Park has been the prime site for our group and individual sailing activities. We launch predominantly from Santa Clara Point, however, many individuals launch at Bahia Point.

Various parts of the bay are gathering places for people of common sports and interests. When one site is made unavailable, those users move to another. The increase in pressure for these limited resources is frustrating and discouraging. There is not enough parking, especially for trailers, around this bay. It is important for safety reasons, to keep power boats, personal craft, and hand or wind powered vessels separate as much as possible.

We local users are the reason for this park. Reducing sites available for hand launching of any vessel, be it kayaks, canoes, or small sailing craft, affects users all over the bay, not just that one place. When this is blatantly done for the profit of one business, it is completely indefensible.

The members of Hobie Fleet Four are in opposition to the proposed ruination of Bahia Point. There are already miles of cycling paths around the park. Claiming that access by bike to the bay somehow makes the plan OK is ludicrous. We have few places to launch safely as it is. To increase pressure for these resources is courting disaster. Please do not continue with this plan.

*Ross Tyler*

Ross Tyler

Hobie Fleet Four, San Diego  
566-4511 x210

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

HOBIE FLEET FOUR - THE BEST IN THE WEST!!!!

BOB FILNER  
50TH DISTRICT, CALIFORNIA

504 CANNON BUILDING  
WASHINGTON, DC 20513  
TEL: (202) 225-8043  
FAX: (202) 225-9073

133 F STREET, SUITE A  
CHULA VISTA, CALIFORNIA 91910  
TEL: (619) 422-1963  
FAX: (619) 422-7290



CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES

June 6, 1996

California Coastal Commission  
Attn: Ellen Lirley  
San Diego Area Office  
3111 Camino Del Rio N Ste 200  
San Diego, CA 92108-5722

Dear California Coastal Commission:

I am writing to you regarding the Bahia Point issue on the California Coastal Commission agenda of November, 1996. As a representative of California's 50th Congressional District, I have been contacted by many users of Bahia Point who find its unique qualities to be unmatched anywhere in San Diego. I am also aware that part of Bahia Point is leased to a private commercial enterprise, the Bahia Hotel. Public and private use of Bahia Point have co-existed peacefully for years. The City of San Diego's proposed plan for Bahia Point would tilt this delicate balance toward private use of Bahia Point--and therefore should be modified.

This issue was previously considered by the Coastal Commission in May, 1995 but the courts have set aside your previous decision and have returned this issue to you. I hope that you will give the issue a fair hearing, free of special influence, and that the rights of the citizens of San Diego to access this publicly-owned park will be first and foremost on your minds. The retention of Gleason Road and the existing public parking has the weight of public opinion behind it.

In my previous position as a Member of the City Council of San Diego, I became aware of the importance of coastal resources to the public. Coastal recreation is one of the last remaining healthy and free activities. Sailing, swimming, and relaxing by the water help knit families closer together and provide an alternative to youth gangs, violence, and drugs. As a Congressman, I can now vouch for the value of such positive activities in reducing costly expenditures on rehabilitation and corrections. Few areas of the country can boast of an accessible, public shoreline, as is now enjoyed by San Diegans. Please do not make the mistake that other coastal communities have made. Do not put short-term profit above long-term public benefit.

Printed on Recycled Paper

PUBLIC WORKS AND  
TRANSPORTATION COMMITTEE

VETERANS' AFFAIRS  
COMMITTEE

RECEIVED

JUN 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
June 6, 1996

A brief word about bicycle use at Bahia Point: I find no conflict between bicycling and public parking which would necessitate the kind of radical solution proposed by the City. Bicycles can and do access the area now. Some simple signage improvements would be helpful, but there is no need for an exclusive bicycle right-of-way.

In summary, I ask that you maintain Gleason Road in its current configuration, including the diagonal parking. Any expansion of the Bahia Hotel should occur within the hotel's current leasehold so that public use of Bahia Point is assured. I hope that you will act within your capacity to save Bahia Point for the people who cherish it.

Sincerely,

  
BOB FILNER  
Member of Congress

BF/fe  
192932

EL

Claudia Stomberg  
San Diego Paddling Club  
1067 Diamond Street  
San Diego, CA 92109

RECEIVED

JUL 08 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

Dear California Coastal Commission:

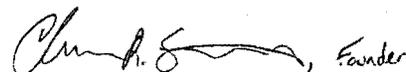
I am writing to you on behalf of the San Diego Paddling Club regarding the Bahia Point area of Mission Bay Park. The San Diego Paddling Club is an organization of kayak, canoe, and sit-on-top enthusiasts. We have approximately 100 members from across the county. Members of the club meet four times per week to paddle and enjoy the day being outdoors with fellow paddlers. We periodically launch our boats off Bahia Point.

The San Diego Paddling Club is opposed to the proposed loss of public parking at Bahia Point. Bahia Point and Santa Clara Point are the best two remaining areas to launch kayaks in west Mission Bay. Both have a gentle shoreline, adjacent parking, and are within paddling distance of the Pacific Ocean. Parking at Santa Clara Point is already very competitive; the spaces are typically filled by 10:00 a.m. during the summer. The loss of public parking at Bahia Point would not only eliminate a popular launching spot for kayaks, but it would also further crowd Santa Clara Point, thereby complicating our ability to launch from that area.

We do not believe that the proposed expansion of the Bahia Hotel, nor the addition of a bicycle path justify the elimination of public parking. Both hotel rooms and bicycle travel around Mission Bay can be accommodated without impacting water access. The hotel can expand by building up. Bicycle travel can be accommodated on Gleason Road. However, water access can only be maintained if the public parking is maintained. Without parking, it would be impossible to unload a kayak or canoe and carry it to the water.

San Diego is a growing city and the demand for water access will only increase. Kayaking is a sport that is becoming more popular with all age groups, and the demand for water access by paddlers will also increase. On behalf of the paddlers of San Diego, present and future, I ask that you use your authority to save the parking at Bahia Point.

Sincerely,



Claudia Stomberg

cc: Councilmember Byron Wear

California Coastal Commission  
3111 Camino del Rio North, Ste. 200  
San Diego, Cal. 92108-1725  
Attention Ellen Lirely

RECEIVED

JUL 02 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Coastal Commission:

I have enjoyed coming to Bahia point for many years to sit by the water with friends and family. Bahia Point is a beautiful park that would be destroyed by the elimination of parking. Please preserve Bahia Point for the public and save the public parking! There are plenty of hotels in San Diego, and lots of places to ride a bicycle, but so few places where you can sit by the calm water, swim, and watch the sail boats decorate the horizon. Please don't let this lovely functional park be lost.

Sincerely,

Scott, Mable & Jeff ☺  
4404 E. Sundown Crest Dr.  
La Quinta, Ca. 92053  
(619) 360-0326

Calif. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirely

RECEIVED

JUL 02 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

SUBJECT: BAHIA POINT

Dear Calif. Coastal Commission:

I enjoy coming to Bahia Point in Mission Bay Park to spend time with family and friends. We bring a catamaran to the bay which we are able to launch at Bahia Point because of the nearby parking and gentle beach. My ability to use Bahia Point hinges on the ability to park nearby, as a catamaran cannot be carried over a significant distance.

The conditions for sailing catamarans are ideal in this area of Mission Bay. The winds are typically steady and gentle. This is preferred for people sailing with small children. Also, there are very few motorboats in this area to compete with the sailing uses.

Parking in all of west Mission Bay is at a premium. The loss of 250 parking spaces is a major loss to sailers and families. Many of us have been enjoying the use of Bahia Point for many years, and would be extremely unsettled if our use of the area were halted.

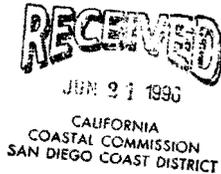
I hope that you will not displace all of us for the benefit of a few hotel guests. This would be a very short-sighted solution and a corrupt use of our valuable coastal resources.

Sincerely,

Rebecca Bennett  
9230 Ruffin Rd  
Santee, CA 92071

June 2, 1996

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108-1726



Dear California Coastal Commission,

This letter is written to request your assistance in preserving the public parking at Bahia Point. The elimination of parking would mean the end of the use of this area by the Santa Clara Racing Association, of which I am a member. We meet monthly at Bahia Point to sail our lasers and other small sailboats. We are a responsible group who always leave the beach clean, do not disturb others, and peacefully exercise our sport. Without parking, we would not be able to access the water with our boats. Sailing at Bahia Point has become an important event for many of us, and we are distraught at the possibility of losing this option.

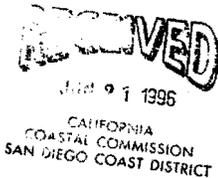
We co-exist with the Bahia Hotel and the other people who use Bahia Point. We would like to continue to do so. If you eliminate parking, only the hotel guests will remain.

We engage in a legitimate sport that is healthy, quiet, and non-intrusive. We hope that you will protect the rights of all citizens to use Bahia Point and preserve the 250 parking spaces there.

Sincerely,

*Tom H. Storer*  
4432 NORTH AVE #4  
SAN DIEGO CA 92116  
(619) 491 0232

June 2, 1996



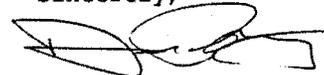
Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, Ca 92108-1726

Dear Coastal Commission:

I am writing as a member of the Santa Clara Racing Association to urge your rejection of the City of San Diego's plan to eliminate the public parking at Bahia Point along Gleason Road. I use this area, along with other members of the racing association, to launch a laser. While at Bahia Point, we see large family groups, including many children, as well as people with kayaks and windsurfers. For all of us, Bahia Point is a special place that cannot be replaced.

I believe that there is no public purpose to be served in eliminating parking at Bahia Point. The only party that would gain advantage from this is the Bahia Hotel, as public access would be eliminated and the hotel would have a private beach. Since you are an agency designed to ensure continued public access to the coast, I hope that you will see through this proposal and deny it decisively.

Sincerely,

  
DENNIS KEY  
4884 FELTON ST.  
SAN DIEGO, CA 92116

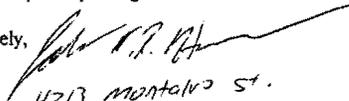
California Coastal Commission  
c/o Ellen Lirely  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 1, 1996

Dear California Coastal Commission:

I am a member of the Santa Clara Racing Association, which meets monthly at Bahia Point to race catamarans, lasers, and windsurfers. Our sport requires that we have vehicular access adjacent to a launching area. Bahia Point provides the ideal ingredients for our activity - adequate parking, a gentle slope to the water, and clean winds. There are no adequate substitutes for this in Mission Bay. Without parking, we would be unable to transport our equipment to Bahia Point. I strongly urge you to deny the City's request to eliminate public parking at Bahia Point.

Sincerely,

  
4213 Montalvo St.  
San Diego, CA 92107

JOHN HARRIET

RECEIVED  
JUN 9 1 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
Ms. Ellen Lirely  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

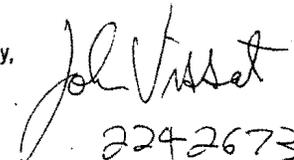
Dear California Coastal Commission:

This letter concerns the City's plan to eliminate public parking at Bahia Point in West Mission Bay. Many of us tax-paying, law-abiding citizens have been using Bahia Point for recreational sailing for many years. Some, like myself, are members of sailing fleets which meet regularly at Bahia Point. Many others are individual sailors who come with their catamarans, sabots, or kayaks, along with their families, picnic baskets, and lawn chairs. Few of these users would be able to use Bahia Point if the public parking were eliminated.

I personally am a member of the Santa Clara Racing Association. I own a laser. I also periodically bicycle around Bahia Point, and have never experienced a problem sharing the roadway with cars. Gleason Road gets very little traffic as it is a cul-de-sac at the end of a peninsula which juts into Mission Bay.

Those parts of Mission Bay which do not have available parking receive very little use. For example, Princess Resorts, across from Bahia Point, has a shoreline that is nearly always deserted. Do not turn Bahia Point into a deserted beach as well. Maintain the public parking at Bahia Point.

Sincerely,

  
2242673

John VISSAT  
3443 VALEHANT ST  
SD 92106

RECEIVED  
JUN 9 1 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear California Coastal Commission:

I am writing as a member of the Santa Clara Racing Association to express my vehement opposition to the City's plans to eliminate public parking at Bahia Point. The availability of public parking is the single most significant factor in the ability of our racing association to use Bahia Point for our monthly races. I am certain that the ability of all other users of Bahia Point to enjoy this area also hinges on their ability to arrive by vehicle. With a sailboat, beach chair, umbrella, picnic, and/or other beach paraphernalia, the only way to arrive is by car.

The users of Bahia Point do not disturb anyone and are freely exercising their sports and hobbies at Bahia Point. There is no legitimate reason to take this away from us.

Please do not be swayed by special interest groups. Listen to the people and carry out their will: to save the parking at Bahia Point.

Sincerely,

*John S. Bateman*  
4959 Monongahela St  
S.D. 92117

Pacific Beach



Post 552  
Post Office Box 9213  
SAN DIEGO, CALIF. 92169  
March 20, 1996

EL

City Council of San Diego  
c/o City Clerk, Charles D. Abdelnour  
202 C Street  
San Diego, CA 92101

RECEIVED

JUN 24 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Members of the San Diego City Council,

American Legion Post 552 of Pacific Beach protests the recent action of the City Council which gave valuable Bahia Point Park land to the Bahia Hotel Corporation. At its latest meeting, American Legion Post 552 unanimously voted to ask you, the City Council of San Diego, to reconsider the giving away of this valuable Bahia Point public park land for private development interests. Post 552 resents the giving away of any public park lands.

Sincerely,  
*Thomas R. Rinde*  
Thomas R. Rinde  
Adjutant  
American Legion Post 552

cc: Coastal Commission

June 1, 1996

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
Attn: Ellen Lirely  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 2, 1996

Dear Coastal Commission:

I am writing to you regarding the Bahia Point issue which is scheduled on your agenda of November 1996. I am an active user of sailboats and a member of the Santa Clara Racing Association. Our group meets monthly at Bahia Point. We range from 25-35 sailboats, catamarans and sailboards. Because we use small sailboats, we are able to launch immediately from the beach. Our sport requires that we have adjacent parking, a gently-sloping shoreline, and clean steady winds. These features are found only in West Mission Bay. Parking is at a premium in West Mission Bay. Santa Clara Point is typically full by mid-morning, and our only available option is Bahia Point.

The City's recommendation that we relocate to other parts of Mission Bay shows a lack of understanding of our sport. The City's further suggestion that we can continue to access Bahia Point by foot or by bicycle similarly shows a disregard for our needs. It is imperative that you preserve water access to those who actually use the water. We have and can continue to co-exist with other users of Bahia Point provided that vehicular access and parking are maintained.

Sincerely,

*Timothy A. Reed*  
TIMOTHY A. REED  
2615 VANDERBILT AVE  
ROSENDALE, CA 90278

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, Ca 92108-1726

Dear California Coastal Commission:

I am writing to ask that you deny the City of San Diego's proposal to eliminate Gleason Road and the public parking at Bahia Point in Mission Bay. For people who use this area to sail, kayak, fish, or windsurf, the availability of parking is the major factor affecting ability to use the area. The Bahia Hotel should not be permitted to usurp public land historically used for recreation.

I am a member of an association of recreational small sailboat enthusiasts called the Santa Clara Racing Association. We meet at Bahia Point to race lasers, catamarans, and windsurfers. This is an activity which is dependent on immediate access to the water in areas of favorable winds. Few areas provide these characteristics. Bahia Point is one of a handful, and other suitable areas like Santa Clara Point are always overcrowded. The loss of Bahia Point would likely mean the end of the Santa Clara Racing Association and all the positive experiences we have enjoyed. Please do not let this happen. Keep the public parking at Bahia Point as is.

Respectfully,

*Doug Maguire*  
MAGUIRE  
3113 Ducommun Ave  
SAN DIEGO, CA 92093-2221

6/3/96

RECEIVED  
JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

JUN 21 1996

June 3, 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Dear Coastal Commission:

As a member of the Santa Clara Racing Association, I am very disturbed by the plans to eliminate public parking at Bahia Point. The racing association meets at Bahia Point monthly to sail our lasers and several other classes of boats. We began using Bahia Point for this purpose as other areas of West Mission Bay became too crowded and parking became severely restricted. We have generally been able to find adequate parking at Bahia Point. The parking combined with the gentle shoreline have made conditions ideal for us and virtually irreplaceable elsewhere.

Suggestions that have been made that the existing users relocate to South Shores or Fleeta Island are simply unworkable. Those are not good areas for sailing. They are geared to motorboats and jet-skis, which are not compatible with sailboats. We are equally unable to, as some have suggested, carry our equipment from Ventura Cove to Bahia Point. Sailboats are just not that portable.

As the protectors of the coast, I hope that you will consider our sport valid and worthy of protection, and that you will save the public parking at Bahia Point.

Sincerely,

  
BILL JENKINS

4630 Campus Ave.  
San Diego CA 92116

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108-1726

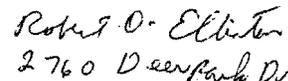
Dear California Coastal Commission:

I am a member of the Santa Clara Racing Association and a frequent user of Bahia Point. I sail a laser off the point into the clean waters of west Mission Bay. I am entirely opposed to the plan to eliminate public parking at Bahia Point. Without parking, the launching of sailboats would be impossible. The current layout of Bahia Point is ideal; it provides access for everyone, and it is heavily used. Without parking, few if any members of the public would venture onto the grass or sand areas. The beach would be, in essence, a private beach paid for with tax dollars.

The existing users cannot be simply relocated to other parts of Mission Bay. The land area and parking area in west Mission Bay are limited and already over-utilized. The loss of Bahia Point will worsen conditions elsewhere in Mission Bay and leave Bahia Point unusable.

Please take advantage of this tremendous opportunity to re-consider your previous decision on Bahia Point. The public would be greatly in your debt if you saved the parking for us and those that will follow.

Sincerely,

 (ELLISTON)  
2760 Deer Park Dr.  
San Diego 92110

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Liraly

Dear California Coastal Commission:

I am writing to you as a citizen who frequents an area of Mission Bay known as Bahia Point. Bahia Point is a lovely peninsula in west Mission Bay that has excellent swimming, fishing, and family use. There are usually lots of people launching sailboats and windsurfers from the beach. There are always children playing in the water. I am absolutely appalled that the City would consider eliminating parking at Bahia Point, as it would end everyone's ability to use the area. Without parking, there is no way to bring sailing equipment or any other beach gear that is central to enjoyment of Bahia Point. The reasons for eliminating parking do not hold water -- the hotel should not be allowed to expand onto public parkland, and the bicycle path is not needed as there is already bicycle use of the area. What is needed is parking to enable all of us to continue to enjoy this beautiful piece of public real estate.

Sincerely,

*Suzanne Bennett*

1524 SAVIN DR.

El Cajon, CA  
'92021

RECEIVED  
JUL 0 5 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 17, 1996

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108

Dear California Coastal Commission:

My family and I have been sailing in San Diego's Mission Bay, specifically Bahia Point, for many years.

Bahia Point is special. The cul-de-sac reduces traffic flow to only those who actually use the area, and with the grass and parking facilities it is ideal for those of us with smaller sailboats. Therefore, I am dismayed at the recent approval of the Mission Bay Park Master Plan.

Join us on a typical Sunday. There are boaters, picnickers, and sunbathers. We are just common working folks, so there is no need for extra police, bandstands, or porta-potties. Bahia point is San Diego at its best, and an ideal spot for the family.

Develop Fiesta Island, and leave Bahia Point alone!

An Extremely Concerned Voter,

*David Paton*  
David Paton  
Senior Partner

RECEIVED  
JUL 1 1 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Calif. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Calif. 92108-1725  
Attention Ellen Lirely

**RECEIVED**  
JUL 02 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Calif. Coastal Commission -

My family often comes to Bahia Point in Mission Bay to spend a peaceful and fun day together. Bahia Point is an excellent place for kids to play, as there are no waves, motorboat traffic, or any hazards. The kids can play by the water with minimal supervision. The adults can enjoy many activities at Bahia Point, including sailing, volleyball, bicycling, and frisbee. We do not appreciate the suggestion that we relocate to other parts of Mission Bay, as these conditions do not occur elsewhere. We hope that you will help save this beautiful coastal park by saving the parking that we all depend on.

Sincerely,

*Karen A. Bennett*  
9553 Vista Hill Pl.  
Lakeside, CA 92040

California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, CA 92108-1725  
Attention: Ellen Lirely

**RECEIVED**  
JUL 02 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I am writing to ask that you preserve public access to Bahia Point and save the public parking exactly as it is. I come to Bahia Point often to fish, as the bay is very productive. This is a very pleasant place to spend a few hours. It is quiet; no motorboat noise, no large parties, just families and sailboats, children and other fishermen. Too many fishing areas have already been destroyed.

The Bahia Hotel already occupies most of the peninsula. Why shouldn't the public keep a little of it for everyone's use and enjoyment? The idea of building a bike path here and kicking everyone else out is ridiculous. We hurt no one. Please just leave our park alone.

Sincerely,

*John Falcon*  
16404 A Avenida  
Venusto SD Ca 92128

*John Falcon*  
2100 First AVE #4  
San Diego CA 92101

FLEET  
**H** FOUR

Ross Tyler  
Hobie Fleet Four  
4770 Conrad Ave. #225  
San Diego, CA 92117

To Whom it May Concern,

Fleet Four has been in existence for twenty-four years. During this time, Mission Bay Park has been the prime site for our group and individual sailing activities. We launch predominantly from Santa Clara Point, however, many individuals launch at Bahia Point.

Various parts of the bay are gathering places for people of common sports and interests. When one site is made unavailable, those users move to another. The increase in pressure for these limited resources is frustrating and discouraging. There is not enough parking, especially for trailers, around this bay. It is important for safety reasons, to keep power boats, personal craft, and hand or wind powered vessels separate as much as possible.

We local users are the reason for this park. Reducing sites available for hand launching of any vessel, be it kayaks, canoes, or small sailing craft, affects users all over the bay, not just that one place. When this is blatantly done for the profit of one business, it is completely indefensible.

The members of Hobie Fleet Four are in opposition to the proposed ruination of Bahia Point. There are already miles of cycling paths around the park. Claiming that access by bike to the bay somehow makes the plan OK is ludicrous. We have few places to launch safely as it is. To increase pressure for these resources is courting disaster. Please do not continue with this plan.

*Ross Tyler*

Ross Tyler

Hobie Fleet Four, San Diego  
566-4511 x210

RECEIVED

JUN 24 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Gentlemen:

June 28, 1996

EL

We would like you to re-  
consider your May, 1995 approval  
of the Mission Bay Master Plan  
which calls for the removal of  
Gleason Rd. and all 250 public  
parking spaces at Bahia Point

A group of us has been  
picnicking at Bahia Point for  
many years and will no  
longer be able to use it if  
the parking spaces are removed.  
We are seniors and would  
not be able to carry our  
supplies (chairs, tables, food,  
etc.) from the next available  
parking spaces.

RECEIVED

JUL 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Sincerely yours,  
Beatrice G. Walba  
Harold Walba

Mr. & Mrs. Harold Walba  
3870 Carancho Street  
La Mesa, CA 91941-7606

6/3/96

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Dear California Coastal Commission:

I am a member of the Santa Clara Racing Association, which meets at Bahia Point monthly to race lasers and other small sailboats. I am very disturbed by the plans to eliminate public parking at Bahia Point, and ask that you reject those plans. If the provision of public access to the shoreline is your mission, then the preservation of parking at Bahia Point should be your decision. Without parking, the many users who bring sailboats, sailboards, kayaks, fishing poles, or picnics to Bahia Point would no longer be able to access Bahia Point. We are looking to you as the protectors of coastal access. Please do not let us down. Reject the City's plan and preserve the public parking at Bahia Point!

Sincerely,

Jude W. Anderson  
2059 Sequoia St.  
San Marcos, CA  
92069



California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, Ca 92108-1726  
Attention: Ellen Lirely

Dear California Coastal Commission:

I often come to Bahia Point in West Mission Bay to cast out a line and hope for a fish. Sometimes I meet friends who also enjoy fishing. Other times I come alone. I have enjoyed every day I've spent at Bahia Point, whether the fish were biting or not. I am absolutely appalled that the City plans to eliminate the public parking and make it impossible for the public to use this area.

Bahia Point is a beautiful area and is usually quite busy in the summer. The winter months are quieter but still provide valuable recreation. I hope that you will overturn the City's ill-conceived plan and save the public parking at Bahia Point.

Sincerely,

Bonnie Sherwood  
825 Kingston Ct.  
SD 92109



California Coastal Commission  
311 Camino Del Rio North Su 200  
San Diego, Ca 92108-1725

RECEIVED

JUN 26 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Ang Bianchi*  
13254 JACARTE CT  
San Diego, CA 92130

RECEIVED

JUN 20 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely, *San Eganek*  
13254 JACARTE COURT  
SAN DIEGO, CALIF. 92130

California Coastal Commission  
3111 Camino Del Rio N., Suite 200  
San Diego, Ca 92108-1725  
Attention: Ellen Lirley

Dear California Coastal Commission:

I am writing to urge you to protect the public parking at Bahia Point. I often launch a windsurfer from the shores of Bahia Point, and I find this park to be one of the best areas for windsurfing. You will deal a terrible blow to this sport if you disregard the need for parking adjacent to launch areas. I do not believe that Bahia Point is replaceable by Fiesta Island or South Shores, and I do not believe that the suggested windsurf cart will be effective in preserving public access to Bahia Point. I believe that the public interest will be best served by keeping the parking areas and roadway as they are currently configured at Bahia Point. I hope that your interest is to serve the public interest, and that you will listen to the voice of the people. Save Bahia Point!

Sincerely,

  
ANDREW CUNNINGHAM  
2025 OXFORD ST  
CARDIFF CA 92007

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission:

Please do not give away the public parking area at Bahia Point! Bahia Point is a terrific launch area for windsurfers and sailboards, and one of the most enjoyable places to spend the day with the family. On any given summer weekend, you will find scores of people enjoying the park in just the way it was intended. If you destroy the parking, you will destroy the park. The coastal areas which are most heavily used are those areas which have adjacent parking.

If you eliminate the parking, I suggest you change your name from the California Coastal Commission to the California Hotel Commission.

Thanks in advance for doing the right thing.

  
Steve Roy  
2025 OXFORD AVE  
CARDIFF CA 92007

7-10-96

7-13-96

Calif. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Calif. 92108-1726  
Attn: Ellen Lirely

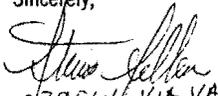
Dear Coastal Commission:

I am a person who enjoys sailing a windsurfer off Bahia Point/Mission Bay Park. I am completely opposed to the City's plans to eliminate public parking at Bahia Point, as it would render the park and the water completely inaccessible to me and the hundreds of others who benefit from Bahia Point. I do not believe that a separate bicycle lane is needed; bikes and cars share the road without conflict or danger. I also do not believe the hotel should be permitted to take over public park land or to deny access to it. This park needs to be retained for the benefit of the public, not for profit alone.

Bahia Point is an ideal spot for windsurfing, and cannot be simply replaced by directing people to other parts of the park. It has steady winds, easy launching, and most importantly adjacent parking. Without parking, no one would be able to bring their windsurfers to Bahia Point. The proposal for a "windsurfing cart" at the entrance to Bahia Point is totally unworkable, and no substitute for the parking that is available now.

I ask that you please consider the needs of the public in your decision on Bahia Point, and keep in mind that you will be affecting so many people's lives. I urge you to reject the City's plan and keep the public parking available forever.

Sincerely,

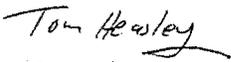
 (STEVE SELLERS)  
1295611 VIA VALVERDE  
Jaguar Miguel cal. 92677

CALIFORNIA COASTAL COMMISSION  
3111 CAMINO DEL RIO NORTH, SUITE 200  
SAN DIEGO, CA 92108-1726

DEAR COASTAL COMMISSION:

I AM WRITING TO YOU TO ASK YOUR SUPPORT FOR MAINTAINING THE PUBLIC PARKING AND ACCESS ROAD AT BAHIA POINT IN MISSION BAY PARK. AS A WINDSURFING ENTHUSIAST, I CAN TELL YOU HOW DIFFICULT IT IS TO FIND SUITABLE LAUNCH SITES THAT ARE ALSO LOVELY PARKS TO SPEND THE DAY AT. WEST MISSION BAY, WHICH HAS SUITABLE WIND AND WATER CONDITIONS, IS SEVERELY IMPACTED BY PARKING SHORTAGES, AND THE LOSS OF AN ADDITIONAL 250 SPACES WOULD BE DEVASTATING. IT WOULD AFFECT THE ACCESS OF SO MANY HUNDREDS OF PEOPLE AND BENEFIT JUST ONE HOTEL. IS THIS FAIR? IS THIS PROGRESS? OR IS IT POLITICS AS USUAL? DON'T VICTIMIZE ALL OF US. SAVE THE PARKING AT BAHIA POINT!

SINCERELY,

  
4328 Orchard Ave  
SD CA 92107

7-13-96

7-13-

California Coastal Commission  
3111 Camino Del Rio No., Suite 200  
San Diego, Calif. 92108  
Attn: Ellen Lirely

Dear California Coastal Commission,

I am writing to you as an avid windsurfer who frequently launches off the beach at Bahia Point. This is one of the best places for windsurfers as well as one of the most attractive and peaceful sites in all of Mission Bay. The value of the coastline at Bahia Point for windsurfers cannot be understated. It is an ideal place for beginners and freestyle sailboarders. It has steady winds, calm water, a gentle shoreline, and very little competition from motor boats. The park is quiet and family-oriented. It serves the needs of families, fishermen, swimmers, kayakers, and so many others. Do not sell us out for commercial interests. All we ask is that you leave Bahia Point exactly as it is.

Sincerely,

*David M. Lee*  
3930 Skyline  
CA-92108 CA 92108

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission,

Please save Bahia Point access for all. Sailboarders like myself are quite attached to this park and do not wish to be transplanted. There are many others who feel the same way. Please reject the short-sighted plan to eliminate public parking.

Sincerely,

*Polly*  
1855 Diamond St. 209  
SD - CA - 92109

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission:

Bahia Point is one of the best windsurf launching areas in Mission Bay and I am writing to ask that you maintain vehicle access and parking there. Windsurfing is a sport that requires adjacent parking because the equipment cannot be carried very far. I understand that the parking is to be eliminated, and that windsurfers are to be transported by means of a cart. This is totally unworkable. First of all, parking in Ventura Cove and other adjacent lots is already very crowded. Second, the equipment is too bulky to be wheeled over the distance to the end of the point. Third, there would be a long wait to use the so-called windsurfer cart. Finally, the families who wish to enjoy the day together at the park would have to carry coolers, umbrellas, beach chairs, hibachis, and so much other assorted paraphernalia as to make it very unlikely that anyone would bother. Before you impose this fate on the rest of us, I ask that you experiment with it yourselves. Try carrying or wheeling a windsurfer or catamaran out to the end of Bahia Point.

The only solution is to leave the parking intact so we may all continue to enjoy Bahia Point, even including the public which has paid for it.

Sincerely,

*Larry Breedlove + Karen Breedlove*  
(LARRY BREEDLOVE)  
3303 ZOLA ST.  
SAN DIEGO, CA 92104

Ca. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108  
Attention - Ellen Lirely

Dear California Coastal Commission:

I am a member of the San Diego Windsurfing Association and I am writing to ask that you overturn the City's decision to eliminate parking at Bahia Point. Bahia Point is an area of major significance to windsurfing and other water sport enthusiasts. The availability of parking near the water is a critical element to the ability of windsurfers to use the clean and calm waters of west Mission Bay. As Mission Bay Park is a public park, it should be maintained for the benefit of the major users, especially sailers who are dependant on immediate parking. Please do not destroy a good thing.

Sincerely,

*Anthony N. Kurlovich*  
ANTHONY N. KURLOVICH  
912 WIND DRIFT DR.  
CARLSBAD, CA 92009

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my oposition to the plans to elimiate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimation of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and besause the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Karen Sue Day*  
1254 Valencia Drive  
Escondido, Ca 92025

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Coastal Commission:

As an active sailboarder who uses the Bahia Point area often, I am writing to request that you preserve Gleason Road and the public parking at Bahia Point. This park area is actively used by the public. The loss of parking would disrupt so many lives and benefit only one hotel. This is a very poor decision for the use of our public land. What good is a Coastal Commission if you cannot even preserve public access to public land? The idea of closing off access to Bahia Point is a travesty, and I sincerely hope that you will not repeat it.

I eagerly anticipate your response.

*George H. Gallagher*  
George H. Gallagher  
67 Heritage  
Pine, CA 92604  
714-552-0718

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lively

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,



PAUL GRIFFIN

725 C QUEENSTOWN CT

SAN DIEGO CA 92109

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lively

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.



Sincerely,

Address:

1254 Valencia Dr.  
Escondido Ca 92025

Ca. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1726  
Attn: Ellen Lirely

SUBJECT: BAHIA POINT

Dear Ca. Coastal Commission:

I am a windsurfing enthusiast who sails off Bahia Point in Mission Bay Park. I am totally opposed to the proposal to eliminate public parking at Bahia Point, as public access would be virtually impossible without public parking. On any summer weekend, there are hundreds of people at Bahia Point enjoying the water, park area, the sun, and being with family and friends. It is a lovely park that is completely successful. Why destroy it??

I hope that you will not suggest that we users of Bahia Point find someplace else to go. We've gone to other areas of Mission Bay and simply prefer Bahia Point. It is irreplaceable, especially for people with windsurfers and small sailboats. There are no other areas that meet our needs the way that Bahia Point does.

Please listen to the people. RETAIN THE PUBLIC PARKING AT BAHIA POINT!

Sincerely,  
*BENEDICTO F. ESPINOSA*  
*Benedicto F. Espinosa*  
*408 HIDDEN VISTA DR.*  
*CHULA VISTA CA-91910*  
*7-13-96*

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Lidney H. Hall*  
*Lorretta Hall*  
*4766 Olney St.*  
*San Diego, CA 92109*

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Lirely

Dear California Coastal Commission,

My family and I have spent many enjoyable days at a unique and lovely park called Bahia Point in Mission Bay Park. The park is ideally suited to our needs as it has nearby parking, a gentle shoreline where the kids can safely play in the water, a public restroom, and a well-maintained grass area. These conditions do not exist elsewhere in Mission Bay. Other areas suffer from poor water quality, have steep or rip-rapped shoreline, are dominated by motor boat traffic, or attract large numbers of teens, which is not a preferred environment for young children. We have never experienced any problems at Bahia Point in the many days we have spent there. People are always respectful of one another and everyone has a good time. This is a perfect example of how to operate a coastal park. This is the last area that should be changed! Please leave well enough alone, and let us all continue to enjoy Bahia Point park.

Sincerely,

John Stewart

The access for getting to the water is ideal and should be kept for everyone's opportunity.

Anita Stewartson  
1618 Don Carol Ave.  
El Cajon CA 92019

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

Afonso Saballett  
4452 Gila Ave  
San Diego, CA 92117

7-7-90

7-10-90

California Coastal Commission  
3111 Camino Del Rio No., Ste. 200  
San Diego, Ca 92108-1725  
Attn: Ellen Lirley

Dear California Coastal Commission:

I enjoy windsurfing at Bahia Point and I am very much opposed to eliminating sailboard access to that area. The plans to eliminate public parking, even with the operation of a "windsurf cart" at the entrance to Bahia Point, would result in the abandonment of Bahia Point by the many, many users who now enjoy the area. It is completely unreasonable to expect people to carry or cart their gear across the entire peninsula, even assuming that parking were available at the Ventura Cove parking lot (a risky assumption given the popularity of that swimming beach with families).

Public park land which provides benefits for the public at large should not be vacated for the benefit of a single commercial enterprise.

The development of new park areas in East Mission Bay would not begin to compensate for the loss of park land in West Mission Bay. Please, do not destroy a good thing in the mistaken assumption that "it all comes out in the wash." Bahia Point is irreplaceable.

Thank you for your consideration.

Sincerely,

*Mark Miller*  
3664 Crown Point Drive  
San Diego CA 92109  
(619) 581-0212

Ca. Coastal Commission  
3111 Camino Del Rio N., Ste. 200  
San Diego, Ca. 92108  
Attn: Ellen Lirley

Dear Ca. Coastal Commission:

Re: Bahia Point

Bahia Point is one of the premier locations for launching a windsurfer in Mission Bay. I am very upset by the recent decision to eliminate motor vehicle access to Bahia Point and to privatize this part of the bay. Most of Bahia Point is already occupied by a hotel. It is not in the public's best interest to lease any more land to the hotel. Also, the addition of a bike path won't begin to serve the numbers of people that currently use Bahia Point. Bicyclists may pass through, but no one will stay (which of course is what the hotel wants).

Bahia Point is unique in Mission Bay. It is one of the very few places one can launch a windsurfer or catamaran right off the shore, and spend the day with family picnicking on the grass. We do not seek just a launch ramp. We are looking at the whole park experience. To lose Bahia Point would put an end to the best park experience in Mission Bay. Please reconsider your decision.

Thank you.

*Bob Rice*

524 Hibiscus Ct  
Chula Vista, Ca  
91911

7-10-96

7-13-96

Calif. Coastal Commission  
3111 Camino Del Rio No., Suite 200  
San Diego, Calif. 92108  
Attn: Ellen Lirely

Dear Calif. Coastal Commission,

I use an area called Bahia Point to sail a windsurfer and to relax by the water. I understand that you will be considering whether to close Bahia Point off to vehicle parking. My opinion is: don't do it. This part of the bay is treasured by so many. Nearly all users arrive by car, so if you eliminate parking, we will all be denied usage of the park and water access. It would be such a shame if we could not even use our own public park land.

I have heard the reasoning that the public can still use the area but must park somewhere else. Let me ask: are the hotel guests being asked to park somewhere else? I'll bet not. This is clearly an effort to keep the public out to favor the hotel. Since you are the body designed to preserve public access to the coast, you should not let this happen. Please, reject the terrible request to eliminate parking.

Sincerely,

Bruce White  
11326-1 Camino Playa Cancun  
San Diego CA 92124

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails all various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

Milena Miteva  
Milena Miteva  
10435 Dancy Place  
San Diego, CA 92126

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirley

Dear California Coastal Commission:

I often go to Bahia Point in West Mission Bay to relax by the water and to sail a windsurfer in the calm, protected waters in this part of the bay. I am writing to ask that you preserve the public parking so that all the users can continue to enjoy this park. Most of the people coming to Bahia Point are drawn to the area because the waters are clean, the wind is clean, and the atmosphere is friendly. We do not wish to be "relocated" to other parts of Mission Bay, as they do not meet our needs.

I also believe that you would be hurting many area businesses if you eliminate parking, because the restaurants, souvenir stores, and water-oriented sporting goods stores depend, in large part, on users of Bahia Point. Why change something that has worked so successfully for so many years? I hope you will avoid the temptation to benefit one hotel at the expense of so many.

Sincerely,

*Dennis B Raffelson*

DENNIS RAFFELSON  
6377 CAMINITO ESTRELLADO  
SAN DIEGO, CA 92120

California Coastal Commission  
3111 Camino Del Rio No., Suite. 200  
San Diego, Ca 92108-1725  
Attention: Ellen Lirley

Dear California Coastal Commission:

I am writing to you as a member of the public who enjoys sailing a windsurfer off Bahia Point in Mission Bay. I hope that you will protect this area in a way that the City of San Diego has so far declined to do. The public parking around Bahia Point should be preserved, as it ensures that the public can enjoy the area with their windsurfers, sailboats, and fishing poles.

I urge you to visit Bahia Point on any summer weekend and observe the large family gatherings and groupings of friends who make full use of the area. Compare that to other parts of Mission Bay where parking is unavailable, and you will see how important parking is to public access. If you would see all the upstanding citizens using Mission Bay the way it was intended, I'm sure that you would never turn them away.

Bahia Point is a unique area that can't be replaced with other parts of Mission Bay. It is a beautiful park with a grassy area for assembling gear, it has a gentle shoreline over which small boats can be carried and launched, and it has favorable winds for windsurfing. The proposed replacement areas do not have these features.

Finally, Bahia Point is public land, and the public should have a say in what happens there. The public has spoken. Save the parking at Bahia Point!

Sincerely,

*Alexis K Alexander*  
4961 CAMPANILE DRIVE  
SAN DIEGO, CA 92175

7-10-94

7-10-94

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Matt Ellen*  
Matt Ehlers  
1135 Alexandria Dr.  
San Diego Ca 92107

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission:

Bahia Point Park is one of my favorite places in San Diego. I often launch a sailboard from the beach and spend the day enjoying the lawn area and beach. This is one of the jewels of Southern California, and it should not be turned over to the Bahia Hotel nor torn up for a bicycle path. There are thousands of miles of bike path and thousands of hotel rooms, and more of both can be built anywhere. But our coastal resources are scarce and unique. Do not eliminate access to coastal resources by eliminating parking. That would be very destructive. I know it is naive to think that you will listen to the people but this is so important! Please, don't let this opportunity slip away. Save Bahia Point while you still can!

Sincerely,

*Mark Maly*

MARK MALY  
1376 CAILE CHRISTOPHER  
ENCINITAS CA 92024  
(619) 436-3806

Glenn Paculba, Owner  
Star Surfing Co.  
4655 Mission Boulevard  
San Diego, California 92109

California Coastal Commission  
3111 Camino del Rio South #200  
San Diego, California 92108  
Attention: Ellen Lirley

July 25, 1996

Dear California Coastal Commission:

I am the owner of Star Surfing Co., a surf shop selling new and used surfboards, wetsuits, and surfing accessories. We are located in Pacific Beach, just blocks from the ocean and about a quarter mile from Mission Bay. I am opposed to any action by government or private industry that restricts public access to coastal waters, including the proposal to eliminate parking at Bahia Point.

Bahia Point is a major peninsula jutting out into West Mission Bay. It is heavily used by the public because it has adequate parking adjacent to the water, enabling sailboarders, sailboat users, and picnickers to bring their recreational gear to the water. There are only two peninsulas on West Mission Bay that provide this level of public access. While the rest of the bay shoreline is public, use of these areas is limited by the availability of parking. Bahia Point is therefore a recreational resource of major importance.

The parking at Bahia Point also serves as a back-up for beach users who cannot find parking at the Mission Beach parking lots. During special events, holiday weekends, and on hot summer days, parking in the entire West Mission Bay/Mission Beach area fills up completely and vehicular access is restricted to residents only. This congestion is bound to increase as San Diego's population grows, bringing in new residents who will seek refuge at the bay and beaches from the heat and urban environment of interior areas.

The numerous sailing and surfing businesses that have grown in the Mission Bay/Mission Beach area depend on the continued ability of citizens to access public beaches. The closure of a major public parking lot adjacent to a recreational resource such as Bahia Point will negatively impact these businesses. The attraction of this area as a haven for sailors and surfers should be protected, as it benefits citizens and businesses alike.

The soul of San Diego is in its beaches and bays, dotted with sailors and surfers. Parking provides the lifeline. Please keep the parking open at Bahia Point.

Sincerely,



Glenn Paculba



Dear Politicians,  
Do not build hotels  
on the bahia bay!  
This is a very relax-  
ing place. Our friends  
and family come here  
alot. We eving have our  
own little spot. If  
you guys build hotels  
and don't let us come  
here any more you  
will upset a lot of  
people! So I say  
On the  
S down -

idea.  
Sincerely,  
Jackie  
Fontaine  
(11 years  
old)

I love The bay  
Do not ruin it!



1000 AMERICANITY

★ ★ ★ ★ ★

Dear politicians

Please don't build  
over the bay  
it's a nice place  
I love it  
8/18/90m



★ ★ ★ ★ ★



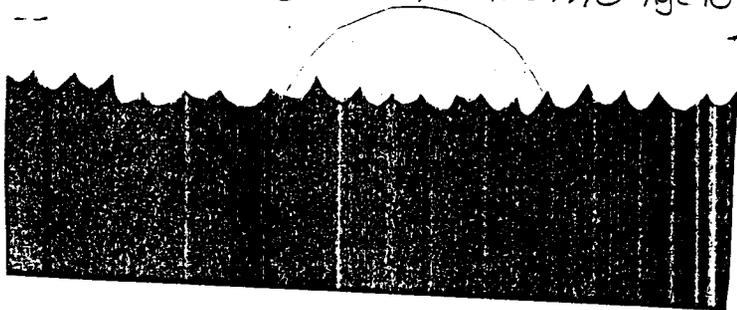
Polititians-



Do Not build hotels

on the bay! Here are my reasons why:  
① Very relaxing. ② Barely any seagulls. ③ I think its neat to have a beach with grass. ④ Bahia is fun to have celebrations and parties. ⑤ Bahia is not a very busy beach. ⑥ Nice breeze and sunshine.

- Jamie Fontaine Age 10



"We Love  
Bahia Beach"

"Don't ruin it!"

Sincerely,  
Aaron Leek  
(9 years  
old



RECEIVED

JUL 23 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

David Hickman  
6846 Urubu  
Carlsbad, CA 92009

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

Dear California Coastal Commission,

I use an area of Mission Bay Park called Bahia Point. I understand that you will be conducting a hearing to consider removing the public parking around Bahia Point. I am totally opposed to that idea and I hope that you will reject it decisively.

Bahia Point is a beautiful park that provides countless hours of recreation to hundreds of people. The public parking enables people to come to the coast and enjoy the water. Without parking, it would be impractical to use Bahia Point. It is ridiculous to consider removing the parking to add a bicycle lane. Bicycle access is already available at Bahia Point, and there are thousands of miles of bicycle paths all over the County. On the other hand, the shoreline is a finite resource. You can only launch a boat or swim in the water! That's what people come to the coast for.

It is outrageous to remove parking to permit the Bahia Hotel to expand onto public park land. There are thousand of hotel rooms in the Mission Bay Park area. The Bahia Hotel itself could expand without encroaching onto public park land. The public should not be sacrificed for a commercial endeavor. The hotel must accept public use of Bahia Point, as they are operating on public land.

If you care at all about the people of San Diego, you will do the right thing: save the parking at Bahia Point.

Sincerely,

  
David Hickman



## BEACH AREA SERVICES GROUP

4993 NIAGARA AVE. SUITE 208 SAN DIEGO, CA. 92107  
PHONE (619) 225-2201 FAX (619) 225-2203

July 25, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108-1725

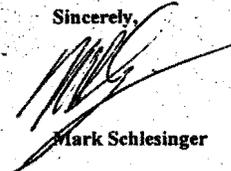
Dear Commissioners,

I am writing in opposition to the Bahia Point plan to exchange 250 parking spaces and beach access for hotel rooms and a bike path.

I personally use that beach, often, to launch my kayak. Every day that I go there, there are people fishing and walking along the beach. On summer weekends that whole area fills with mostly local people taking advantage of a wonderful public asset.

To give this away to commercial interests is unconscionable and I hope you reconsider before a terrible mistake is made.

Sincerely,

  
Mark Schlesinger

Securities offered through: H.D. Vest Investment Securities Inc.  
433 E. Las Colinas Blvd., Ste 300, Irving, TX 75039, 214-556-1651  
Mark Schlesinger, Registered Representative

Member  
SIFC

**ITALIANS AGAINST THE CONFISCATION OF THE PUBLIC ACCESS  
ROADWAY UNTO BAHIA POINT—AND THE LOSS OF OVER 250 PUBLIC  
PARKING SPACES**

June 18, 1996

Chairman, California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino Del Rio South  
San Diego, Ca. 92108

Dear Sir:

The purpose of this letter is to communicate to you my desire to leave untouched the public access roadway known as Gleason Road, and all the parking thereon. I am soliciting your support in this matter, as I understand that in November of this year the Coastal Commission will once again review this matter in a public forum, and vote on a final resolution. As you may be aware, this matter has received considerable public interest, and may have contributed to the loss by Commissioner Vargas in running for U.S. Congress. I know that a plurality of the public endorses a win-win situation in this matter; wherein the Evans family would be allowed expansion in hotel room capacity by building UPWARD ON THEIR EXISTING FOOTPRINT. The public's right to traverse, park vehicles, and to hold family picnics should not be abridged in any manner.

My understanding of this matter is that the Bahia Hotel operators, the Evans family, are asking to basically takeover a public access roadway known as Gleason Road, and the removal from public use in excess of 250 public parking spaces, which occupy this access road. The subsequent expansion of the Bahia Hotel unto this roadway would ensue at some yet to be determined time.

Confiscation of this public access roadway and permanent removal of more than 250 public parking spaces is being justified by employing rouse by the proponents of the confiscation, namely the creation of a bicycle path. I ask all of the Coastal Commissioners to please review the plans for this bicycle path which appear in the EIR, (ENVIRONMENTAL IMPACT REPORT). You will discover that the argument to close this roadway for a bikepath is bogus, as the bikepath being proposed is redundant at best. You will notice that the bikepath was to be installed in front of the Bahia Hotel. This would accomplish the aim of the Master Plan. You will discover that at all other points in the master plan, the bicycle path is being installed on the outer perimeter, and never enters the multiple individual peninsulas which lie within this master plan.

Before endorsing any position on this issue, I am requesting that all members of the Coastal Commission, please take time to go to the Bahia Hotel, and walk around the leasehold. You will discover that the west side of the peninsula, on which the Bahia Hotel owns the leasehold has been configured in such a way, as to create the perception that the west side is private property. This same maneuver has been successfully employed at another property in San Diego's Mission Bay, the Catamaran Hotel, which is also owned and operated by the Evans Family, and achieved like results. My understanding is that this is in-fact public property, although it surely is not configured that way. As a consequence of the perception created, both the west side of the Bahia Hotel, and the east side of the Catamaran Hotel enjoy little to no utilization from the citizenry of San Diego, as they appear to have been privatized. Closure of the public access roadway would create the same untenable condition on the east side of the Bahia Hotel.

**Closing the public access roadway on the east side of the Bahia Hotel, would basically magnify what is already an unfair situation, and would be tantamount to serving an eviction to its present users, which is the citizenry of San Diego.**

The operators of the hotel have asked to takeover this roadway to extend out their leasehold, presumably to gain the ability to increase the total room capacity of the Bahia Hotel, from its present 320 rooms, and to increase the capacity to 600 total rooms. I draw your attention to the EIR, which contains recommendations by coastal commission staffers that allows the increase in room capacity. The coastal commission staffers however, recommend accomplishment of same by removing existing old, and poorly maintained 1 and 2 story bungalows, and build anew on the the hotels existing footprint, new 3 story structures, which would allow the owners the increase they want without confiscating the roadway and parking on the east side of the hotel, from public usage.

Further, I draw your attention to page 39 of the EIR. Notice that although the owners of the Bahia Hotel are being given almost immediate possession of the roadway and the over 250 parking spaces thereon, page 39 specifically allows the owners of the Bahia Hotel, latitude as to the extent of the ultimate room expansion, if any. In other words the expansion envisioned at this time to reach 600 rooms total, may never occur. Conceivably a much smaller numbered increase may be ultimately realized. Other section of the EIR, grant the owners of the hotel, latitude which extends to 20 years the time to accomplish the expansion, if any.

**WHAT IS WRONG WITH THIS PICTURE?**

- Immediate confiscation of the roadway by the hotel.
- Immediate loss of over 250 public parking spaces.

- Absolute latitude to the hotel (refer to page 39 EIR report) which allows them up to 20 years to perform, without the obligation to do so.

Why not follow the previous recommendations of coastal commission staffers? Following those recommendations would allow for two winners in this dispute, the hotel would be allowed the increase on their existing footprint, and the public would continue to have usage of both the public access roadway and the parking thereon. The solution is rather simple, and abundantly fair.

It should be noted that this area in dispute is utilized substantially by families who picnic there as weather allows. This peninsula is the safest part of Mission Beach. I have spoken to the Sergeant who heads the beach patrol, and he has conveyed this to me.

Support by anyone to eliminate public parking anywhere in the Mission Beach area is absolutely preposterous. The notion advanced by some that parking which is to be developed some 4 miles away from this location "mitigates" in any way, the substantial loss to the citizenry of San Diego, of this beautiful and unique peninsula is absolutely absurd. Parking, if created, approximately 4 miles away from this peninsula to be confiscated, should be utilized to complement existing parking, as a severe shortage of parking absolutely exists throughout the Mission Beach area.

**ALTHOUGH A SHUTTLE SYSTEM IS MENTIONED IN THE MASTER PLAN, IT IS A FACTUAL REPRESENTATION THAT NO FINANCING FOR THIS PLAN IS IN PLACE TO DATE. THE SHUTTLE SYSTEM, IF EVER DEVELOPED, WOULD INCLUDE THE TRANSPORTATION OF INDIVIDUALS TO THE GENERAL AREA. I ASK YOU, WHAT ABOUT THE GENERAL PARAPHANALIA WHICH PICNIC GOERS CARRY WITH THEM, HOW WILL THE NON EXISTENT SHUTTLE SYSTEM ACCOMODATE THE NEED?**

At considerable expense the city of San Diego conducted a telephone survey of San Diego County residence. In that survey, picnicking was ranked even above water sports as a priority for those who utilize Mission Bay. When then must a single family, although influential, who happens to own and operate the Bahia Hotel, dictate to the citizenry of San Diego, the ultimate utility for this peninsula?

In closing, I am requesting from the Coastal Commission, their vote on this matter should support the greater good for San Diegans. In this instance as I have delineated above, the solution is simple. Please support the UPWARD EXPANSION OF THE BAHIA HOTEL ON ITS EXISTING FOOTPRINT. PLEASE ALLOW THE CITIZENS OF SAN DIEGO, CONTINUED AND UNINTERRUPTED INGRESS AND EGRESS ON THIS PUBLIC ACCESS ROADWAY, AND FOR HEAVENS SAKE DO NOT ALLOW THE ELIMINATION OF THE PRECIOUS PARKING SPACES THEREON. THANK YOU.

RESPECTFULLY,

  
Bob W. Kalma  
SD 92101

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirely

Dear California Coastal Commission,

I am extremely disappointed in the City's decision to close off Bahia Point to vehicles. I hope that you will have the sense to reject this terrible decision. If people cannot park at Bahia Point, they simply will not come. It is reasonable to expect people to take the bus to work, but not to a public bayfront park, where they need to bring extensive gear, and often large families. This is just a political payoff. It is immoral and unjust. Please fulfill your responsibility to the public and to preservation of the coast. Save Bahia Point forever.

Sincerely,

*Terry D. Kent*  
838 S. Rancho Santa Fe Rd. #C  
SAN MARCOS, CA. 92069

RECEIVED  
AUG 13 1993  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirely

Dear California Coastal Commission:

I have heard about the City's plans to eliminate parking at Bahia Point and I think it is a terrible idea. I hope that you will put an end to it. If you are truly a commission designed to protect the coast, you will see through the City's transparent attempt to curry favor with the Bahia Hotel at the expense of the public. The desire for revenue is no excuse. We cannot continue to sell off our precious public assets and then complain about the youth of today, the lack of proper role models, and the proliferation of crime.

We who use Bahia Point do so peacefully and at no cost to anyone. We sail, we swim, we eat, we enjoy our families. We are quiet. We leave no trash. We do not appreciate being told to go elsewhere. We've been elsewhere... Bahia Point is the place that meets our needs and we insist on maintaining our rights to use it.

Sincerely,

*Jon Shetter*  
Jon Shetter  
6131 CALLE MARISEIDA #102  
SAN DIEGO CA 92124

RECEIVED  
JUL 16 1993  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

EL

RECEIVED  
JUL 17 1996

Andy Bailey, Manager  
B Into Surf N' Dive  
4114 Napier Street  
San Diego, CA 92110

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attn: Ellen Lirley

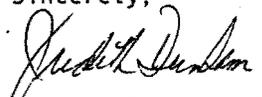
September 21, 1996

Dear Commission:

As a member of a church group that meets at Bahia Point, I am opposed to the plans to eliminate public parking. We should not allow a commercial enterprise to monopolize this coastal park. It was meant for all of us. We have shared it for years. We should not be turned away now.

We need parking to get our boats and our equipment to the water. There is no reason to turn the public away. Bahia Point is a peaceful and safe park. It provides a healthy alternative for children and teenagers, and a positive outlet for everyone. Please save our access to Bahia Point.

Sincerely,



4444 W. Pt. Loma Blvd. #86  
San Diego, CA 92107

RECEIVED

SEP 24 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

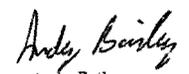
California Coastal Commission  
3111 Camino del Rio N., Ste. 200  
San Diego, Ca. 92108  
Attention: Ellen Lirley

Dear California Coastal Commission:

I am writing to you as an advocate of water sports and as a businessman regarding the proposed elimination of public parking at Bahia Point. The exposure of people to water and water sports is a beneficial experience, especially for children. The enjoyment of our local bays and ocean is an experience that brings families together, promotes good physical and mental health, and creates a boon to the economy. Surfing, sailing, water skiing, diving, kayaking, and swimming all offer positive alternatives to drinking, drugs, and gangs.

It is a fact of life that these activities require adjacent parking. Those who participate in water sports must transport various gear to the water which cannot be carried by hand, bicycle, bus, or shuttle. Even peripheral parking lots do little good as the gear is usually bulky and heavy. The elimination of parking at Bahia Point will frustrate those who seek to use Mission Bay for healthful enjoyment, and it will damage those businesses that equip water users. The benefit of providing a bike path at Bahia Point certainly pales in comparison to the impact of the loss of parking. I urge you to seek a better solution so that San Diegans can continue to enjoy the calm waters of West Mission Bay and the beautiful park setting at Bahia Point.

Sincerely,



Andy Bailey  
Manager

September 27, 1996

2944 N. Arroyo Drive  
San Diego, CA 92103



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

RE: Bahia Point Park

Dear Commission:

I was told that Bahia Point Park will be eliminated, and that the City intends to remove the road and parking area and replace it with a bike path and additional hotel rooms. We have lived here since 1949, and have always enjoyed bringing guests to the beach. But the beaches have become so overcrowded in the summer, that we need every bit of beach area we have left.

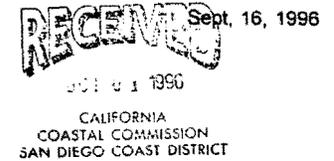
I hope you will give this matter careful consideration, and permit it to remain as it was originally intended.

Sincerely,

A handwritten signature in cursive script that reads "Marcia Leadbetter".

Marcia Leadbetter

California Coastal Commission  
3111 Camino Del Rio North, Suite #200  
San Diego, CA 92108 Attention: Ellen Lirley



Dear Coastal Commission:

Please do not eliminate the 250 parking places at Bahia Point at Mission Bay. On summer weekends and holidays the parking lots at west Mission Bay fill up, and sometimes families cannot find parking near the area they want to use. Parking in the lot south of the Bahia hotel and lugging a kayak and gear up to Bahia Point would be difficult.

West Mission Bay is zoned for swimming, sailing, kayaking, etc.; my family has used these areas many years. I would not like to stop kayaking and swimming in that area because of crowded parking, and instead swim and kayak near the motorboats in east or south Mission Bay. Fiesta Island has traditionally been preferred by people having wild parties; we like the quiet family atmosphere at west Mission Bay.

Sincerely,

A handwritten signature in cursive script that reads "Robert E. Vryheid".

Robert E. Vryheid  
3714 Fairway Dr.  
La Mesa, CA 91941-8051  
tel.: 463-1266  
fax: 697-1467

September 26, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Dear California Coastal Commissioners,

I have been a great supporter of the California Coastal Commission ever since its inception. Many years ago I stayed at a beautiful hotel in Portugal right on the beach, and was pleasantly surprised to be sharing the beach with people from the towns about. At the time much of our California coast had been gobbled up by hotels and individual homes. When the California Coastal Commission first came into existence, I was a great supporter. Being a person who cares about public access in general, and protecting what is left of our beautiful coastline for everyone to enjoy specifically, I was, therefore, pleased that you are going to reconsider your action on Bahia Point. It is a beautiful spot and needs to be preserved for the many, many people who have enjoyed this unique place in the past.

My husband and I picked this spot six years ago for what has become an annual boating party for a group from our church here in San Diego. We have kayaks, and had used this spot for our own enjoyment many times. Some of our friends bring other kayaks; some, small sailboats. This place has easy access, and the in and out of the boats is wonderfully simple. Other places rank from very inconvenient to downright inaccessible and dangerous. Judging also from the number of groups we see out there everytime we go, it is a popular place for those very same reasons. The parking is so convenient. How tough it would be for us to have to carry those boats all the way across the street from another parking place, plus supplies, etc. Because we get there so early in the day in order to "reserve" the spot, we'd be worn out by the time the activity began.

With the present plans it looks like the major use of this beautiful spot would be the hotel guests themselves. I oppose this view for the reasons I have outlined. I have investments in several motels, one here in San Diego, so I have some understanding of the ups and downs of this business. Sometimes it is important to make sacrifices for the good of all.

Respectfully,

*Marie F. Buckley*  
Marie F. Buckley  
881 Thomas Ave - #4  
San Diego, CA 92109  
(619) 483-6534



September 20, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

RE: Bahia Point Update

To Whom it May Concern,

It has come to my attention that drive-in access to Bahia Point may be converted into a bike path. I am writing to ask that this development not take place. I am a native San Diegan and have for forty years watched the city grow to a point where it is no longer a desirable place to be in the summer months because of the crowds. Bahia Point is one of the few area where tourist and locals can enjoy the beach, together and the crowds are not overwhelming. Additionally, since I windsurf and must carry my board by car, the road allows me access to that quiet part of the bay.

Please do not take away one of the few areas a local resident can still enjoy the bay and not be overwhelmed by the crowds. People are currently enjoying bike riding there. By removing the road you would end all other uses. In terms of land management, the most cost effective and greatest use would come by leaving Bahia Point the way it is.

Sincerely,

*Marta M. Phillips*  
Marta M. Phillips

*No address*



**DANIEL GORDON LE VINE**  
1967 Emerald Street, San Diego, CA 92109-3502  
Residence: (619) 274-5678 Office: (619) 490-2800 Facsimile: (619) 490-2808

California Coastal Commission  
Bahia Point/Bahia Hotel Expansion  
September 27, 1996  
Page 2 of 2

September 27, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
ATTN: Ellen Lirley

RECEIVED

SEP 28 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

**RE: BAHIA POINT/BAHIA HOTEL EXPANSION**

Dear California Coastal Commission:

Although I am an attorney duly authorized to practice law in the State of California, at this time I am writing to you as a concerned citizen as opposed to a paid advocate.

As you are well aware, the proposed expansion of the Bahia Hotel leasehold would reduce access to Mission Bay by members of the general public.

The California Constitution (Article 10, § 4), California Government Code (§§ 39930 et. seq. and 54090 et seq.), California Public Resource Code (§§ 30000 et. seq.), common law trust doctrine, and common law case authority all support maintaining the existing access to Mission Bay at Bahia Point. The ocean front in Mission Beach comprises approximately two percent (2%) of the entire California coastline that is considered suitable for swimming and other recreational purposes. See, Comment, *Public Beaches: A Reevaluation*, 15 San Diego Law Review 1241 (1978) (discussing the effects of the California Coastal Act of 1976). Bahia Point is a well utilized access point to Mission Bay for water-oriented recreational activities. The California shoreline, including Bahia Point, is a part of the heritage of all the people, impressed with a long standing public interest, and the means to protect this great resource and make it available to the public is ingrained in the strong public policy and law of the State of California.

In particular, the California Public Resources Code states:

- section 30001.5 - legislative declaration that the basic goals of the state for the coastal zone is to - subsection (c) - maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone ...
- section 30009 - this division of the California Resources Code [Division 20] shall be liberally construed to accomplish its purposes and objectives
- section 30210 - in carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the public ...
- section 30213 - lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred
- section 30220 - coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such use
- section 30224 - increased recreational boating use of coastal waters shall be encouraged, by ... increasing public launch facilities, ... limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities.

Further, the California Government Code states:

- section 39933 - All navigable waters ... and the water front of such waters shall remain open to free and unobstructed access by the people from the public streets and highways within the city. Public streets, highways, and other public rights of way shall remain open to the free and unobstructed use of the public from such waters and water front to the public streets and highways
- section 39934 - The city may maintain and improve such streets and other public rights of way to secure the benefits of Article 10 of the California Constitution for the general public
- section 39937 - The city can declare that the street leading into the Bahia Point property is required for a public purpose thus prohibiting any person from obstructing or preventing its free use
- section 54092 - Bahia Point must be open to all persons regardless of color, race, religion, ancestry, sex, national origin, or residence.

You may also wish to consider both the holding and dicta in Lane v. City of Redondo Beach (1975) 49 Cal. App. 3d 251 during your deliberations with respect to the Bahia Point property. In the Statement of Facts in Lane, the City of Redondo Beach acquired property, vacated streets leading up to the ocean, and buildings were constructed, over land which had formerly been rights of way. These actions allegedly made it difficult for the plaintiffs, children, lower income citizens, and senior citizens to enjoy free and easy access to the ocean for several reasons. Children and lower income citizens who previously had been able to hand launch small sailing or fishing boats were now unable to do so. The trial court sustained a demurrer without leave to amend the complaint for declaratory relief. The Court of Appeal reversed this judgment, finding that the action was a proper subject for declaratory relief and that the facts were sufficient to constitute a cause of action. The dicta in this opinion is of particular note to your deliberations since it provides a thorough analysis of California law with respect to coastal access and does so with respect to many of the operative facts that are present with respect to the current Bahia Point controversy.

The proposal for development of the Bahia Point property is in direct conflict with both California public policy and California law (both statutory law and case law authority). I urge the Commission to reject any proposal or further development of the Bahia Point property so as to maintain the existing public access to navigable water.

With Regards,

  
Daniel Gordon Le Vine

Brian McCune  
2477 Golfcrest Loop  
Chula Vista, CA 91915-1411

Sept 25, 1996

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725



Dear Sirs:

I am writing to you to urge you to keep Bahia Point Park as it currently is, and not sell out to the Bahia Hotel.

My family has been coming to Bahia Point Park for more than 20 years to enjoy the convince of the nearby parking, the grassy area, and the beach. As it is, Bahia Point Park is an ideal and convenient situation for small children to play, launching and landing of small boats, and up-close parking near the beach and the water, especially for our senior citizens. If this area is taken over by the Bahia Hotel, all this goes away. To be quite honest, it infuriates me to think that this wonderful public park that is used by thousands of families each year would be sold out to the Bahia Hotel. It's just not right!

I urge you not to sell out to a private interest, but to support the interests of the people of San Diego.

Sincerely,

A handwritten signature in dark ink, appearing to read "B. McCune".

Brian McCune

September 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attn: Ellen Lirley

Dear Ms. Lirley:

I belong to a church social group that conducts its annual beach party at Bahia Point. I am opposed to the plans to eliminate public parking around the point as that would end the group's annual tradition and would end public enjoyment of the area. I hope that you will reject these plans.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mikki Justice".

2479 Caminito Venido  
San Diego, CA 92107



658 Landis Avenue  
Chula Vista, Ca. 91910

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirley

September 21, 1996

Dear Coastal Commission:

My church group held its annual picnic at Bahia Point today. I was very disturbed to learn that this may be our last year here because the City intends to remove the access road and the public parking at Bahia Point. This plan should not be permitted to proceed. The public absolutely needs the parking if we are to continue using Bahia Point, which we all should be able to do.

Bahia Point is a perfect place to sail a small sailboat or paddle a kayak. Most parts of Mission Bay are not so well suited to using these water-craft. Bahia Point provides access to SAIL BAY, and there are only two other access points to Sail Bay. To eliminate one to public usage would be a terrible blow to all sailors and windsurfers.

It is unacceptable to allow the Bahia Hotel to take over any additional public park land. The public needs every inch of park land, especially coastal park land, that we can get. To sacrifice an existing park is exactly the wrong way to go.

Please save the parking at Bahia Point for everyone!

Sincerely,

*Kay Phillips*  
*Manuel Llera (Llera)*



September 21, 1996

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirley

To Whom It May Concern:

I met with my church group at Bahia Point today as I have for the last several years. We choose to meet at Bahia Point for our annual beach party because of its accessibility and suitability for sailing, paddling, and picnicking. I hope that our future beach parties will occur at Bahia Point and not the parks in East Mission Bay, which are not suitable for these activities.

We require public parking and vehicular access to use Bahia Point. Our boats and food cannot be transported to Bahia Point by bus or bicycle. We cannot carry this gear even from the nearby Ventura Cove lot.

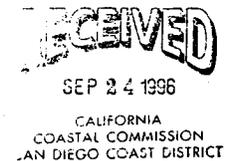
I think that the activities that occur at Bahia Point promote healthy family relationships and positive values. I know that it is important to our group to be able to meet and partake of outdoor activities together. I believe that it would be immoral to remove public parking in favor of hotel expansion. The hotel is a private enterprise that should not be permitted to interfere with the public use of Bahia Point.

Bahia Point is an important park. Please let it remain as is.

Sincerely,

*John Stende*

John Stende  
5720 Adelaide Ave.  
San Diego, Ca. 92115



Lois Day Bonamassa  
4654 Glacier Ave.  
San Diego, CA 92120

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108

September '96

Dear California Coastal Commission:

I am writing to express my indignation that you would consider abandoning Gleason Road and the 250 public parking spaces that allow all of us to use Bahia Point. This is an appalling rejection of the public interest and a clear attempt to benefit a single hotel.

How could any part of Mission Bay Park be considered expendable?  
Especially a part that provides so much to so many?

The plans for a bicycle path are a smoke-screen. The bike path is not needed. Gleason Road already provides adequate bicycle access.

Hotel rooms are beneficial to hotel guests and not the general public. Hotel usage of Mission Bay Park should not be permitted to interfere with public access. If you keep Gleason Road and the public parking, then the hotel should be permitted to intensify. But no hotel renovation should encroach onto existing park land.

Please don't sell us out.

Sincerely,

*Lois Day  
Bonamassa*

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108

SEPTEMBER 1996

Dear California Coastal Commission:

Today I spent the day at Bahia Point with my church group, where we meet for our annual beach party. The group brings boats, kayaks, coolers, chairs, and umbrellas. Without parking, we could no longer do this. Without parking, the other people who come to Bahia Point to sail, swim, or fish would also be unable to enjoy the area.

Eliminating parking would be a very poor decision that would only benefit private commercial interests. The public would be severely harmed. That is not what we elect political leaders to do, and that is not what we appoint Coastal Commissioners to do.

Please save the parking at Bahia Point.

Sincerely,

*Barbara Daub*

Barbara Daub  
6160 Mohler St.  
San Diego, CA 92120

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Kathy Ziegler  
5643 Watercrest Dr.  
Bonita, Ca. 91902

September 1996

California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, California 92108  
Attn: Ellen Lirley

Dear Commissioners:

The plans to eliminate public parking around Bahia Point are completely unacceptable. My church group meets at Bahia Point to sail, kayak, and picnic. We could not do so without parking. Many other people would also be affected by the loss of parking. I hope that you will deny these plans.

Sincerely,



4654 Glacier Ave.  
San Diego CA 92120

SEPTEMBER 1996

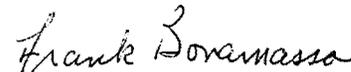
California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108

Dear California Coastal Commission:

I am writing as a member of the public and a member of a church group that meets at Bahia Point. I am very concerned about the proposed loss of parking at Bahia Point. I find this proposal to be unnecessary and outrageous. Public use of Bahia Point depends on the availability of parking. Without parking, this beautiful coastline will be deserted. With a bike path you will see bicyclists riding through and briefly enjoying the view, but there will be nobody able to sail, fish, paddle, or windsurf off the shore, and there will be nobody picnicking and socializing on the grass except for the occasional hotel guest. This is a poor use of public land and an offense to the public which owns the land.

If you are truly the "coastal commission," you will deny these plans. Remember who the property owners are and make sure that their interests are served.

Sincerely



RECEIVED

SEP 24 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ca. Coastal Commission  
3111 Camino Del Rio North, Suite #200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirley

September 21, 1996

Dear California Coastal Commission,

Like other members of my church group, I am completely against the plans to eliminate parking around Bahia Point. Our group assembles at Bahia Point each year for a picnic. We bring various boats and kayaks with us. We would not be able to continue this tradition without parking.

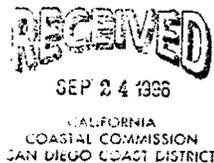
The other alternative park sites around Mission Bay are not as attractive as Bahia Point. Fiesta Island is sandy and silty and overrun with dogs. It does not have clean water or good sailing winds. The new South Shores Park is designed primarily for motor boat launching. It does not have a shoreline suitable for launching boats. Most of the shoreline there is covered in rip-rap. The Princess Resorts area is inaccessible by car, making it impossible to bring boats. The only other available option is Santa Clara Point, which is typically very crowded. It is not a good idea to limit sailboat launching to just one point in the entire Mission Bay.

I ask that you work with the City and the owners of the Bahia Hotel to ensure that public access is not reduced at Bahia Point. Surely the hotel could expand in a way that does not eliminate public access, and bicycle improvements could be made in a way that does not sacrifice parking. Please examine this issue carefully and I'm sure that you can create a win-win solution for everyone.

Sincerely,



Bob Buchner  
881 Thomas Ave.  
San Diego, Ca. 92109



California Coastal Commission  
3111 Camino Del Rio North, Suite #200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirley

September 21, 1996

Dear California Coastal Commission,

I am extremely angry that you are considering removing all public parking at Bahia Point. I come to Bahia Point with my church group for its annual picnic, and also visit periodically throughout the year. Bahia Point is a beautiful public resource. It should always be accessible to the public. We cannot afford to lose Bahia Point to a hotel expansion.

Other hotels in Mission Bay Park can be expanded without impacting public access. For example, both Princess Resorts and the Dana Inn have room to expand without affecting park land. Even the Bahia Hotel itself can expand by building upward without encroaching onto public park land.

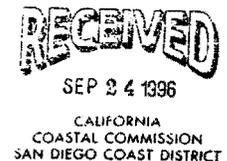
The plans for a bicycle lane seem to be an excuse to evict the public from Bahia Point. Bicycle access is already excellent at Bahia Point. No "improvements" are needed.

It is so important to keep places available for sailing, kayaking, canoeing, fishing, and other forms of water recreation. Bahia Point is one of the few places that meets these needs. Please save it.

Sincerely,



Dean Ziegler  
5643 Watercrest Dr.  
Bonita, Ca. 91902



McLane Downing  
2416 Grandview St.  
San Diego, CA 92110

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

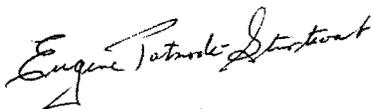
September '96

Dear California Coastal Commission:

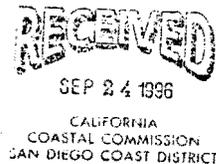
The plans to eliminate parking at Bahia Point are offensive and show poor judgement. Bahia Point is extremely important for people with small sailboats and kayaks. To eliminate Bahia Point would leave these users with only one location - Santa Clara Point - to launch these watercraft. The water users of San Diego deserve more.

Let hotel expansion occur in East Mission Bay, where sailing is less desirable. Let bike paths be extended where there is adequate room and demand. Bahia Point does not meet these criteria. Keep Bahia Point just as it is... perfect.

Sincerely,



Eugene Patnode-Sturtevant  
3605 First Ave. #202  
San Diego, CA 92103



Sept. 1996

Ca. Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Sir/Madam:

Occasionally I come to Bahia Point Park in Mission Bay to take advantage of the clean, calm waters of Sail Bay and the grassy lawn and sandy beach. I am very upset to learn that the City plans to remove the public parking at Bahia Point, as that would end my ability to use the area. It would be shameful to turn Bahia Point into a private enclave when it is now a public resource.

I do not think that the planned bicycle path is the real reason for removing the parking. I think that the plans are to give the Bahia Hotel virtually exclusive use of this public park. This is totally inappropriate. Hotel construction should occur on private land, not on public park land which destroys public access to our coast. The public interest should be factored into this decision.

I hope that the Coastal Commission has the wisdom to see through this scheme and the courage to reject it.

Sincerely,



William A. Wilson  
6530 Salazar St.  
San Diego, California 92111

September 21, 1996

California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, California 92108  
Attn: Ellen Lirley

Dear Coastal Commissioners:

Please do not permit the removal of public parking at Bahia Point. Bahia Point is one of the few places ideally suited to sailing, windsurfing, and canoeing. It is also visited by people on bicycles, who have never requested that the parking be removed. There is room enough for everyone - we all co-exist peacefully with the current park layout. The Bahia Hotel should expand upward rather than outward. That would leave enough park area for the public. Please understand that the parking is critical to the public.... without it, we are gone. Please don't ever let that happen.

Sincerely,

*William A. Wilson*

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 21, 1996

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirley

Dear Ms. Lirley:

I am firmly opposed to the plans to eliminate public parking at Bahia Point. Like many others, I enjoy coming to Bahia Point from time to time. We should all continue to be able to do so.

Bahia Point needs parking if people are to be able to sail their boats or paddle their canoes. People also need road access and parking because that is the only realistic way to use Bahia Point. So many parts of Mission Bay do not have parking, and they are virtually unused.

West Mission Bay has a shortage of parking. The creation of new parking areas in East Mission Bay do not alleviate the shortage of parking in West Mission Bay. We need parking where the demand is greatest. There is a great demand for parking in all of West Mission Bay, as that is where sailboats are launched, and it also provides overflow parking for Mission Beach.

My church group is one party that uses Bahia Point because it suits our needs. Many other users find their unique needs to be filled at Bahia Point. I hope that you will not overlook the public in your hearing. Thank you for your consideration.

Sincerely,

*Ruth Patnode-Sturtevant*

Ruth Patnode-Sturtevant  
3605 First Ave. #202  
San Diego, Ca. 92103

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attn: Ellen Lirley

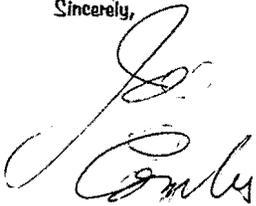
Dear Ms. Lirley:

It is very upsetting to me and my church group that you are considering eliminating public parking at Bahia Point. This would damage the park and hurt the many people who use it.

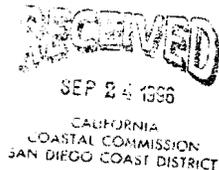
The only realistic way to use Bahia Point is to provide road access and parking. The addition of a bike path won't allow people with kayaks, canoes, or sailboats to access the point. Nor would people with beach chairs, umbrellas, or barbecues be able to get in. The only people who would not be hurt by the loss of parking is hotel guests, as they will have parking of their own.

Please don't evict us from this most lovely stretch of public land.

Sincerely,



Joe Combs  
10789 Cariato Ct.  
San Diego, CA 92124



September 21, 1996

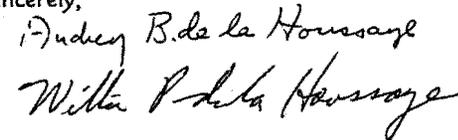
California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, California 92108  
Attn: Ellen Lirley

Dear Coastal Commissioners:

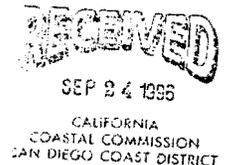
We desperately need to retain the parking at Bahia Point. The parking gives us the opportunity to get to Bahia Point to spend the day. We could not launch our boats into Sail Bay without parking. Other nearby parking areas are already congested. It is foolish to eliminate 250 existing spaces on prime bayfront property.

My church group would like to continue to gather at Bahia Point. Lots of other groups would like to continue using Bahia Point. Please don't let greed get in the way. Thank you.

Sincerely,



Willie and Audrey de la Houssaye  
5681 Del Cerro Blvd.  
San Diego, California 92120



T. Stafford  
5326 La Jolla Hermosa  
La Jolla, Calif. 92037

Calif. Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, Calif. 92108-1725

Sept. 1996

Dear Commission:

My church group meets every year at Bahia Point for a beach party/picnic. We have grown very fond of this park over the years. We would love to continue holding our event at Bahia Point, but would not be able to if parking were removed. The loss of parking would eliminate the use of this park for nearly every user, as people need to bring their boats, fishing poles, hibachis, cabanas, and beach chairs. These items cannot be carried far nor can they be transported by bus.

It would be a terribly sad day for the entire City if you approved this ill-conceived plan. I hope that we can count on you to consider the needs and rights of the public and retain the parking at Bahia Point!

Sincerely,

*Thomas E. Stafford*

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 22, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attn: Ellen Lirley

Dear Ms. Lirley:

My church group met today at Bahia Point, and I became aware of the City's plans to uproot the public road and parking around the peninsula. I am completely opposed to these plans. The loss of Bahia Point will be a great loss to our group, as there are so few places from which to launch sailboats, kayaks, and canoes, and no places that are as scenic and peaceful as Bahia Point.

I do not appreciate being directed to other parts of Mission Bay Park as an excuse for closing Bahia Point. Since Bahia Point is public land, it ought to be used to the public's benefit. That means retention of the parking which enables every one of us to use Bahia Point. Keep Bahia Point intact!

Sincerely,

*Joy A. Gorlan*

Joy Gorlan  
10788 Cariuto Ct.  
San Diego, CA 92124

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Anne Stafford  
5326 La Jolla Hermosa  
La Jolla, Ca. 92037

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108

September 21, 1996

Dear California Coastal Commission:

I am a member of a church group that holds its annual picnic and boating party at Bahia Point. I was saddened to learn that we may no longer be able to continue this tradition because the City is planning to remove Gleason Road and all 250 parking spaces that serve the public. The City's plans to replace the parking with a bicycle path and more hotel rooms will drastically reduce public use of Bahia Point. If you can't get to Bahia Point, and can't park there, you certainly can't launch a boat or a windsurfer.

The average bicyclist coming through Bahia Point spends perhaps five minutes there. The average pedestrian will spend perhaps fifteen minutes. The current users typically spend three to six hours sailing, boating, fishing, picnicking, and socializing. The trade-off that the City is proposing is therefore totally illogical.

Please don't try to fix what isn't broken. Leave Bahia Point alone.

Sincerely,



RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

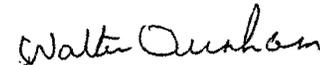
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attn: Ellen Lirley

September 21, 1996

Dear Coastal Commission:

The plans to eliminate parking at Bahia Point would end the annual tradition that my church group has enjoyed for the last five years: our summer beach party at Bahia Point. This is an event that we look forward to, as we sail our boats, paddle kayaks, interact with one another, perhaps ride a bike or take a walk. We would not be able to bring our equipment to the bay without parking. Many other people would be affected the same way. These plans are very unfortunate and should not be approved.

Sincerely,



4444 W. Pt. Loma Blvd. #86  
San Diego, CA 92107

RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

25274 VIA PERA, MURRIETA, CALIFORNIA 92563

September 22, 1996

California Coastal Commission  
3111 Camino del Rio North, Ste. 200  
San Diego, CA 92108

RECEIVED

SEP 25 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Members of the Commission:

I am writing to urge you to reconsider your position relative to the Bahia Point issue, and the proposed redevelopment of this area.

My wife and I are frequent users of this unique area. We are avid small boat sailors, and find Bahia Point ideal for our use for the following reasons:

1. Convenient non-ramp access for vehicles and small craft, with abundant parking.
2. Lack of power boats in the area.
3. Lack of dogs and heavy "high tech" use of the area.

We have sailed in most areas around Mission Bay, including the various public beaches and all of Fiesta Island. No other area provides the unique setting we find at Bahia Point. I suspect that you will find many small sailboat sailors, kayakers and windsurfers who would agree with us.

My wife is a public school teacher, and I am a local peace officer of command rank. We enjoy the quiet and simplicity of the current Bahia Point configuration, and would be unlikely to return to the area should the proposed redevelopment occur. I would also point out that we are not just day visitors to the area; we spend money there as well, enjoying many meals at area restaurants and making substantial purchases at boating-related retailers.

I would be pleased to speak with you at any time concerning the proposed redevelopment of Bahia Point. I may be reached during the day at (909) 696-3030.

Thank you for considering our point of view.

Sincerely,

RH + Maria 20 SL

Pete and Maria Labahn

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North,  
Suite #200  
San Diego, CA 92108

September 14, 1996

Dear Coastal Commission:

The proposal to remove public parking at Bahia Point would be a tremendous loss to the community that has enjoyed access to this fantastic park for many years. Bahia Point is special because the water is clean, the grass and sand provide good launching for sailboats and kayaks, and the parking is convenient and usually available except on holiday summer weekends. If the parking is eliminated, Bahia Point will become another pretty but un-used park, because it will be inaccessible.

Since Bahia Point is public land, public uses should be given the top priority. The hotel should not be permitted to interfere with public use of or access to the water.

The planned bike path is not the point. Bicycle access is already available and does not need to be expanded. Rather, water use areas need to be expanded.

I hope that you, as the Coastal Commission, will see that coastal access is your highest mission. You can fulfill that mission by saving Bahia Point Park.

Sincerely,

Matthew  
21299 INSPIRATION LK DR  
MENIFEE, CA 92584

CALIFORNIA COASTAL COMMISSION  
3111 CAMINO DEL RIO NORTH STE. 200  
SAN DIEGO, CA 92108

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

SEPTEMBER 1996

COASTAL COMMISSION:

PLEASE KEEP BAHIA POINT PARK JUST AS IT IS. THE  
PARKING IS A NECESSARY PUBLIC FACILITY. OUR  
ACCESS TO THE WATER DEPENDS ON IT. WE  
DESPERATELY NEED YOUR HELP. PLEASE PROTECT THE  
PUBLIC FROM THE LOSS OF OUR MOST PRECIOUS  
RESOURCE - THE COAST.

SINCERELY,

*Kearney Johnston*  
3648 PARK BLVD.  
SAN DIEGO, CALIF. 92103

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca 92108  
Attn: Ellen Lirely

Dear California Coastal Commission:

I am an avid windsurfer and I am opposed to the  
plans to eliminate public access to Bahia Point.  
The elimination of parking would equate to  
elimination of public access, as the public would  
be unable to enjoy the area with their windsurfers  
or sailboats. Windsurfing and sailing are sports  
which provide peaceful, relaxing entertainment for  
so many here in San Diego. These activities should  
be encouraged wherever possible. At Bahia Point,  
there are no conflicts between windsurfers and  
other beach users. The existing layout should  
remain.

Sincerely,

*Ken Sholin*  
P.O. Box 19435  
S.D. 92159

California Coastal Commission  
3111 Camino Del Rio North  
Suite 200  
San Diego, California 92108-1725  
Attention: Ellen Lirley

9/96

RECEIVED

COAS  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

Please do not allow the destruction of Bahia Point to occur. We need to retain Gleason Road to get out to the point, and we need the parking to remain on the point for our weekend recreation. Why should we give up such a beautiful and functional recreation area when it works so well for so many?

The idea of substituting public access for a bike path and more hotel rooms is outrageous. There are thousands of hotel rooms, and there are thousands of miles of bike paths, but only one Bahia Point. Bahia Point is irreplaceable. We cannot afford to lose it. On the other hand, you can add bike paths elsewhere, and you can add hotel rooms elsewhere. Destroying Bahia Point is not progress; it is a giant step in the wrong direction. Please drop these plans.

Sincerely,

*Debra Seria*  
2611 Harcourt Dr  
San Diego, Ca 92123

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North  
Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

September 1996

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I am writing to express my complete disagreement with the plans to eliminate vehicular access to Bahia Point. The road access and the parking make it possible for many families and individuals with boats and water toys to gain access to Sail Bay. Sail Bay is the cleanest and most scenic part of Mission Bay Park, and the public should be able to continue to use it.

The plans for hotel expansion and bicycle improvements should not outweigh public access. Both hotel rooms and bike paths can occur anywhere, while water access is completely dependent on location, and once lost can never be replaced. Sometimes we need to make decisions on issues other than money, and this is one of those times. Access to the best waters of Mission Bay is of immeasurable value, and it is a right and a privilege that should never be for sale. It is one of the best forms of recreation that can be enjoyed by anyone, regardless of income. It is simply too important to lose.

We desperately need your help in preserving the access and parking at Bahia Point. Please do not disappoint us.

Sincerely,

*Lisa D. Benson*  
Lisa D. Benson  
2611 Harcourt Dr.  
San Diego, CA 92123

California Coastal Commission  
3111 Camino Del Rio North #200  
San Diego, CA 92108  
Attention: Ellen Lirley  
September 1996



Dear California Coastal Commission,

As a member of the public who enjoys coming to Bahia Point from time to time, I am against the plans to eliminate parking. I am very upset by these plans. I hope that you will reject these plans and keep the parking available to the public.

I cannot get to Bahia Point by bicycle or on foot, nor could I carry everything I need to Bahia Point even if parking were available at Ventura Cove or across West Mission Bay Drive. Most people using Bahia Point bring small sailboats, kayaks, fishing poles, or equipment for group picnics. None of these users can be accommodated without parking.

There is a scarcity of places like Bahia Point, and there is greater and greater public demand for such places. As people continue to move to San Diego and the baby-boomers continue to have children and grand-children, the demand will grow even greater. It is short-sighted to eliminate Bahia Point when we should be adding to the inventory of public parks.

New or renovated parks at South Shores and Fiesta Island do not compensate for the loss of Bahia Point. Those parks are ideal for people with dogs, jet-skis, motorboats, or large company picnics. They are not designed for the small-sailboat users, swimmers, or fishermen. Bahia Point has clean clear water and steady gentle winds. It has a beautiful sandy shoreline and a grassy lawn for rigging boats and playing sports. It has a great view of the bay and a family-oriented environment. Hopefully you will understand why we treasure it and why it should be preserved for public use.

Sincerely,

John Lewis  
30106 Yellow Feather  
Canyon Lake CA  
92582



California Coastal Commission  
3111 Camino Del Rio North #200  
San Diego, CA 92108

September 14, 1996

Dear Commissioners,

**Your assistance is needed in saving the public's right to access by vehicle the park known as Bahia Point. The public has been able to use this park for decades because there is a public road and 250 parking spaces. Now the City intends to remove the road and all the parking, simply to allow the Bahia Hotel to expand and to put in a bike path that is not needed. The Bahia Hotel can expand upward without taking up any additional park land. And there are already miles and miles of bike paths around Mission Bay and many other locations. Coastal access, on the other hand, can't go just anywhere. It can't go upward, it can't go inland, and it can't be replaced in East Mission Bay.**

**Please don't make a mistake that we will all be paying for forever. Keep the parking at Bahia Point.**

Sincerely,

Maria M. Inazio-Sabahn  
25274 Via Vera  
Murrieta, CA 92563

RECEIVED

SEP 17 1996

September 14, 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Gregory A. Gieselman  
4453 Narragansett Avenue  
San Diego, Ca. 92107-2939

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite. 200  
San Diego, Ca. 92108

Coastal Commissioners,

In November you will be rehearing the Bahia Point area of the Mission Bay Park Master Plan. This is my first personal experience being involved in what appears to be big money interests and politics working to totally disregard the American family and the recreational access which has been created for the general public. These days we hear a lot about family values from our presidential candidates. I do hope that the Commissioners will consider family values when this hearing takes place.

Item 1: The so called *mitigated* parking to be created in southeast Mission Bay Park is not mitigated parking. This leaves the present Bahia Point users with NOTHING. The parking could just as well be put in Clairemont since a bus would, be necessary to access Bahia Point, and bringing the usual items that families do to Bahia Point would be impossible. Have you tried getting on a bus with a 48 quart cooler, 3 kids, a diaper bag and a play pen? Not to mention water/beach sports equipment from volleyball to small hand-launched watercraft of many designs? The west bay is named SAIL BAY for good reason. The City of San Diego stated at the initial hearing that "the mitigated parking would reduce traffic on West Mission Bay Drive". This is untrue, as each occupied room in the expanded Bahia Hotel would generate 10 vehicle trips per day, per official city figures. Going from 315 to 600 rooms means 2,750 more vehicles on a full capacity day!!!

Item 2: Allowing the hotel to expand outside their present leasehold would mean that the only logical way for a family to use Sail Bay & the Bahia Point area in the way they are accustomed to is rent a hotel room or join the Mission Bay Yacht Club, not very logical or affordable. Very few of the hotel guests actually use the shore. Removing all the parking access would be totally contradictory to the codes of the Coastal Act, since it is vehicle access which enables the use that the area was exactly designed to be used for and the answers to the questionnaires showed the overwhelming importance of parking to the public. A look across at Princess Resorts, especially the public beach at North Cove which has a remote parking lot, will show you how much the public will access a public beach once the parking is removed. Please look at North Cove any day of the week. The public DOES NOT use it because the parking is 100 yards away. Only hotel guests use the shore. There is no direct parking access such as at Bahia Point. Mission Bay Park was intended to be a water use oriented park. At

this rate, in 100 years all the nice quiet accessible areas adjoining Sail Bay will be eliminated by business encroachment.

Item 3. The proposed bicycle/pedestrian lane that planners wish to see *going around the bay* appears to be totally unnecessary since this is a cul de sac and the roadway is at least as wide as many lined and shared roadways in the park. Also being an active bicyclist I see no need whatsoever to sacrifice 16' of lovely grass for a bike path. It seems strange that the proposed path would be 16' wide when the path around the inner bay is 10' wide. Bahia Point is not even a path around the bay, it is an appendage, a peninsula, a point which receives little traffic of any kind other than those that drive here with their recreational gear and families. Installation of the path would leave 4' of grass for us to picnic on next to the path. A great place for kids and family? I don't think so. It literally kicks the public off the entire Gleason Road picnic area even if they walked there. Bear in your minds that a bicyclist would occupy the area for 5 minutes maximum. Last Memorial Day I took the time to count bikes on the inner bay path. Bikes would use the point 5.25 bike/hrs per hour. The 250 parking spaces which were fully occupied at a ridership of 3 persons per vehicle (official ridership in the beach area) allowed 750 person/hrs per hour! How can a bike path benefit the area when you compare these two figures? Also, the vast majority of bicyclists arrive at the west bay by car, so eliminating parking actually reduces bicycling access in the area.

The very first page in the Coastal Act that you as Commissioners are obligated to follow states:

- Providing for maximum public access to and recreational use of the coast, consistent with private rights and environmental protection.

Section 30221 fully supports and provides the code the commission should be adhering to. Section 30252 also supports any present and or future decisions which may be made. If this **already established recreational site** is given away to business what will the rest of our park look like in 150 years? This is not an example of the direction our country should be moving in to create a more useful and beneficial park environment for the general public, also helping to reduce crime in our city. It's a giveaway of a recreation area that *cannot be duplicated anywhere else in Mission Bay*.

Data from the San Diego Convention & Visitors Bureau readily shows where hotel guests travel and what they do when in San Diego. It would have made much more common sense to increase hotel capacity in the east bay since the majority of trips involve traveling to other areas of city and county. I-5 and I-8 freeway access is immediate from the east bay, and since hotel guests rarely use the water this should be the logical location for hotel expansion where it will

not crowd the west bay roadways and will not displace the water using public, and the guests could still sit on their patios and view the water.

In May 1995 the commission gave final approval (8/1 vote) on the Master Plan as it was originally presented after a 2 month investigation by commission staff of the Bahia Point situation and a **staff recommendation that the parking not be eliminated**. It was to much public dismay that 8 commissioners would vote completely opposite to their staff's recommendations.

Bahia Point, Carmel Point and Santa Clara Point are the only Sail Bay access areas for those with small, slow and quiet water sports craft, Carmel Point has no grass whatsoever, Santa Clara has some grass, 70% of which is not adjacent to parking. There are about 780 parking spots total for the 3 points. Eliminating 250 slots from this total is creating a one-third reduction in Sail Bay parking. To further create a problem, residents living in the area use approximately 40% of the spaces as residential parking and this worsens in the summer when the cottages in the area triple in occupancy. If all Commissioners have time I suggest you take an early (9 A.M.) drive around all three points I mentioned, you will readily see how little actual parking is left for shoreline recreational users, and it will leave little doubt how valuable the Bahia Point parking is.

I sincerely ask that you keep the citizens in your minds first and foremost, at the same time judging the issue honestly, fairly and without any influence from special interests. Bahia Point is completely successful at meeting the purpose it was designed for. The loss of this already established area would probably be forever, at a time when our ever increasing populace needs more of just such places. The gain of short term profits does not outweigh the long term needs for such useful, beneficial areas like Bahia Point and the amenities it provides for all of us.

Sincerely,



Gregory Gieselman

# SAVE BAHIA POINT!



Greg Knight  
Aqua Adventures  
4901 Morena Blvd., Suite 1102  
San Diego, CA 92117

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

September 12, 1996

Dear California Coastal Commission:

I am writing to you regarding the Bahia Point area of Mission Bay Park. I am the owner of Aqua Adventures, a kayak school offering a wide range of courses and trips. We offer high quality instruction in beginning, intermediate, and advanced levels of kayaking, including seamanship techniques, packing, wave surfing, and survival. Our trips range from Baja trips to river kayaking, wildlife safaris, honeymoon packages, and comprehensive clinics. We believe that kayaking is a healthy, environment-friendly sport that should be accommodated and encouraged.

Bahia Point is a significant launch area for kayakers from throughout the San Diego region. Bahia Point has all the attributes that make for successful and enjoyable kayak excursions, including a gentle shoreline that is unobstructed by rip-rap, bulkheads, or other intrusions; light to moderate winds; easy access to the Pacific Ocean; and calm water, which is especially important to novice and recreational kayakers. These conditions are not duplicated in most coastal parks. In addition, Bahia Point has both a lawn area and a sandy beach, providing an array of conditions for differing tastes. Most importantly, Bahia Point has parking immediately adjacent to the beach, enabling kayakers to conveniently unload their craft. Kayaks typically range in weight from 45 to 90 pounds, making it difficult to carry them over any lengthy distance.

Without adjacent parking, Bahia Point will be eliminated as a launch area for kayaks. Since there are few areas like Bahia Point, its loss would be a significant blow to the kayaking community. I hope that you will understand the need for maintaining areas like Bahia Point for the water users including kayakers. I hope that you will ensure that the public parking around Bahia Point is retained into the indefinite future. I would encourage you to visit Bahia Point with a kayakers eye, and I'm sure that you will understand how important this area is. Please allow it to remain so.

Sincerely,



Greg Knight

RECEIVED  
SEP 17 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

SEP 16 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio N. Suite 200  
San Diego, Ca 92108  
Attention: Ellen Lirely

August 1995

Dear California Coastal Commission,

As a kayaker who often launches off Bahia Point in Mission Bay Park, I am appalled that you are considering closing off the parking at Bahia Point. Kayaking is a very popular sport, and Bahia Point is a terrific launch spot, the loss of which would be a tremendous blow to the sport. Parking has become so competitive in other parts of the bay, that we simply cannot afford to lose 250 more spaces which provide the sole access to Bahia Point and one of only three places to access Sail Bay.

The development of Mission Bay Park should emphasize water access wherever possible, because that is what sets the park apart from all other parks in the City. Bicycle paths are well and good, but there are hundreds of miles of bicycle paths all over the County. The coastline is a finite resource and we ought to be jealously protecting it, not offering it up to hotel developers.

I hope that we have not become so corrupt that we give away our coastline to wealthy commercial interests at the expense of everyone else.

Sincerely,



no address

Rita Morgan  
4724 Mission Bell Lane  
La Mesa, CA 91941

9/96

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Dear California Coastal Commission:

I cannot imagine how you would consider closing the parking at Bahia Point. I cannot imagine why the public should be turned away from the area we have enjoyed for decades. I do not want to think about the loss of Bahia Point forever.

This is a pretty and functional part of Mission Bay that doesn't need to be changed at all. It is used by sailing enthusiasts, bicyclists, skaters, fishermen, kayakers, windsurfers, families, tourists, local residents, the disabled, the old, the young, groups and individuals. It meets many needs, and serves many purposes.

The closure of parking would end all of that. I hope that the Coastal Commission will protect us from that fate. Please take your duties seriously. Save Bahia Point!

Sincerely,

*Rita Morgan*

RECEIVED

SEP 23 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

SEP 13 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio N. Suite 200  
San Diego, Ca 92108  
Attention: Ellen Lirely

Dear California Coastal Commission,

I am writing to let you know that I am opposed to the plans to eliminate parking at Bahia Point. I often come to Bahia Point to kayak in Mission Bay and to enjoy the park. Bahia Point is one of the best spots to launch a kayak or small sailboat. Without parking, this would be impossible. This proposal is clearly an attempt to give favors to a big business. It certainly does not benefit the public. Please stop this plan in its tracks.

Sincerely,

*Clare Myers*

*No  
address*

35 Aruba Bend  
Coronado, CA 92118

9/21/96

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Dear California Coastal Commission:

I am shocked and dismayed to learn that you are considering closing Gleason Road and all the public parking spaces around Bahia Point. I am a member of a church group that meets at Bahia Point for an annual beach party. Like other users of Bahia Point, we are a peaceful group participating in healthy recreational activities that harm no one.

I cannot imagine where our group will go if Bahia Point is closed. Other parts of Mission Bay are not nearly as amenable to sailing, rowing, or picnicking.

Please do not let your desire for tax revenues override the public's need for places like Bahia Point. We have so many problems in our society these days, that we need places like Bahia Point to provide positive alternatives for today's youth and families. Do not try to send us somewhere else. Let's save Bahia Point before it's too late.

Sincerely,

*Ellen E. Law*



Don Morgan  
4724 Mission Bell Lane  
La Mesa CA 91941

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

9/21/96

Dear California Coastal Commission:

Every year my church group meets at Bahia Point for a social beach party, complete with boats, kayaks, and lots of food. We have found that Bahia Point is perfectly suited to our needs. It has moderate winds, calm seas, water that is cleaned by currents, a grassy lawn leading to a lovely sand beach, and parking which is convenient for off-loading boats and picnic gear. We would all like to continue using this park for years to come. We do not wish to search for another area that can duplicate these conditions, because we know that would be impossible.

We believe adamantly that Bahia Point, including Gleason Road and the 250 public parking spaces, should be preserved in any redevelopment plan. We believe that the needs of the public should be the top priority. We believe that Bahia Point Park gives people the opportunity to grow and expand and be better citizens. We believe that Bahia Point Park should be saved for public use forever.

Sincerely,

*Don L. Morgan*



RECEIVED

JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

SEP 23 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lirley  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 3, 1996

Dear Coastal Commission,

Bahia Point is an essential area of Mission Bay for users of small sailboats like myself. I have been sailing with the Santa Clara Racing Association for several years. The Santa Clara Racing Association meets every month, winter and summer, at Bahia Point. Access to Mission Bay for recreational sailers requires adequate public parking. Without it, we would be unable to bring our equipment to the Bay. I believe that the needs of small sailboat users is unique in that it can only be supported in areas with steady winds, a gentle shoreline over which boats can be carried, and parking for both vehicles and trailers. Bahia Point provides these unique attributes.

By contrast, the needs of bicyclists can be met in a variety of ways. Simple improvements in signage along Gleason Road would improve safety, and the extension of the walkway along the west side of the Bahia Hotel would make this path continuous. There is no need to eliminate the parking or to displace all the current users.

I urge you to reject the City's plan to eliminate public parking at Bahia Point. Keep Bahia Point open for all!

Sincerely,

VAN  
ROBERT VAN  
555 TAM O'SHANTER DR.  
SAN MARCOS, CA. 92069  
RAV

555 Tam O'Shanter Dr.

California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, California 92108  
Attn: Ellen Lirley

September 21, 1996

Dear Coastal Commissioners:

We are now facing a critical shortage of parking in West Mission Bay due to the expansion of businesses and homes, the growing population of San Diego, the increasing demand for group events such as company picnics, convention parties, and sports events, and the growing desire for coastal access. This is a time that we should be examining ways to increase the parking supply. The current plans to eliminate 250 parking spaces at Bahia Point are a threat to use of Bahia Point as well as other parts of West Mission Bay and Mission Beach. Any proposal to eliminate parking should be forcefully rejected.

I hope that you will fulfill your role as the final protectors of California coast and ensure that the proposal to eliminate parking at Bahia Point is rejected. For that act alone, you would be owed our greatest appreciation.

Sincerely,



Edward Law  
35 Aruba Bend  
Coronado, California 92118

June 2, 1996

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

Dear California Coastal Commission:

I am writing to you regarding the need to maintain public parking at Bahia Point in West Mission Bay. The vast majority of users of Bahia Point arrive by car, and need public parking to use the area. I belong to the Santa Clara Racing Association, which races lasers and catamarans at Bahia Point once a month. I would be heartbroken to see this activity end because of an inavailability of parking. Those parts of Mission Bay that have no nearby parking are not used. The same would happen to Bahia Point. Don't let this happen! Save the parking at Bahia Point!

Sincerely,



BRUCE SUTPHEN  
3327 FENELON ST.  
FENELON  
SAN DIEGO, CA  
92106

RECEIVED  
JUN 1 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Ste 200  
San Diego, Ca 92108-1726

June 1, 1996

Dear Ca. Coastal Commission:

Issue: Bahia Point/Mission Bay

I am a member of the Santa Clara Racing Association, which is an organization of recreational sailors which meets monthly at Bahia Point. Sailing small boats is both challenging and rewarding. Meeting friends for our monthly regatta is both educational and social. I have made many friends through association with the SCRA, and hope to be able to continue this activity into the future.

The City's proposal to eliminate public parking at Bahia Point would ensure that I would be unable to continue this activity. It would also prevent many other San Diegans from enjoying this stretch of West Mission Bay. There are precious few places to launch small sailboats on Mission Bay. Much of the bay is devoted to motorboats or jet-skis, and much of the shoreline is covered with rip-rap, making launching impossible. I believe that direct access to the water at Bahia Point should be the #1 priority. Bicycle facilities and hotel expansion can occur anywhere. The coastline, however, is a finite resource which should be treasured for the recreation and peace of mind it can bring.

Please leave Bahia Point as is.

Sincerely,

Ray DeLagrove  
tel: 619-432-1250  
965 ALAMEDA BLVD  
CORonado CA 92118

RAY DELAGROVE  
RAY DELAGROVE

965 Alameda Blvd.

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Roy M. Johnson*

*Roy M. Johnson  
2425 CRAIGTON DR #13  
Escondido Calif 92025*

7-10-16

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear Coastal Commission:

This letter is written to seek your rejection of the City of San Diego's proposal to eliminate public parking at Bahia Point. Without parking, the use of Bahia Point would be impossible for those of us who use the area to sail. I belong to the Santa Clara Racing Association, and I can tell you that dozens of small, shore-launched boats would be distraught to be unable to exercise their sport.

I know that many other users of Bahia Point would be equally disappointed. Further, there is no legitimate reason to modify the layout of Bahia Point. The existing situation provides public access to all users. The proposed re-design would provide access only for hotel guests. Please do not concede to political pressure. Save Bahia Point for now and for the future.

Sincerely,

*Charles Foster Resident*

*1937 Beryl ST  
San Diego, CA  
92109*

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission,

Bahia Point is a public park with excellent conditions for sailing a windsurfer and other sailing craft. It should be preserved for the sailing public and all other users, not just a few hotel guests. Bicycle access is completely compatible with parking and should not be constructed in a way that eliminates parking. Public uses should be paramount. The City's plan does just the reverse. It is clear favoritism to the hotel, which already occupies most of Bahia Point. Enough is enough. Please put an end to this blatant land grab!

Sincerely,

*Ronald Cameron*  
1922 Law St.  
San Diego, CA 92109

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attn.: Ellen Lirely

Dear California Coastal Commission:

I am writing to you as a person who enjoys windsurfing at Bahia Point. I hope that you will consider the public perspective at your hearing on Bahia Point in November. In my opinion, the proposal to eliminate public parking at Bahia Point is nothing more than a blatant attempt to privatize this publicly-owned coastal park. The reasons given (i.e. to build a bicycle path) is ridiculous because bicycles can already ride through Bahia Point, and frequently do. To my knowledge there are no bicycle groups requesting a separate bike path. The only possible justification for this proposal is to allow the Bahia Hotel to expand at the expense of everyone else. I think this is ill-advised and simply immoral. I hope that you will agree.

Sincerely,

*Hobart Walker*

Hobart Walker  
956 Law St.  
San Diego, Ca. 92109

7-16-76

7-16-76

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or skiffle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*D Pearson*  
dan pearson  
1536 Jay St  
Pacific Beach CA 92109

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

Dear California Coastal Commission:

Subject: Bahia Point

As a member of the public who frequently sails a windsurfer off the waters at Bahia Point, I am adamantly opposed to the elimination of parking. Simply put, the loss of parking means the loss of ability to sail a windsurfer or other water craft off Bahia Point. West Mission Bay has the best sailing conditions in Mission Bay, yet sailors are being crowded into ever-smaller areas. The idea of closing off one of the best spots in town is objectionable. This action would benefit only one commercial establishment at everyone else's expense. This is unfair political favoritism and should be stopped.

The idea of relocating windsurfers to South Shores or Fiesta Island is not appropriate. We do not need a large launch ramp in the middle of a big parking lot. We need parking adjacent to a grassy lawn area on a gently-sloping natural beach. We also require separation from motor boats and jet skis. These conditions exist at Bahia Point, not South Shores or Fiesta Island.

If we need additional hotel rooms, we can surely find a way to build them without denying public access to public beaches.

Sincerely,

*Cecil Cunningham*  
1922 LAW ST  
S.D. CA 92109

7-13-96

7-16-96

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Lirely

Dear California Coastal Commission:

I am very fond of an area of Mission Bay called Bahia Point, and I am writing to request your assistance in saving this coastal park. The park functions quite well just as it is. The removal of parking would ruin it, as the public would not be able to come with their picnics, umbrellas, kids, and barbeques. Many people also enjoy sailing boats off the clean gentle waters of west Mission Bay. This whole lifestyle would end if the parking were removed. This would be a travesty and should not be allowed.

Right now, both the public and the Bahia Hotel can take advantage of Bahia Point's beautiful shoreline and grassy park and the waters that surround Bahia Point. There are no problems with the current arrangement. What the City wants to do is to remove the public to benefit the hotel. This makes me both angry and sad for the sake of future generations who will never know the pleasures of this beautiful park. Please leave well enough alone! Save the parking at Bahia Point!

Sincerely,

Brigitte Schneider 6423 - Reflection Dr. # 108  
S. DIEGO CA 92124

Mark Schneider 3755 Avocado Blvd #168  
La Mesa Ca 91941

Peter + Wanda  
Fotters 2222 Ava Loma Rd  
Janel, CA 91935

Ebe Shepard  
+ Robert 2735 Via Orange Way 103  
Spring Valley, Ca. 91970

RECEIVED  
JUL 16 1995  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Explorer Dive & Travel  
Michael Brochue, Owner  
4967 Newport Avenue #6  
San Diego, CA 92107

California Coastal Commission  
Attention: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear California Coastal Commission:

Explorer Dive & Travel is a business specializing in scuba dive equipment, trips, instruction, camp gear, apparel, kayaks, books, and related material. We are located in the community of Ocean Beach. Our business depends on the ability of water sport enthusiasts to easily access the waters of the Pacific Ocean, Mission Bay, and San Diego Bay.

In November, you will be considering a proposal to eliminate public access to a significant section of Mission Bay known as Bahia Point. Much of Bahia Point is occupied by the private Bahia Resort Hotel. However, the area that remains open to public usage is heavily used by kayakers, boaters, swimmers, and families. Adjacent parking is needed to maintain public usage, as the equipment needed for water sports is bulky and not suitable for transport by bus or bicycle. The proposal to eliminate public parking at Bahia Point would virtually eliminate public usage of this area, which is one of the few accessible areas of West Mission Bay.

California's coastal resources are vast, but our ability to use them are limited by our ability to maintain public access and to park. The coast should be protected as an invaluable public resource, especially where public ownership has already been established. To eliminate from usage an area that is well-established and heavily utilized is improper and should not occur. Please maintain public vehicular access to Bahia Point and retain the existing 250 parking spaces.

Sincerely,



Michael Brochue, Owner  
Explorer Dive & Travel

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COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

July 13, 1996

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio, North, Suite 200  
San Diego, CA 92108-1726

Dear California Coastal Commission,

I am writing to you as a community activist and former City Councilmember from San Diego. My Council district included the older central communities of the City of San Diego. I urge you to preserve the public parking at Bahia Point in Mission Bay Park during your hearing on this issue in November 1996. Mission Bay Park is a significant recreational resource for San Diego Residents and is also an important component of the local tourist industry. It helps compensate for park shortages in the older communities of the City, provides a safe setting for family groups to spend quality time together, deters crime, and brings citizens together in a way that helps build a sense of community. In these challenging times, the importance of regional parks like Mission Bay Park cannot be overrated.

Bahia Point is a scenic and heavily used part of Mission Bay Park. It is located on a beautiful peninsula surrounded by clean water. Youth groups, sailing fleets, and many water enthusiasts have grown attached to Bahia Point. There is no public purpose served in eliminating access to Bahia Point. The loss of parking would equate to the loss of public access. Your choice is simple: amend the Mission Bay Park Master Plan to require the preservation, in perpetuity, of Gleason Road and the existing 250 parking spaces at Bahia Point.

Sincerely,

*John Hartley*

John Hartley  
3942 Kansas St., #3  
San Diego, CA 92104  
619/299-8870



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

Dear California Coastal Commission:

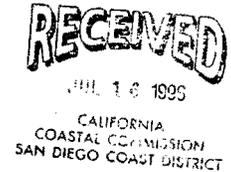
My family and I have enjoyed coming to Bahia Point Park for many years. The park is a tranquil, pleasant, and lovely place to spend a weekend afternoon. The removal of parking would mean an end to our use of Bahia Point, and that saddens me greatly.

It is difficult enough as it is to find parking during the summer in the Bahia Point area. If you remove 250 spaces, that will affect the users of Ventura Cove and Bonita Cove as well, because we will all be scrambling to compete for fewer spaces. With the population of San Diego growing every year, this is clearly a very bad idea! It must have been the idea of some politician, because no ordinary citizen would think it wise to destroy public coastal parking. This certainly does not benefit the public. I hope you will overturn the City's decision and keep the parking available at Bahia Point.

Sincerely,

*David M. Johnson*

9054 Linden Circle 50  
Lakeside, CA 92040



EL

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JUL 12 1993

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COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lively

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*Rolf S. Schreiber*

MEMBER: SAN DIEGO WINDSURFING ASSOCIATION  
UNITED STATES WINDSURFING ASSOCIATION



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JUL 15 1993

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Janice L. Thiel  
3222 Quimby Street Studio  
San Diego, CA 92106-1808  
(619) 226-1650  
thiel@mail.sdsu.edu

California Coastal Commission  
San Diego Area  
3111 Camino Del Rio North, Ste 200  
San Diego, CA 92108-1725

To Whom It May Concern:

This letter is concerning the Bahia Point proposal that will be reconsidered in your November meeting. I have windsurfed on Mission Bay for four years and have launched from various sites including the Catamaran, Santa Clara Point, Bahia Point, Crown Point, Fiesta Island and the Hilton area. I feel the ease of access afforded by Bahia Point makes it by far the most popular launching site for small craft sailors.

Sailing is environmentally clean and enjoyed by people of all walks of life. By limiting access, such as in the case of Santa Clara Point with its recently constructed bulkhead and railing, utilization of the bay as a recreational resource is discouraged. Many who used to launch from Santa Clara Point now rely on access from Bahia Point. It is unthinkable that Bahia Point, with its 250 parking spaces is next to go! There is no other launching site on the west end of Mission Bay where sailors can park their vehicle, unload equipment and rig within a reasonable proximity to the water.

Please save Bahia Point!

Thank you,

*Janice Thiel*

Janice Thiel

RECEIVED  
JUL 10 1996

Dan Van Dyck, President  
Hanohano Outrigger Canoe Club  
1615 Legaye Drive  
Cardiff by the Sea, CA 92007

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
JUL 10 1996

Linda Nunes, Manager  
California Correct Craft  
1010 Santa Clara Place  
San Diego, CA 92109  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
Attn: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

California Coastal Commission  
Attention: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear California Coastal Commission:

Dear California Coastal Commission:

The Hanohano Outrigger Canoe Club meets periodically at Bahia Point to launch surf skis and outrigger canoes. We also use the area for our races and fundraising events. We have approximately 150 members. We are very much opposed to the City of San Diego's plans to eliminate public parking at Bahia Point, as it would end our use of the area. We could not use Bahia Point without adjacent parking, as the equipment we use for our events is simply too heavy to be carried over any significant distance, even if parking were available in Ventura Cove or Bonita Cove.

California Correct Craft specializes in the sale and service of new and used boats and boating equipment. We are located on Santa Clara Point on Mission Bay. I am writing regarding the proposed closure of public parking at Bahia Point. The loss of parking would make continued use of Bahia Point difficult, if not impossible, for boaters and other users of west Mission Bay. This would affect not only the lives of those who would be displaced from Bahia Point, but also businesses that cater to them.

Bahia Point is uniquely suited to the needs of canoe, kayak, and surf ski users, as there is adjacent parking and a gentle shoreline, allowing for easy carrying of equipment to the water. The waters are calm and relatively free from motorboar traffic, and the park at Bahia Point allows us to gather before and after each race. We always find other water users enjoying Bahia Point, and there is always harmony between the users. Bahia Point provides family entertainment, good fishing, and sailing. It would be a tremendous blow to all of us if we could no longer use the area. Bahia Point is heavily used because parking is available. Those parts of Mission Bay which have little or no parking see little or no use. Do not turn Bahia Point into one of those areas.

Santa Clara Point, like Bahia Point, serves the boating and sailing community. However, parking at Santa Clara Point is inadequate. The loss of 250 spaces at Bahia Point would further crowd the parking area at Santa Clara Point, turning away potential users and customers. The expansion of parking areas in east Mission Bay would do nothing to alleviate crowding in the west bay. East Mission Bay serves a different set of users than the east bay and should not be considered a substitute.

We are willing to share Bahia Point with hotel guests, bicyclists, and all who seek to enjoy its lovely attributes. However, we resent being excluded from Bahia Point to benefit just one hotel. Since this is public land, it should be used to benefit the maximum number of people, and its current configuration does just that.

The loss of parking at Bahia Point would create a recreational and economic loss to the community which should not be tolerated. Please save the parking at Bahia Point.

Please listen to the voices of the many and save the parking at Bahia Point.

Sincerely,

Sincerely,

Linda Nunes

Dan Van Dyck

Miriam Kirshner  
4453 Narragansett Ave.  
San Diego, CA 92107

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

July 9, 1996

Dear California Coastal Commission:

I am writing to you as an active user of the Bahia Point area of Mission Bay Park regarding your hearing on the future of this park. I often come to Bahia Point to sail a windsurfer, bicycle around West Mission Bay, or just relax and enjoy the scenery. I am completely opposed to the proposal for Bahia Point in the City of San Diego's Mission Bay Park Master Plan, as I believe it sacrifices public usage of the area and serves no legitimate public interest.

The Mission Bay Park Master Plan proposes to eliminate Gleason Road which provides public vehicular access to Bahia Point, and to eliminate all 250 public parking spaces which line Gleason Road. The elimination of Gleason Road and the parking area is proposed to make room for a bicycle path which would circumnavigate the point. Also to make room for the bicycle path is the proposal to shift the leasehold of the Bahia Hotel from west to east. The Master Plan also allows for the expansion of the hotel's leasehold towards the tip of Bahia Point to enable an expansion of the hotel from its current 315 rooms to 600 rooms.

The elimination of Gleason Road and public parking would severely impact the ability of the public to use Bahia Point and its adjacent waters. Bahia Point is a popular area for the launching of windsurfers, catamarans, lasers, sabots, sunfish, and kayaks. The area is well suited to these activities, as boats can be carried the short distance from the parking lot to the gently-sloping beach; the winds are steady and typically moderate; the water is calm; access to the Pacific Ocean is near; and there are very few motor boats and jet skis that conflict with these uses. Sailors and paddlers can launch and retrieve at will, and enjoy the grassy park between sails. The park is also popular with fishermen, swimmers, and families with small children, as the water gets good tidal flushing, the shoreline is gentle, and there are no motorboat wakes to swamp small swimmers. Many families have enjoyed this park together for generations; some remember coming to Bahia Point since before there was a hotel on the peninsula. The area is noted for the gatherings of extended Italian-American families who

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JUL 10 1996

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assemble each Sunday during the summer, but all nationalities can be found here throughout the year.

Bahia Point is part of the aquatic jewel of Mission Bay Park, bought and paid for by the public for the recreational and educational opportunities that coastal activities provide. Bahia Point is a safe, delightful park that provides invaluable coastal access and is being used in exactly the manner in which it was intended. The importance of Bahia Point to thousands of families cannot be overrated.

The justification given by the City to eliminate public parking at Bahia Point are that bicycle access is needed; parking and coastal access are being expanded at Fiesta Island and South Shores, which mitigates the loss of Bahia Point; hotel expansion is needed to provide the City with additional tax revenue; and public access to Bahia Point will be available by foot or by public transit or shuttle. These arguments do not hold water, as discussed below.

Bicycle access can be provided without eliminating parking. The Bahia Hotel's leasehold does not have to be shifted to the east to enable a bicycle path to be added along the west side of Bahia Point. The hotel's own 1989 permit application to the City for expansion shows a ten foot path. This is the same width as the bicycle/pedestrian path which circumnavigates West Mission Bay. The path (shown as a "pedestrian promenade" on the permit application) was accomplished without any change in the leasehold boundaries, and still allowed for an expansion of the hotel to 488 rooms, a 65% expansion over the current capacity. With only minor changes to the Bahia Hotel's application, both bicycles and pedestrians can be accommodated along the west side of Bahia Point, which now supports only an intermittent three-foot-wide sidewalk.

Along the east side of Bahia Point, bicycles should continue to share the roadway with vehicles along Gleason Road. Since Gleason Road is a cul-de-sac which provides access only to the tip of Bahia Point, it is reasonable to designate Gleason Road as a "bicycle route," with signage to alert drivers that they are sharing the roadway with bicycles. This scheme is consistent with the recommendations of the San Diego County Bicycle Coalition. The Bicycle Coalition is opposed to the elimination of parking at Bahia Point as it reduces opportunities for bicycling as well as water-dependent activities.

Bahia Point cannot be replaced by South Shores or Fiesta Island. Both South Shores and Fiesta Island, which have abundant parking, are located in East Mission Bay. The east bay does not feature the conditions that make sailing, swimming, kayaking, and fishing so attractive in the west bay. The water quality in the east bay is poor, as there is limited tidal flushing and the bay is at the receiving end of a huge drainage basin including the most developed parts of San Diego County. Water contact sports are simply not desirable in the east bay. The wind conditions are choppy and often very heavy, making sailing

unattractive for all but the most hardy sailors. The water surface is choppy and there is heavy motorboat and jet-ski usage, which conflicts with swimming, sailing, and kayaking. The users of Bahia Point are not looking just for a launch ramp; it is the entire park experience that makes Bahia Point so special. One can sail a windsurfer or small sailboat in and out throughout the day while family and friends enjoy the park and watch the boats come and go.

Tax revenue can be achieved without an expansion of the hotel leasehold. The Bahia Hotel's own permit application to the City achieved a 65% increase in hotel rooms (for a total of 488 rooms) without a change in the leasehold boundaries, and with the addition of an all-purpose path on the west side of the point. Even more rooms could be achieved if the voters agree to an exception to the 30-foot height limit. If the voters do not approve an exception, that is no reason to displace public access. It simply means that 488 rooms is enough! Any expansion into public use areas causes a corresponding decrease in tax revenues to the City, as local businesses will suffer. Businesses that specialize in windsurfers, sailboats, and kayaks will be harmed by the reduction in public access to the water. Restaurants, souvenir shops, and markets will also be adversely affected. The idea that hotel expansion increases tax revenues to the City is incorrect; it merely shifts revenues from many local businesses to one business - the Bahia Hotel. The City should not exercise such gross favoritism. If more hotel rooms are needed around Mission Bay, the City should hold a competition to determine which establishment can provide the most tax revenue with the least impact to public coastal access.

Sailing equipment cannot be shuttled or bussed in. The suggestion that users of Bahia Point park in other lots in the vicinity, or in the South Shores parking lot, and then walk, wheel or shuttle in to Bahia Point is completely unworkable. The adjacent lots are often filled to capacity in summer. Even in winter, there often are not 250 vacant spaces to accommodate the users of Bahia Point. Once parked, can you imagine hauling in a small boat, mast, sails, life jackets, anchor, cooler, and lawn chairs, or a kayak, paddles, life jacket, chair, umbrella, and picnic basket all the way to the end of Bahia Point?? Even a wheeled cart or two would do little to alleviate this problem. Or imagine trying to get on a city bus with the above-mentioned equipment. The prospect would discourage anyone from leaving the house at all.

Please note also that Bahia Point is public land. This is not an issue of private property rights competing with the public interest. The lessees operate at the behest of the citizens of the City of San Diego. The public purchased this land and should have a say in how it is used. The City's own public survey, conducted in 1992 to solicit input on park-related issues, gives an indication of public opinion on the proper usage of Bahia Point:

- 67% of respondents believe that the land in Mission Bay Park should be used exclusively for activities which are based on the park's unique water setting
- 55% disagree with the idea that the City should increase commercial land lease areas to earn more revenue for the City
- parking and access were rated as issues related to ability to enjoy the park by 89% and 84% of respondents, respectively
- parking is considered crowded by 95% of respondents

Please be aware that better alternatives to the City's plan exist. A conceptual site plan (attached) has been developed by users of Bahia Point which accommodates all needs. The plan:

- preserves the existing access road and 250 public parking spaces
- adds a bicycle/pedestrian path along the west side of Bahia Point to complete the pathway
- adds signage identifying Gleason Road as a "bicycle route," thereby completing bicycle access completely around Bahia Point
- adds a pedestrian walkway for wheelchair access along the grass, thereby completing pedestrian access completely around Bahia Point
- provides for an expanded Bahia Hotel

In conclusion, I urge you to reject the City's plan for Bahia Point and instead adopt the attached concept plan. Your position as protectors of California's coastal resources demands no less. It is the right thing to do and it is what the people want. Please, demonstrate to all of us that our appeals are not falling on deaf ears and that the concept of democracy still has some meaning. Show us that you are indeed in service to the citizenry and not to those few who would profit at the public's expense.

Sincerely,

*Miriam B. Kirshner*  
Miriam Kirshner

California Coastal Commission  
3111 Camino Del Rio North, #200  
San Diego, CA 92108  
Attention Ellen Lirley



Dear California Coastal Commission:

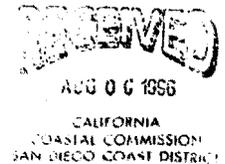
Please save the public parking at Bahia Point. The parking is essential to public use of Bahia Point. Without parking, there would be little or no usage. Bicycle access can easily be provided without eliminating the parking. It is senseless to remove the public.

Bahia Point is one of the best places for families to spend the day together. It is also a perfect sailing and fishing spot. Many kayakers also use Bahia Point. We all interact well. There is no crime and no conflict. Bahia Point is a place that works well and doesn't need to be changed.

Sincerely,

*Robert L. Hornet*  
110 ELDER CT  
PRESCOTT AZ  
86303

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley



Dear California Coastal Commission:

Please save the parking and road access at Bahia Point. I am but one of the many users of this area who would be broken-hearted to see the access eliminated. The value of this park cannot be overstated. I cannot tell you how many times I have come to Bahia Point to enjoy the beautiful scenery and coastal waters that have no comparison anywhere else in Mission Bay. Do not make the mistake you made once before. Keep Bahia Point just as it is.

Sincerely,

*M. Marianne Hornet*  
110 Elder Ct  
Prescott AZ 86303

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AUG 06 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Cynthia, Brendan, Scott, & Jeff de Gruchy  
5884 Berthro Drive  
La Mesa, CA 91942

August 5, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

RE: Bahia Point Park

Please stop Bahia Point from becoming the Mission Bay Park Master Plan! As a family, we value the available parking on Gleason Road. We are able to launch our Hobie Cat from our parked trailer and sail from Bahia Point without congestion. Our children can swim and play safely at Bahia Point. Eliminating the parking on Gleason Road, would mean attempting to use crowded launching pads and then being unable to find parking for our car or trailer nearby.

As a native San Diegan, I have been coming to Bahia Point since I was a child with my parents. I now bring my family and friends to enjoy Bahia Point. I urge you to not close off Gleason Road to vehicles and water vessels. This is the last place with available parking at the waters edge in Mission Bay.



Cynthia, Brendan, Scott, and Jeff de Gruchy

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AUG 30 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, Ca. 92108-1725  
Attention: Ellen Lively

Dear California Coastal Commission:

I am writing to you as a person who frequently launches a kayak from the shores of Bahia Point to ask that you re-consider your previous decision to eliminate parking at Bahia Point. Bahia Point is one of the area's premier launching spots because it has a gently-sloping beach, adjacent parking, gentle winds, and immediate access to the ocean. The park at Bahia Point is also conducive to spending the afternoon sunning and relaxing after having paddled in the bay. Without parking, it would no longer be possible to launch a kayak from Bahia Point, and one of the best launching beaches would be lost.

Kayaking is a peaceful and environmentally-friendly sport that provides exercise and recreation for a growing number of people, young and old. This is not a sport that can be accommodated in other parts of the bay, so it is essential to preserve those areas that are currently available.

The protection of existing functional park land and water should be your first priority, not the expansion of commercial areas. Please save the parking at Bahia Point.

Sincerely,

  
12839 Camino Camille  
S.D. CA  
92128

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JUL 22 1996

07/27/96

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Mike Farris  
10005 Allenwood Way  
Santee, Ca. 92071

California Coastal Commissioners,

I have become acutely aware of the proposed land grab/giveway at Bahia Point that was included in the new Mission Bay Master Plan. As an avid fisherman and kayaker in this area I am very aware of the value it holds for the citizens of this community. as a family picnic & party area, small craft launch beach, excellent fishing area and very importantly, it offers the cleanest water in the bay and it is the ONLY shoreline in Mission Bay shielded from the colder winter weather, thus making it the only shore that is comfortable year 'round for family use.

It occurs to me that when the Commission voted in direct opposition to what their staff recommended it was favoring big money interests and the promises to the city of more tax revenues. There are sections in your code which also encourage public access and recreational opportunities when a planned development takes place.

I suggest these be reviewed, particularly by our new commissioners. You would be actually allowing the total destruction of 250 public parking spaces.

In a time when our crime rates aren't anything to brag about one should put a dollar and a moral value on things of this nature when a decision is made. Where are our people who even think about using such an area as this supposed to go? They have told us where to park our cars when the area is closed off, S.E. Mission Bay, on the other side of "Fester Island", excuse the mis-spelling. Then, what do we do when we leave the vehicle with 30 to 300 pounds of beach accessories and 3 kids with us?

The Bahia Hotel should be allowed to expand to its full capacity only WITHIN its present leasehold area. If more hotel capacity is needed in the Mission Bay area then they should be looking toward adding it on the east side of the bay where there is very convenient access by freeway to all the tourist/convention activities that people come here for. This class hotel generates a lot of traffic per room, we do not need more traffic on West Mission bay drive. We also do not need a bike path on the east side of the hotel as there is abundant room for a shared roadway such as we have all over the bay area. There is also very adequate handicapped parking conveniently located near the restrooms and the lawn area.

Worth noting, hotel guests constitute less than 1% of the shoreline users as is readily observed wherever the public access has been denied along other hotel shorelines in this area such as Princess resorts which, by-the-way is totally single story. I encourage you to retain this area in the form it is in today for use in the best public interest in the future.

Sincerely,



RECEIVED  
JUL 22 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Salle Pohlsen  
The Diving Locker  
1020 Grand Avenue  
San Diego, CA 92109

California Coastal Commission:  
3111 Camino del Rio North, Suite 300  
San Diego, CA 92108

July 19, 1996

Dear Coastal Commission:

*The Diving Locker is a business that is committed to and dependent on public access to coastal waters. We are opposed to plans to eliminate public parking at Bahia Point. Without parking, access does not occur for people who enjoy using water crafts. The loss of 250 parking spaces is a major reduction in the pool of available parking. This should not occur. The demand for water access continues to grow as the population grows and water sports become more popular. This is part of the Southern California way of life. When you reduce parking in one area, it has a ripple effect on all coastal areas. Please do not make such a serious mistake.*

Sincerely,  


Salle Pohlsen

California Coastal Commission  
3111 Camino del Rio N.  
Suite 200  
San Diego, Ca 92108-1726

Dear California Coastal Commission:

I am writing to you regarding your upcoming hearing on Bahia Point. I frequent Bahia Point during the summer, where I launch my kayak and paddle around west Mission Bay. Bahia Point is a unique area for kayakers because it offers adjacent parking, a gently-sloping shoreline, and calm waters. It also has the advantage of being separated from areas of motorboat and jet-ski usage.

Without public parking, this beautiful public park would become an abandoned and lonely stretch of shoreline. It would be a shame to destroy an area that provides pleasure to so many. Once gone, it can probably never be retrieved. It would be a sad day for San Diego when the parking is eliminated. Please use your authority to assure that that day never comes.

Sincerely,

SCOTT BIDDINGER  
1107 SEASHORE DRIVE  
NEWPORT BEACH, CA 92663

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AUG 07 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirely

Dear California Coastal Commission:

I believe that there are serious coastal access issues at stake in San Diego that warrant your attention. A case in point is the plan to eliminate access to Bahia Point, a publicly-owned part of Mission Bay Park. There is an alarming trend towards privatizing the coast, and this is especially offensive when it occurs on public land. I am writing to ask that you stand up against this trend and keep the parking intact at Bahia Point.

Sincerely,

August Madsen

P.O. Box 1211

I.B.C. 91933

RECEIVED  
AUG 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Bob Weeks  
4478 Del Monte Avenue  
San Diego, CA 92107

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92107  
Attn: Ellen Lirley

August 6, 1996

Dear California Coastal Commission:

As a windsurfing enthusiast who has spent many summer days launching off the coast of Bahia Point, I urge you to retain the public parking along Gleason Road. The preservation of a lifestyle is at stake. The availability of places like Bahia Point is important in keeping families and friends in contact with one another, which benefits the social fabric of our community. It also provides healthy recreation for the body and soul. These opportunities are hard to find.

Bahia Point is a highly valuable launch area for windsurfers, catamarans, and small sailboats. It is located in the clean, gentle waters of West Mission Bay. The park planners seem to feel that they can point us to any other place with water. This is unacceptable. Bahia Point cannot be replaced, certainly not with anything in East Mission Bay. Our water access areas are limited, and should never be abandoned at the stake of commercial expansion.

If you agree with the City and eliminate parking, you will be adversely affecting many lives. Is that what you took public office to do?

Please act now before it is too late, and save the parking at Bahia Point!

Sincerely,



Bob Weeks

RECEIVED

AUG 08 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

Dear California Coastal Commission:

Although I rarely write letters to public officials, I feel compelled to write about your impending decision to remove the public parking at Bahia Point to allow the Bahia Hotel to expand. This is a blatant land grab and should not be entertained by you or the City. Bahia Point is a wonderful park for adults and children. It can't be replaced by parking spaces in east Mission Bay. You would be doing the public a terrible disservice to destroy this park. Kids need places to play near the water. Think about the future. Think about the children and grandchildren that will be denied the coastal access that we have had. If you really have the public's interests at heart, the decision should be simple. Keep the parking at Bahia Point.

Sincerely,

Thomas J. Kempfer  
14620 Jeff Park Ln  
Poway, Ca, 92064

RECEIVED

AUG 08 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Violet Weeks  
4478 Del Monte Avenue  
San Diego, CA 92107

California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirley

August 7, 1996

Dear California Coastal Commission:

I am writing to urge you to maintain the public parking around Bahia Point. My husband and I have spent many days at Bahia Point with friends, and it has been a special place for us. Bahia Point provides excellent windsurfing and is also a beautiful park for relaxing and socializing. Without public parking, public use of Bahia Point would be negligible. The attractiveness of Bahia Point owes to the ability of people carrying assorted sailing equipment to unload directly adjacent to the shoreline. The loss of parking would result in the tragic loss of this beautiful park.

I do not believe that the completion of South Shores Park near Sea World is an appropriate substitute for Bahia Point. South Shores is located in East Mission Bay, which is noisy and busy with motor boats and jet skis. It also has poor water quality. Fiesta Island is suitable for people with dogs and stereos, not sailors or sailboarders. It is also completely impractical to expect people to shuttle from the other parks to Bahia Point. With a windsurfer or sailboat, only private vehicles can provide access.

The reasons for eliminating parking simply do not hold water. There is no need for a bicycle path, as we can already bike around Bahia Point. There is no need for additional hotel rooms, as the occupancy rate at the Bahia Hotel is far from full, and there are other opportunities for expansion around Mission Bay. The idea that traffic would be reduced by eliminating parking is wrong, as the hotel expansion itself would generate the most traffic. Finally, the statement that only a few users



would be affected is offensive, as there are many hundreds of people who come to Bahia Point on a regular basis. The loss of Bahia Point would be a loss to the whole community, as it would put additional pressure on other existing parks, and it would eliminate a parking overflow area for Mission Beach. The congestion in the Mission Beach area will be worsened by the displaced cars looking for parking that no longer exists.

This proposed action is unnecessary and it is wrong. I hope that you will listen to the public's opinion and save the parking at Bahia Point.

Sincerely,

Violet Weeks

RECEIVED

6/4/96

JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 3, 1996

RECEIVED

JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108-1726

Dear Coastal Commission:

Dear California Coastal Commission:

As a member of the Santa Clara Racing Association, I would like to communicate my opposition to the plans to eliminate public parking at Bahia Point. The Santa Clara Racing Association meets each month at Bahia Point to sail our lasers and several other types of sailboats. Our use of Bahia Point began after other sites in West Mission Bay became too crowded to accommodate our events. We are able to use Bahia Point because it has parking available adjacent to the shoreline.

I am writing to urge you to retain the public parking at Bahia Point to ensure that sailors, fishermen, and families continue to be able to enjoy this unique area of West Mission Bay. I am a member of the Santa Clara Racing Association, which meets at Bahia Point to sail our lasers and other small sailboats. We have been fortunate to be able to take advantage of the steady winds, excellent launching conditions, and adjacent parking at Bahia Point. These conditions are not replicated elsewhere in Mission Bay. The loss of parking at Bahia Point would be a tremendous loss to the racing association. Sailing at Bahia Point has been an important part of our lives.

Bahia Point is unique in its layout and location. The conditions at Bahia Point are simply not duplicated elsewhere in Mission Bay. Should parking be eliminated at Bahia Point, we would either have to compete at already-overcrowded parts of West Mission Bay, or would simply be unable to meet as a group to exercise our hobby. This would be a sad day for us as well as the community as a whole. I hope you will ensure that that sad day never arrives. Please preserve the public parking at Bahia Point.

Please save the parking at Bahia Point!

Sincerely,

AHMAD W6400

Ahmed F. Lughad  
2500 Torrey Pines Rd.  
La Jolla, CA 92037 #50

Sincerely,

Bruce Ricketts  
341 Fern Glen  
La Jolla  
CA 92037

SCRA SECRETARY

RECEIVED

JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear California Coastal Commission:

RE: BAHIA POINT

I am writing to ask that you maintain the public parking at Bahia Point. I am a member of the Santa Clara Racing Association which meets at Bahia Point to race small sailboats and enjoy afternoons spent trimming our sails, skimming on the water, and basking in the sun with friends. The monthly meetings of the racing association are events that I look forward to all month long. The ability to sail small boats is, to me, a major part of the appeal of living in Southern California.

I hope that you will appreciate the importance of Bahia Point to members of the Santa Clara Racing Association and to many members of the public. Citizens of San Diego and tourists from other parts of the State recognize the beauty and appeal of Bahia Point. Please put yourselves in our positions, and use your power to preserve this lifestyle that we have so enjoyed. Do not let the parking disappear for the sake of a commercial enterprise. It is too important to all of us.

Sincerely,

*Ken Karnes*

Ken Karnes  
824 Kingston Court  
San Diego, CA 92109

SCRA VICE COMMANDER

RECEIVED

JUN 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear Coastal Commission:

This letter is written to seek your rejection of the City of San Diego's proposal to eliminate public parking at Bahia Point. Without parking, the use of Bahia Point would be impossible for those of us who use the area to sail. I belong to the Santa Clara Racing Association, and I can tell you that dozens of small, shore-launched boats would be distraught to be unable to exercise their sport.

I know that many other users of Bahia Point would be equally disappointed. Further, there is no legitimate reason to modify the layout of Bahia Point. The existing situation provides public access to all users. The proposed re-design would provide access only for hotel guests. Please do not concede to political pressure. Save Bahia Point for now and for the future.

Sincerely,

*Peter Inman*

PETER INMAN  
5037 CAMINO RAYA PUEBLO  
SAN DIEGO, CA 92124

SCRA TREASURER

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

June 2, 1996

Dear Madam,

I am writing this letter as elected commodore of the Santa Clara Racing Association which uses Bahia Point as a focal point for meeting and launching our single-handed sail boats for competitive racing on Mission Bay.

The members I represent are concerned about the city's plan to eliminate all public parking on Bahia Point. This is the only area that physically addresses our needs. Parking with easy access to the water. Car top and trailers are use to carry the boats which are then rigged and carried to the water. To carry these boats over long distances and down steep banks or stairs would seriously limit our recreation.

We are a focused group of sailboards and Olympic class Laser sail boats that have been using this area for the past 10 years as the only site available for this activity. Our membership is currently composed of 63 dedicated sailors living in and around San Diego. We are a non polluting hard sailing group who choose to compete on a smaller more intense level than at the large club level. On a Sunday afternoon the bay is partly filled with our sails. A very attractive look for the San Diego visitor I might add. Our membership is a cross section of all ages including Junior racers and senior citizens. We are an open club and encourage any one or group interested in sailing to join us. As the boats are on the water the beach remains open for the many swimmers and picnickers that the area has attracted to this special place.

We urge you to reject the idea that parking is unnecessary or can be removed to a farther location. The waterfront is slowly being taken from the general public with the pressure of commercial development and the fact exists that as the population increases accessibility to available recreational areas decreases when it is needed the most. It is not a healthy trend for those seeking a release from the various pressures of living.

Sincerely,

David K Ridgway

513 POMONA AVE.  
CORONADO 92118

SARA COMMODORE

June 1, 1996

RECEIVED  
JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726

Dear Coastal Commission:

This letter concerns your November 1996 hearing regarding the future of Bahia Point. I sail a laser with the Santa Clara Racing Association, which meets once per month at Bahia Point. We are a group of 30 to 40 sailers of all skill levels. When we meet at Bahia Point, there are always other groups and individuals taking advantage of the recreational opportunities the Point has to offer. Fishing has always been popular at Bahia Point. Sailboarding is also common. Lately, we see more and more kayakers.

We are adamantly opposed to the City's plan to eliminate parking at Bahia Point. Our ability to access West Mission Bay depends on the availability of parking. It appears that the City is reserving the cleanest and most amenable beaches for the tourists, and trying to crowd ever-more residents into the less-appealing East Mission Bay. I hope that you will determine that the public deserves to maintain access to West Mission Bay, especially Bahia Point.

Bicycle access is already available at Bahia Point. Please do not take the drastic approach that the City has taken to eliminate all public parking to gain minor improvements in bicycle access.

A thought regarding the Bahia Hotel... we understand the need for the hotel to operate profitably, but do not feel they should annex any additional park land to do so. The City should let out a competitive bid to see who can operate most efficiently within the limits of the current hotel.

Sincerely,

Dr. Timothy C. Prince  
806 Spindrift  
Carlsbad CA

TIM PRINCE

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio N., Suite 200  
San Diego, CA 92108-1726

June 4, 1996

Dear California Coastal Commission,

RE: BAHIA POINT

I am a member of the Santa Clara Racing Association which meets at Bahia Point to sail our small, shore-launched sailboats. Please consider the following top ten reasons to preserve the public parking at Bahia Point.

1. **Parking is access.** For the vast majority of users, access to Bahia Point means parking. Without it, we would not be able to bring our lasers, sabots, fishing gear, windsurfers, picnics, or even family members.
2. **Bahia Point is unique.** No other area of Mission Bay can substitute for it. Bahia Point has excellent wind conditions for sailing, grass for assembling boats, a gentle shoreline amenable both to sailboat launching and playing children, and clean water.
3. **Bicycle use and parking are both accommodated already.** No bicyclist is denied the opportunity to bike through Bahia Point. They simply have to share the roadway with the minimal number of cars that come through.
4. **Children enjoy safe clean fun.** Bahia Point sees many children, who can play in its safe waters with easy parental surveillance.
5. **Bahia Point is public land.** To retain the existing layout, keeping the hotel within its current leasehold, does not deny anyone their private property rights, as this land is already publicly-owned. When the public purchased this land, it was with the expectation that public access would continue indefinitely.
6. **Bahia Point provides a positive alternative to youthful misbehavior.** What kid would get into trouble in an environment like this?
7. **Public parking is also used for beach access.** On busy summer days, people park at Bahia Point to access Mission Beach.

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JUN 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

DEC

8. **The population of San Diego is growing.** The need for parking will increase, not decrease, as our population grows.

9. **Location, location, location.** This is where people want to be. Why tell them to move on elsewhere?

10. **The people want it.** And isn't that what democracy is all about? I hope so... please prove it to be the case.

Sincerely,

 STEVE ROSSI

336 Boulevard St.  
La Jolla, CA 92037

6/18/96

California Coastal Commission  
3111 Camino del Rio North, Ste. 200  
San Diego, Ca. 92108-1725  
Attention: Ellen Lirely

RECEIVED  
JUN 20 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Calif. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attn: Ellen Lirely

RECEIVED  
JUN 18 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Issue: BAHIA POINT

Dear Coastal Commission,

Dear Coastal Commission:

*For many years I have come to an area of Mission Bay known as Bahia Point to enjoy a peaceful summer afternoon. I hope to continue to be able to do so, but without parking available nearby this will be impossible. It is not realistic to ask people to park far away in other lots, as the parking everywhere is already very competitive, and the distance to walk out to Bahia Point with assorted beach gear is prohibitive. I hope that you will have the wisdom and compassion to save Bahia Point for the public of today and the children of tomorrow.*

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available. It is perfect for high-speed boards on stormy days when winds are too strong in other areas. It is also perfect for beginners and for racing.

Sincerely,

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

AL MILLER  
2607 STORR DR. ←  
CHIC ILL. (76 zip)

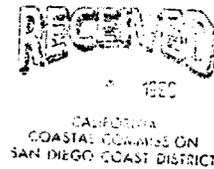
I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

STEPHEN MOORE  
STEPHEN MOORE  
FOUNDING MEMBER  
SAN DIEGO WINDSURFING ASSOCIATION

NOTE: PLEASE FEEL FREE TO CONTACT ME ANYTIME TO DISCUSS THIS ISSUE. (619) 682-4176 WK  
(619) 624-9463 HM

California Coastal Commission  
ATTN: Ellen Lirely  
3111 Camino Del Rio North  
San Diego, CA 92108



Dear California Coastal Commission:

In recent years I learned to sail a windsurfer at Bahia Point in Mission Bay Park. This location is ideally suited for windsurfing, as it has steady winds, clean water, a gently-sloping shoreline, a grassy area for assembling the equipment, and convenient parking. Without adjacent parking, this sport would be impractical at Bahia Point.

The necessary equipment is too bulky to transport by bicycle, bus, or foot. There is inadequate parking in West Mission Bay already.

Please do not make parking even more scarce by eliminating the public parking at Bahia Point.

Sincerely,

*Kimberly R. Abe*

Kimberly Abe  
960 Reed Avenue  
San Diego, CA 92109

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Lirely



Dear California Coastal Commission,  
I am writing to urge you to preserve the public parking at Bahia Point. For the hundreds of people who come to this beautiful part of Mission Bay, the loss of parking would mean a total loss of access and an end to a way of life. This is completely unwarranted. There is no need for more hotel rooms in this area. The hotel and public have lived in peace together. Don't change this balance we have reached. It is also not necessary to add a bike lane. Bikes can come through Bahia Point just the way it is.

Please save Bahia Point!

Sincerely,

*Donald J. Cummings & Family*  
*174 Halsey St. Chula Vista*  
*ca. 91910*

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726  
Attention: Ellen Lirely



Dear California Coastal Commission:

I often come to Bahia Point in Mission Bay to fish for spotted bay bass and other fish, and to spend the day in the sun, by the water with friends. I cannot believe that the City would consider eliminating public parking at Bahia Point. This part of west Mission Bay is beautiful and it is accessible by car. That is why it is so heavily used. I always see lots of families with small children at Bahia Point, as well as other fishermen and sailors. The loss of this park would be a terrible blow for all of us. Please overturn the City's decision and keep the parking open to the public.

Sincerely,

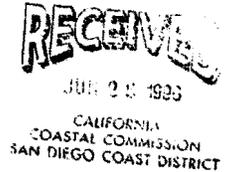
*William J. Adams*  
2726 A SP  
SAN DIEGO, 92102  
233-3025



June 21, 1996

California Coastal Commission  
3111 Camino del Rio North  
San Diego, CA 92108-1725

Attention: Ellen Lirely



Dear California Coastal Commission:

I am the owner of Windsport, which specializes in the sale and rental of kayaks, we also provide lessons. I am a user of windsurfers and kayaks as well. Windsport is located on West Mission Bay Drive, immediately adjacent to Bahia Point in West Mission Bay.

I am writing to express my concern about the City's proposal to eliminate public parking at Bahia Point. Many of my customers use the waters around Bahia Point to launch the kayaks and windsurfers that they buy or rent from my business. The loss of public parking would eliminate the opportunity to launch these water craft from Bahia Point. Without parking, access to the water will not be available. I do not believe that it is in the public's best interests to eliminate the opportunity to enjoy the waters of West Mission Bay. It is also not in the interest of the businesses that survive by serving the needs of water users.

The proposed elimination of 250 public parking spaces in the west Mission Bay area would be a significant blow to the users of small watercraft. The replacement of parking spaces currently available in West Mission Bay with the addition of parking in East Mission Bay does nothing to meet the needs of sailing enthusiasts. East Mission Bay is more suitable to motorized boats and large group picnics. West Mission Bay uniquely meets the needs of the sailing population. I hope that you will ensure that these needs continue to be met well into the future.

Sincerely,

*Bob Puckett*  
Bob Puckett, Owner  
Windsport

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attn.: Ellen Lirley

RECEIVED  
JUN 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission,

My family and I enjoy coming to Bahia Point during the summer and hope to continue to be able to do so. I understand that you will be considering a proposal to eliminate the parking at Bahia Point in November. I am writing to urgently request that you deny this proposal. Without parking, my family would cease to be able to enjoy this lovely park.

Bahia Point is a special place to us, as the children can safely enjoy the gentle shoreline and calm waters, and the adults can supervise from the grassy lawn while relaxing, reading, and enjoying each other's company. We can also horse around on the lawn and picnic together. My children always enjoy the days spent at Bahia Point. I always believed that we would continue to frequent this park until the kids lose interest in being with their parents. Please do not hasten the demise of our family outings by eliminating the public parking. Do not put an end to our family's memories of being together at Bahia Point.

Sincerely,

*Nora Hancock*  
7569 Cuyamaca Ave.  
Lemon Grove, Cal.  
91945

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726  
Attention: Ellen Lirley

RECEIVED  
JUN 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I ask your assistance in keeping Bahia Point open to the public. I enjoy coming to Bahia Point to fish and spend time with friends. If the public parking is eliminated, we would no longer be able to do this. There is no reason to take this beautiful park away from us and the many other park users. This park is special. It can't be duplicated elsewhere. It has excellent fishing, swimming, and sailing. It is used by families, fishermen, and sailing groups. Please come to Bahia Point during the summer and see for yourselves. This park should not be sold or leased to anyone. It belongs to all of us, and should remain available for us and our children.

Sincerely,

*James Salter*  
P.S. only EAST FACING  
BEACH ON MISSION BAY  
5707 SANTA FE ST.  
SD CALIF 92109

Please don't take away ~~the~~ park, so we could play  
the

**RECEIVED**

MAY 12 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

please do not take care

Buy away for we can

fish and dig and  
Buy and swim

**RECEIVED**

MAY 12 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

John Solter 50707. Santafa

Santa Fe Street,  
Jeremy Ganger 50075

5-5-96

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego Ca 92108-1726

John Quan  
1195 Van Nuys St.  
San Diego Ca 92109

Re: Bahia Point access/parking

Dear Gentleperson:

This letter is written as a voice in opposition to the proposed action deleting parking at Bahia Point and new hotel room construction. I have lived in San Diego since 1961 and in the La Jolla/Pacific Beach area for 32 years. I am strongly and unequivocally opposed to the changes in the Mission Bay Master Plan which will eliminate access for sailors, sailboarders and those families with older members who depend on vehicular access. I attended the San Diego City Council Meeting when the planning advisory board recommended denial of the proposed changes. I now ask that you consider the points herein carefully:

### Water Quality

In January of 1977, the California Regional Water Control Board released a report entitled "A Water Quality Study of Mission Bay-April 1975 through September 1975". The conclusion of that study was reached by the California Department of Health, the County of San Diego, and the Water Quality Control Board and indicated that the most serious coliform contamination occurred in the northeast section of the bay and that the safest areas of the bay were consistently those areas with maximum tidal flow "flushing". In addition the study stressed that closing the areas of dangerous coliform counts often takes place after the worst is over; in other words, a water user can seldom depend on signage for protection.

### Safety

The 1977 report did not surprise anyone for it had been predicted by Paul Horrer's 1957 recommendations to maintain Mission Bay Water Quality. Among his advice was the following:

"...as many swimming beaches as possible should be developed in the west part of the Bay in preference to the east part of the bay."

In a later study (The Effect of San Diego River Water on Mission Bay, Scott Quan 1986) it was shown that fecal coliform counts at testing stations are only a rudimentary warning for occasional users and not those who enter weekly or daily. In another study (Mission Bay: The Effects of Use and Development, Scott Quan, 1985) it has been shown that



the best flushing action and related safest use are at the areas closest to the ocean entrance.

### Summary

We all agree that pollution is still the largest problem facing Mission Bay. Are we willing to sideline this real and immediate issue for changes that will further endanger the public use? Paul Horrer, the Water Quality Control Board, and this letter are telling you again that the safest place to use Mission Bay is on the west beaches - Bahia Point is one of those that need your protection. Nothing has changed. Sailors, swimmers, and families need access; if you take our parking away we will be forced to use those areas where there is access and parking (east Mission Bay). It is not the safest area for daily or weekly users. Sailors have equipment that they must carry to the water, whether it be a sailboard or a sail. Families bring beach chairs, BBQ's, ice chests, and senior family members unable to walk or use public transportation. Those in paddle sports carry their light but bulky craft to the water. If you remove the parking at Bahia Point you will force all of them to access where there is parking (East Mission Bay). East Mission Bay is not a safe location for sailing. Power boats, ski boats, and jet skis combine to endanger slow moving sailboards, kayaks, and swimmers.

### Responsibility

I urge the Coastal Commission to deny the proposed changes based on the lack of access currently available for such users and the safety of all. Mission Bay does not need more hotel rooms although I will not argue that the City wishes to increase its 10.5 transient occupancy tax to another few hundred rooms. What the City needs is a safer Mission Bay and citizenry. I am hoping to be a responsible citizen and user. I ask that you do what you can to protect me and my family. I qualify my opposition with the following:

1. I am a sailor ( member of San Diego Yacht Club, Santa Clara Racing Association, United States Sailing Association).
2. My two sons learned to swim and sail at Bahia Point and have won statewide recognition for studies of Mission Bay use and quality.
3. I have kept informed with John Melbourne, (former San Diego City Health Engineer), the Water Quality Control Board, and the various users of Mission Bay over the years regarding the water quality in Mission Bay.
4. I am a kayaker who uses Bahia Point.

Please consider the safety of all when making your decision.

Respectfully,

  
John Quan

Tony HANCOCK

RECEIVED

JUN 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

JUN 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1726  
Attn: Ellen Lirely

Dear California Coastal Commission,

I am writing to you as a windsurfing enthusiast regarding the City's plan to eliminate parking at Bahia Point. Windsurfing (also known as sailboarding) is a sport that requires adjacent public parking, as the equipment has to be unloaded from a vehicle near the water. It cannot be carried by hand over great distances. Windsurfing is a very popular sport at Bahia Point, as are sailing, kayaking, and fishing. All of these sports require immediate access from parking areas to the water. These water-dependant activities should take first priority in any plans for Bahia Point. Obviously this has not happened.

The loss of parking will turn this vibrant, healthy park into a desolate stretch of coast reachable only by guests of the hotel. This is not a proper use of public land. With a growing population, San Diego can ill afford to lose Bahia Point for public use.

Sincerely,

Steve and Jay Reintz  
26906 Deerweed Trail  
Calabazas Hills Ca  
91301

I like Bahia beach  
because I like to water  
the boats.

7569 Cuyamaca  
Lemom grove

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1726  
Attn: Ellen Lirely

RECEIVED

JUN 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission,

I am writing to you regarding the plans to eliminate public parking at Bahia Point in Mission Bay. I often sail a windsurfer at Bahia Point, and would be greatly saddened by the loss of parking which would make windsurfing at that location impossible. It is increasingly difficult to find suitable locations for this sport, as it requires adjacent parking, steady winds, and separation from motorboat traffic. Bahia Point is one of the last places in San Diego where these conditions can be found.

The loss of parking is not warranted for the addition of a bike path. Bikes can already travel around Bahia Point as well as in front of the Bahia Hotel on West Mission Bay Drive. The expansion of the Bahia Hotel onto public park land is also not warranted, as the hotel can easily enlarge their facilities by building up one or two stories.

Please do not eliminate access to Bahia Point.  
Thank you.

Sincerely,

*Betty Cummings*  
26852 Old Springs St.  
Calabasas Hills, CA  
91301

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, California 92108-1726  
Attn: Ellen Lirely

RECEIVED

JUN 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission,

I am opposed to the City's decision to eliminate public parking at Bahia Point, and I hope that you will overturn that decision. I use Bahia Point to sail a windsurfer, and I feel that it is an irreplaceable resource. It provides many hours of recreation to many people. There is no justification for taking it away.

Without public parking, I would not be able to launch my windsurfer. There are so few areas left where parking can be found near the water. Why take away the one remaining area that can be used and is heavily used? It makes no sense. Those parts of Mission Bay that have no adjacent parking are unused. We have a great big beautiful bay that no one can get to.

Please, preserve Mission Bay for the people and retain the parking at Bahia Point.

Sincerely,

*Wendy Ostler*  
4000 Cottonwood Grove Trail  
Calabasas Hills Ca 91301  
818 880-4627.

RECEIVED

JUN 12 1990

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO DISTRICT

California Coastal Commission  
3111 Camino del Rio North Suite 1600  
San Diego, CA 92108

In regards to the SD City  
Council approval of the Mission  
By Port Master Plan - H  
SHIXZ!

We request that this be  
reversed. This is our public  
land.

The public was misled and did  
not have the opportunity to let  
you know ~~strongly~~ we feel  
about this issue. Our voice  
needs to be heard.

PLEASE - SAVE THE  
PUBLIC PARKING!

Gregory Richards  
1232 Bush St  
SD, CA 92103

Sandy Moffatt  
8451 Geny Pl #105  
Huntington Beach, Ca. 92646

Linda Ray - Senior  
4605 Valencia Pt.  
San Diego, CA 92130

Kit Howler  
9437 Encovina Ln  
Mission Viejo, CA 92691

Paul McIntosh  
1600 18th St  
Huntington Beach, CA 92648

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley



Dear Coastal Commission:

I often meet with friends at Bahia Point to fish. This area is very special to us because it has excellent fishing and is a beautiful place to spend the day. Bahia Point has become an important part of our lives and we would like to be able to continue to use it. I hope that you will help preserve our lifestyle by saving the parking at Bahia Point. All we are asking is to leave Bahia Point the way it is.

Sincerely, *Alfred Lidozzo*  
*21 H. C<sup>APT</sup>*  
*Chula Vista, Calif*

California Coastal Commission  
3111 Camino del Rio North,  
Suite 200  
San Diego, CA 92108  
Attn.: Ellen Lirley



JUL 12 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission,

**This letter is to request that you vote to retain the public parking at Bahia Point. My family has enjoyed coming to Bahia Point and we would like to continue to do so. The park is a safe, fun, and healthy place for children to spend the day with their families and for parents to enjoy their children. We have found Bahia Point to be an important part of our family's bonding and growing. I hope that you will see the value in allowing these experiences to continue. Please, DO NOT GIVE IT AWAY. It means too much to all of us.**

With sincere hopes that you are listening,

*Monica Curiel*  
*8425 ELKHORN ST.*  
*LENEXA BROVE, CALIF*  
*91945*

RECEIVED  
JUN 12 1995  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726  
Attention: Ellen Lirely

Dear California Coastal Commission:

I have spent many enjoyable days at Bahia Point in Mission Bay Park fishing for the spotted bay bass that are plentiful there. I have learned of the City's plans to eliminate public parking and understand that you will be deciding on this issue. I am completely against this proposal. It would keep all of us from being able to use the park or the water. The area is just too special to lose. PLEASE do not destroy the parking that we all use. We have already lost so many coastal areas. We need to save all that remains. For the sake of all the people who use Bahia Point now and in the future, leave Bahia Point as it is.

Sincerely, *Dan M Birse*  
1119 Missouri St San Diego Ca. 92109

RECEIVED  
JUN 12 1995  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726  
Attention: Ellen Lirely

Dear Coastal Commission:

I am a recreational fisherman who often comes to Bahia Point to fish for the plentiful bass that swim in the clean waters in this area. The gentle shoreline, eel grass, and ocean currents make for good fishing here. If the parking area is removed, my friends and I would no longer be able to come to Bahia Point. I am very saddened by the thought that my fishing days at Bahia Point are coming to an end.

I hope that you will listen to the voice of the people and leave the parking at Bahia Point intact.

Sincerely,  
*Warren W. Bauman*  
7914 Nightingale Way  
San Diego, Ca 92123

RECEIVED

JUN 14 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coast Commission  
Attn: Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Dear Coast Commission:

I am a disabled person who enjoys spending the occasional day at Bahia Point in Mission Bay Park. Although I use a wheelchair, I am like other users in that I need nearby parking to access Bahia Point. I am opposed to the City's plan to remove the public parking. It will do us little good to have a bicycle/pedestrian/wheelchair path around the point if we can't get here in the first place!

Bahia Point has a workable set-up right now, as parking is usually available. There are six spaces designated for the disabled. The addition of a sidewalk would be nice. However, without parking, a sidewalk would do us no good. Please do not destroy a good thing. Leave Bahia Point alone and let us continue to enjoy it.

Thank you.

Sincerely,

Victoria Walk  
PO Box 1306  
Alamo 92003

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attn.: Ellen Lirley

Dear California Coastal Commission,

*I am writing to you regarding the Bahia Point area of Mission Bay Park, which has been an important part of my family's summer recreation for several years. We often go to Bahia Point to enjoy an afternoon by the calm waters in the cool summer breeze. This is our favorite area of Mission Bay Park, and no other area appeals to us the way Bahia Point does. I hope that you will consider the importance of families in your discussion of Bahia Point and will keep the public parking intact so that families and others will continue to have access to this park.*

*I cannot understand how the elimination of parking is considered by anyone to be a public benefit. Anyone with children would know that you can't pack the kids and all their gear onto a bus or bicycle to get to Mission Bay Park. Few, if any, would be able to use Bahia Point without parking. Is this the result we want to see on public park land? Please, save Bahia Point for the benefit of the public, and retain the parking!*

Sincerely,

Michelle Helm  
J. Helm  
Hayley Helm  
28181 Bluebell Dr.  
Laguna Niguel, CA 92677

California Coastal Commission  
3111 Camino del Rio N.  
Suite 200  
San Diego, Ca 92108-1726  
Attention: Ellen Lirley

RECEIVED

JUN 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I am writing to you as a kayaker who enjoys launching off Babia Point in Mission Bay Park. I hope that you will vote to retain the public parking. I was very upset to learn that this beautiful park that so many have spent countless lovely afternoons may soon become history. The loss of public parking at Babia Point would make the area inaccessible to all of us who enjoy bringing small watercraft to the bay. These types of activities should be encouraged. If anything, more parking is needed.

Babia Point is at the center of a number of major attractions, including Mission Beach, Belmont Park, and Mission Beach. All of these areas are very overcrowded in terms of parking. The elimination of parking at Babia Point will only increase competition for parking in those areas.

Coastal access is a major part of what makes San Diego so special. This access brings people from other parts of the State to San Diego. I hope that you do not take the same route that other parts of California have taken in the past, to cut off the public from the coast. Babia Point is too special to lose. Please save the parking.

Sincerely,

*William F. Brougham*

P.S. I also use this parking area for putting a small sail boat in the water from the roof of car.

William F. Brougham  
5839 Lynn St.  
San Diego, Ca.  
92105

RECEIVED

JUN 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio N.  
Suite 200  
San Diego, Ca 92108-1726

May 27, 1996

Dear California Coastal Commission:

I am writing to you on Memorial Day of 1996 to urge you to retain the public parking at Bahia Point. I often come to Bahia Point to enjoy the coast and launch my kayak. Bahia Point is one of the best places to kayak in Mission Bay because provides a gentle shoreline, mild winds, and calm waters. However, without parking, these attributes would be meaningless to me because I would not be able to use it. Mission Bay already has enough shoreline that cannot be accessed. Please leave the parking area intact.

Sincerely,

*Elaine Brougham*

Elaine Brougham  
5839 Lynn Street  
San Diego, CA 92105

California Coastal Commission  
3111 Camino del Rio N.  
Suite 200  
San Diego, Ca 92108-1726

Attention: Ellen Lirely

Dear Coastal Commission:

I am writing to express my extreme dissatisfaction with the proposal to eliminate public parking at Bahia Point. I have spent many an afternoon enjoying the land and water at Bahia Point and do not agree with the plans to terminate public access.

Like most users of Bahia Point, I use a car to access the area. I then unload my car-top kayak directly onto the beach. Without parking, my use of Bahia Point would not be possible. Many others would be similarly affected. Now that I have been made aware of the situation, I am writing to you in the hopes that you will listen to public opinion on this issue. Please save Bahia Point!

Sincerely,

*Glenda M. Norris*

*27592 Starrise Lane*

*San Juan Capistrano CA 92675*

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, Ca 92108-1726

Attn. Ellen Lirely

Dear California Coastal Commission:

I am a kayaker who enjoys launching my boat from the shore at Bahia Point in West Mission Bay. I am very upset about the City's plan to eliminate the public parking which provides access to so many people. I hope that you will reverse the City's decision and require that the parking be retained in perpetuity.

Parking at the coast is the most basic element of public access. I believe that public access is your primary responsibility, and I hope that you will discharge it in this case. Should you fail to do so, many lives will be adversely affected. Nobody would benefit from the loss of parking except perhaps the guests of the Bahia Hotel who will have private parking available to them. I for one do not think that public land should be treated this way. Please think about the public interest in your decision. There is only one choice consistent with the public interest: keep the parking intact.

Thank you.

Sincerely,

*Robin M. Marty*  
*13700 Avenue of the Flats J-409*  
*Costa Mesa, CA 92626*

# SAN DIEGO WATERSPORTS

at Seaforth Marina in Mission Bay

June 4, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726  
Attention: Ellen Lirley

Dear California Coastal Commission:

SUBJECT: BAHIA POINT HEARING OF NOVEMBER 1996

I am the owner of San Diego Watersports, which is located on Quivira Road in West Mission Bay. San Diego Watersports sells new and used windsurfers, kayaks, and related equipment. We also provide demonstrations and classes in sailboarding and kayaking. I am writing to register my opposition to the proposal to eliminate public parking at Bahia Point.

The ability of citizens to partake in water-oriented activities such as sailing, windsurfing, and kayaking hinges on the ability to transport equipment to the water. This translates into vehicle access and adequate parking immediately adjacent to the shoreline. Without parking, water users would be unable to unload their equipment and therefore, unable to use the water. The equipment needed for these water-oriented activities cannot be transported by shuttle, bus, bicycle, or foot. Given the limited amount of shoreline which has the appropriate combination of steady winds, gently-sloping beach, calm water, and parking, Bahia Point represents a truly unique resource that cannot be replaced.

From a personal standpoint, I believe that water sports are a positive influence on people's lives, especially the youth, which should be encouraged. Parking is needed in West Mission Bay to provide access to

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JUN 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

the best sailing and kayaking waters. From a professional standpoint, I am very concerned about the impact that the loss of coastal parking will have on my business. Many of my customers use Bahia Point as it is the nearest launching point from my place of business. It is also one of the few locations suitable for sailing and kayaking which currently has available parking.

I ask that you please consider the needs of San Diego's water sports enthusiasts in your decision-making process, and that you will vote to retain the parking at Bahia Point.

Sincerely,



Mike Anderson  
Owner

RECEIVED  
MAY 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio N.  
Suite 200  
San Diego, Ca 92108-1726

Attention: Ellen Lirely

Dear Coastal Commission:

I am writing regarding the Bahia Point area of Mission Bay Park. I enjoy coming to Bahia Point with my kayak and spending the afternoon paddling on the water with friends. We carry our kayaks on the roofs of our vehicles, unload them on the grass, and launch them directly onto the water from shore. Bahia Point is an ideal place for small boat launching, and for returning after a hard paddle to sit by and enjoy the water. I am very concerned about the plan to remove public parking from Bahia Point. Without immediately-accessible parking, it would be impractical for me to continue to enjoy Bahia Point.

There is such a finite area of waterfront that it would be a terrible shame to lose this beautiful point. The absence of parking would make Bahia Point a private beach accessible only to hotel guests. Please do not condemn our public park land to such a fate.

Sincerely,

address  
2746 glendon ave.  
L.A. Ca. 90064

  
Ward Preston

May 21, 1996

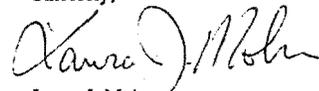
California Coastal Commission  
San Diego Area  
3111 Camino Del Rio North, Ste 200  
San Diego, Ca 92108-1725

Dear Commissioners:

I am a Los Angeles resident who has frequently come to San Diego to windsurf at Bahia Point. My cousin and I have rented rooms in the area and stayed for the weekend, windsurfing at Bahia Point. This was an excellent place for me to teach him and the convenience of the parking to the sailing site really attracted us to this area. If this were taken away, we would not consider this weekend trip. I want you to know that your actions will affect windsurfers beyond the City of San Diego. And, losing our business will negatively affect the businesses in San Diego.

I encourage the staff to recommend that the Bahia Point proposal be denied.

Sincerely,



Laura J. Mohr  
1449 El Miradero Avenue  
Glendale, CA 91201

RECEIVED  
MAY 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

EL

For People Who Ride Bicycles in San Diego



May 27, 1996

California Coastal Commission  
Attn: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Subject: BAHIA POINT HEARING OF NOVEMBER 1996

Dear Coastal Commission:

I am writing to you on behalf of the San Diego County Bicycle Coalition (SDCBC) regarding your upcoming discussion about proposed changes to Bahia Point. The SDCBC is a non-profit, 501(c)3, education and advocacy organization whose purpose is to promote bicycling as a form of transportation and recreation. We seek safer conditions for bicycling countywide. We have more than 500 members from across San Diego County.

The City of San Diego is proposing to eliminate vehicle access to Bahia Point and to eliminate the 250 existing public parking spaces along Bahia Point. This proposal is designed, in part, to provide a bicycle path. While we applaud the City's effort to improve bicycle facilities at Mission Bay, we find this proposal to be unnecessary at best, and counterproductive at worst.

Mission Bay is a significant resource for recreational bicyclists. Bicyclists already have access to Bahia Point. Since recreational bicyclists typically drive by private vehicle to their point of departure, use their bicycles for recreation, and then return to their vehicles for the return trip home, the elimination of public parking at Bahia Point on Mission Bay reduces opportunities for recreational bicyclists.

The recreational riders need for parking is distinguished from commuting bicyclists who typically use their bicycles to begin and end their trips. Direct access is more important to commuting bicyclists. A bike path around the edge of Bahia Point would not provide a more direct or usable route for bicyclists than the route that is presently available.

Currently, bicycle usage at Bahia Point is through sharing of the roadways (Gleason Road & Mission Bay Place) with vehicular traffic. As these roads are cul-de-sac for motorists, they are effective. Improvements could be made by adding signage identifying Gleason Road and Mission Bay Place as "Bicycle Routes", to remind motorists to share space with bicyclists. Adequate bicycle facilities exist along West Mission Bay Drive, in front of the Bahia Hotel, to allow west bound bicyclists to connect with Bayside Walk.

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JUN 06 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

As funding for bicycle improvements continues to be limited, we recommend the addition of bicycle facilities where access is currently most significantly restrained. We do not find that access to Bahia Point is so restrained. We also recognize that other forms of recreational activities, such as sailing, fishing, picnicking, and windsurfing are valuable activities which are dependent on the availability of motor vehicle parking near the bay. We do not feel that the loss of opportunities for those activities at Bahia Point is warranted for the construction of this proposed bicycle path.

Sincerely,

Jim Baross, Jr.  
Chairperson  
San Diego County Bicycle Coalition

cc: Councilmember Byron Wear, District 2

EL  
RECEIVED  
AUG 13 1996

Robert Roscamp  
3118 Benda St.  
Hollywood, Calif. 90068

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
AUG 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 12, 1996

California Coastal Commission  
3111 Camino del Rio No., Suite 200  
San Diego, CA 92108-1726  
Attn: Ellen Lirely

Dear Coastal Commission:

I am a resident of Los Angeles who visits friends in San Diego several times per year. When in San Diego, my friends and I normally spend at least one afternoon at Bahia Point in West Mission Bay. I have many fond memories of delightful, relaxing days spent watching the boats come and go, and observing the children enjoying their early experiences with the water. I was very upset to learn that the opportunity to enjoy Bahia Point was soon to be eliminated along with the loss of public parking.

I hope that you will come to realize that contact with the ocean and bays of San Diego is a very important part of what makes San Diego special. Without it, I'm sure you would lose tourist dollars as well as citizen involvement. Maintaining public parking at Bahia Point is surely worth the small cost of maintenance, and I hope that you will agree.

Sincerely,



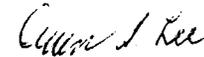
Robert Roscamp

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Gentlemen/Ladies:

For many years, my family has enjoyed the Bahia Point Park during our outings to the beach. We have used it with the knowledge that our taxes have made it possible for us and the rest the California citizens to enjoy the park and its beach. The current plan to turn or park and beach over to private enterprise so they can earn more money is violation of the citizen's trust in government and the intent of taxes. I am aware that expanding the hotel rooms will generate more taxes from the business but that benefit is small compared to the loss of the Bahia Point Park for which we have already paid. The hotel can expand upward to make more money and leave our park for California citizens to enjoy.

Sincerely yours,



Owen S. Lee  
3587 Larga Circle  
San Diego, CA 92110-5337

EL

Thomas Meza  
422 Toyne St.  
San Diego, Ca. 92102  
(619) 264-1841  
Fax:

RECEIVED

AUG 14 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Samantha Simmons  
2120 Worden St. Apt. #6  
San Diego, CA 92107

RECEIVED  
AUG 20 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 14, 1996

California Coastal Commission  
3111 Camino del Rio North Suite 200  
San Diego, Ca. 92108-1/25

I am writing this letter to you as a result of the San Diego City Council's decision to approve the Mission Bay Park Master Plan. The specific part of the plan I am referring to is the removal of Gleason Road and the public parking area at Bahia Point. This renovation, I am opposed to!

I first went to the Bahia point as a child in the middle 1950's. There was no large hotel then, only a large flat area where people would fly model airplanes. My Father would fish; my brother, two sisters, and I would swim. My mother told me she use to go there as a child in the 1920's but seldom went as an adult.

I caught my first fish (a bass) at the Bahia. I learned fishing and sportsmanship there. My Father would teach me about nature and life, using the fish and birds of the Bahia as examples.

When my two boys were big enough, I brought them to the Bahia and taught them to fish: Much as my father had taught me. They learned about size limits and what good sportsmanship was all about. I took great joy in teaching my sons the same lessons my father had taught me a generation before. I watch my sons catch their first fish at the Bahia (they were bass also).

Over the years, one might say generations, the Bahia has been part of our lives. I still fish there, mostly at night; sometimes with my grown sons, sometimes alone. I think of the years of my youth and my father who is now gone. Most of my fishing is now catch and release. I still get a great joy, seeing my son pull in a large one at the Bahia.

I am of the opinion that to close off the parking area is to limit access to the recreation area. It would end up a public recreation area that enhances the hotel and is mainly the play ground for the few with ready access. Limited parking and the distance from the parking lot would cut it off from much of the public.

Someday I may have the opportunity to watch my sons teach their sons how to fish at the Bahia. They will someday fish there and think of their father who gave them lessons in sportsmanship and life. Whether this will every be, may depend on your decision next November: when the fate of the area known as Bahia Point is decided by you.

Any consideration you give my point of view is appreciated.

Sincerely,

*Thomas Meza*  
Thomas Meza

California Coastal Commission  
Attn: Ellen Lirley  
3111 Camino Del Rio North #200  
San Diego, CA 92108

Dear Coastal Commission:

I am an occasional user of Bahia Point who is completely opposed to the planned elimination of public parking. I enjoy outdoor sports and come to Bahia Point to paddle a kayak, play frisbee on the grass, and walk over to Mission Beach to boogie board or to the Mission Beach Plunge to swim. Without vehicle access, these activities would be impossible. Even though I live close enough to Bahia Point to get there by bicycle, I would not be able to bring the necessary equipment, so Bahia Point would be effectively unavailable to me.

I am writing to ask that you preserve the parking at Bahia Point not only for my use, but for the hundreds of San Diegans and tourists alike who enjoy this beautiful coastline park. The ability to relax and participate in water-oriented activities are necessary to counter the demands of ordinary life in a big city. It also helps bond families together and allows friends to share positive experiences together. Someday I would like to be able to bring children of my own down to Bahia Point to give them the benefits of water access that I have had.

Other parts of Mission Bay can never substitute for Bahia Point, because they serve different recreational needs. The parks of East Mission Bay are oriented to motor boats and jet skis, and to large company picnics. West Mission Bay is uniquely suitable for kayaking and sailing. These sports are quiet, non-resource-depleting, educational, and healthy.

Please protect our parking at Bahia Point.

Sincerely,

*Samantha Simmons*

Samantha Simmons

RECEIVED  
MAY 12 1993  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Lirley

Dear California Coastal Commission:

I am writing to you regarding Bahia Point in Mission Bay. Bahia Point is my favorite part of Mission Bay because it has a beautiful view of the water, it is quiet and peaceful, and it has adequate parking right next to the water. It is ideal just the way it is; there is no reason to change it. The Bahia Hotel should live within its boundaries and understand that the public has the right to use the coastline. Our government bodies should not ever consider letting it go.

Sincerely,

Richard + Julie Feder  
10167 Claver St.  
San Diego, CA 92126

RECEIVED  
MAY 12 1993  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North Suite 200  
San Diego, CA 92108

Attention: Ellen Lirley

Dear California Coastal Commission:

I am writing to you to ask your cooperation in preserving the parking at Bahia Point. I often come to Bahia Point to launch a kayak into Mission Bay. It is an excellent area for kayaking, and the park is a great place to enjoy time with family and friends. This resource is irreplaceable and should not be sacrificed for the benefit of a few hotel guests. Most of West Mission Bay is already inaccessible to the general public due to a lack of adequate parking. Bahia Point Park is worthy of preservation just the way it is.

Sincerely,

Reine Marney  
8301-344 Mission Bay, CA.  
San Diego, CA 92071

Caroline Gysant  
Jane Casen  
Mike G. Bream  
Harold O. Bream  
Helen Gans  
Melissa Gans  
Robert Jones  
Marge Stavis  
Roger Roper

5218 ARLINE ST.  
S.D. 92117  
2552 Alexander Dr.  
Escondido, CA 92029  
- 942 San Dieguito Dr  
Enc. 92024  
- 6216 TARAGODA DR  
S.D. CA 92115  
6216 Taragoda Dr.  
SD CA 92115  
925 REED AVE  
SAN DIEGO CA 92109  
645 Blackthorn AVE  
El Cajon CA 92010

Bill Bowles and Kathy Grove  
1828 Clove Street  
San Diego, CA 92108

California Coastal Commission  
3111 Camino Del Rio No. Suite 200  
San Diego, CA 92106  
Attention: Ellen Lirley

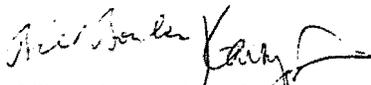
August 3, 1996

Dear California Coastal Commission:

We are writing regarding the Bahia Point area of Mission Bay Park. Our family lives in the Point Loma area of San Diego, and we enjoy spending time together as a family in the coastal areas of San Diego, including Bahia Point. We believe that the opportunities to access coastal waters make our family stronger, healthier, and more vibrant. We are grateful to live in a City that values its coastal resources and has historically protected the rights of the public to access them freely. However, we feel that the proposal to eliminate public access to Bahia Point goes in the wrong direction. It values corporate profit over the public interest. It favors big business over families. It restricts the ability of the public to use public land.

We hope that you will continue in the tradition of the California Coastal Commission and protect public access. We need your help. Please save the parking at Bahia Point.

Sincerely,

  
Bill Bowles and Kathy Grove.

California Coastal Commission  
3111 Camino Del Rio North, #200  
San Diego, CA 92108  
Attention: Ellen Lirley

Dear California Coastal Commission:

SUBJECT: BAHIA POINT

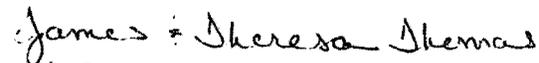
I am writing to ask that you preserve Bahia Point for the benefit of the public. We need places like Bahia Point to recreate and enjoy family and friends. We cannot spare these unique and special places.

Bahia Point is one the most beautiful parts of Mission Bay. I have found it to be peaceful, scenic, and lovely. I do not wish to be "relocated" to South Shores or Fiesta Island. Those of us who enjoy Bahia Point would not find our needs met in those other parks.

Like others, I would not be able to come to Bahia Point by bicycle. It is too far a ride for me, and I would not be able to bring the necessary beach gear.

We need more places like Bahia Point, not less. Don't destroy what we currently have. Thank you.

Sincerely,

  
10745 Esmeraldas Dr.  
San Diego, CA 92124

RECEIVED  
AUG 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

AUG 05 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

June 27, 1996

Mr. Louis Calcagno, Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA. 94105



Re: Bahia Point Component of the Mission Bay Master Plan

Dear Chairman Calcagno and Members of the Commission:

I write to express my thoughts and recommendations on the proposed certification of the Bahia Point component of the City of San Diego's Mission Bay Park Master Plan land use segment of the LCP.

For ten years, in the 1980's and early 1990's, I represented the Mission Bay area; first as a member of the San Diego City Council; later as a member of the California State Assembly. I have also enjoyed the challenges each of you experience, having served both as an alternate and as a regular member of the California Coastal Commission. I know firsthand how difficult your task is balancing the rights of property owners and the general public.

Bahia Point was dredged out of the wetlands which gave way to the creation of Mission Bay Park. We are proud of this public park; the largest aquatic park in the world. In the late 1950's, the Bahia Hotel was constructed as the first destination resort in Mission Bay Park. For nearly 40, years the Bahia has been owned and professionally managed by the Evans family. The hotel is an asset to Mission Bay, providing lodging near the coast and revenue to the City. The owners have submitted a plan for hotel expansion, and they are to be commended for their commitment to such a significant investment in a commercial facility located on publicly owned leased land.

Based upon my thorough familiarity with Mission Bay Park, Bahia Point, and the Coastal Act, it is my belief that expansion of the Bahia Hotel can and should be done in conformance with Chapter 3 policies of the Act. The plan before you as submitted by the City does not meet that test.

On page 46 of the Plan as submitted, the City offers the following language: Bahia Hotel: 600 room resort hotel. In accordance with the objective of intensifying existing leaseholds, the Bahia Hotel lease, at the lessee's option, should be expanded towards the point of the peninsula, and shifted eastward to the eastern curb of the existing parking. Such an expansion and shift could potentially permit the addition of 120 hotel rooms to the complex, above and beyond the current 484-room redevelopment plans (emphasis added). This language is in direct conflict

with Sections 30219, 30211, and 30252 of the Act which encourage public access and recreational opportunities. Implicit in the City's submitted language is the removal of all 252 public parking spaces on Bahia Point in order to facilitate the maximum expansion of the Bahia Hotel on this publicly owned land. Already, the City permits this lessee to block vehicular access to Bahia Point after 10:00 p.m. The City and the lessee now want to convert all existing public parking on publicly owned Bahia Point to the exclusive use of an expanded hotel footprint. This action would exclude the general public from an area they have enjoyed access to since the 1960's. Should the right of one to expand on to publicly owned land supersede the rights of many? This is not democracy as I know it.

It is my recommendation that the language contained in the City's submittal should be modified by the Commission to read: **The Bahia Hotel lease, at the lessee's option, is encouraged to intensify within the existing leasehold boundaries.** This will permit an increased room intensity of 60%, in accordance with a redevelopment plan prepared by the lessee in 1989. The lessee could also be encouraged to intensify beyond the 1989 plan, provided there is no reduction of the existing on site public parking.

Additionally, by submitting the following language, the City offers little hope for implementing the Master Plan goal of attaining public access around the waterfront of Mission Bay: Every effort should be made as a part of a redevelopment effort to implement a continuous pedestrian and bicycle path around the Point in accordance with the Design Guidelines (emphasis added). This language should be modified by the Commission to read: **The Bahia Hotel lease, as part of any redevelopment plan, shall be required to construct a minimum ten foot wide public bicycle and bicycle path along the west side of Bahia Point.** This would insure conformance with Sections 30210, 30213, and 30252 of the California Coastal Act. It would also further the City's long standing efforts to link areas of Mission Bay Park with a perimeter pedestrian and bicycle path. Why should this lessee, as a part of a hotel expansion plan, be exempt from City and Coastal policies aimed promoting maximum public access to Mission Bay?

Commissioners, Bahia Point and the Bahia leasehold are not private property. They are publicly owned lands. This is *not* an issue of property rights. It *is* an issue of maintaining access to and enhancing access around an existing publicly owned beach. I encourage you to take the time to look carefully at the site before you vote in November.

With the above modifications, I urge your approval of the Bahia Point component of the Mission Bay Master Plan land use segment of the LCP.

Thank you for your consideration of my request.

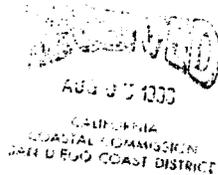
Sincerely,  
  
Mike Gotch

Please save  
this beach. I like to  
play at it!

Jennifer Johnson

12307 Wildflower  
Ln.

Riverside 92503



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Lirely

Dear California Coastal Commission:

Access to coastal and bay waters is what makes living in Southern California so special. Without water access, San Diego would be just an endless collection of drab urban sprawl. We have nearly ideal weather and generally clean beaches and swimmable water. However, it is becoming more and more difficult to use our coastal bays and beaches because of overcrowded parking conditions and areas which have been made inaccessible by commercial development. Bahia Point is a case in point. If you eliminate parking and remove Gleason Road, no one will be able to use it. It is time to stop losing and leasing our coastal resources to the tourist industry, and time to retain some for our residents, for our positive physical and mental health. Stop the land grab!

Sincerely,

Gladys Engelbrein  
4892 Floresta Court  
Westlake Village  
Ca. 91362



California Coastal Commission  
3111 Camino Del Rio North, #200  
San Diego, CA 92108  
Attention Ellen Lirley

RECEIVED  
AUG 1 9 1990  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

SUBJECT: BAHIA POINT PARK

I am writing because I believe that the preservation of public parking at Bahia Point is essential. I urge you to reject the plans to eliminate Gleason Road and 250 public parking spaces. How could we even consider destroying parking when the conditions in all of West Mission Bay are exceedingly crowded during the summer? On busy days people cannot even get into the beach area and are turned away. Why would we want to make this problem worse? Every coastal parking space should be considered a valuable public resource.

Bahia Point Park works beautifully just as it is. It doesn't need to be "fixed." In our quest to improve public services, let's not abandon what already works.

Sincerely,

  
Dibujantes #59  
INBECO UNIVERSIDAD  
TIJUANA, B.C.F.A.

Calif. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Calif. 92108-1725  
Attention Ellen Lirely

Dear Calif. Coastal Commission,

My family and I have a special attachment to the part of Mission Bay Park called Bahia Point. There is a hotel that occupies much of Bahia Point, but the shoreline and grassy area have been open to the public and are heavily used. The reason the area is so popular is that adjacent parking is available, so you can unload a sailboat or kayak, umbrellas and chairs. The children can safely play in the calm clean waters that gently lap the beach without fear of being run over by a motorboat or jet ski.

The kids always enjoy their time spent at Bahia Point. This park should always be available for the kids of today and the kids of the future.

Please do not destroy Bahia Point by removing Gleason Road and the public parking.

Sincerely,

  
4978 New Beach Rd.  
El Cajon, Ca. 92020

RECEIVED  
AUG 9 9 1990  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

David Gieselman  
2143 Abbey Lane  
Campbell, CA 95008

August 13, 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Coastal Commissioners,

I was born and raised in the Point Loma/Ocean Beach area. When I finish my college education, one of the possibilities for my future would be to return to the beautiful coast of San Diego and perhaps raise a family.

While visiting my Dad in San Diego last week, we spent time at Bahia Point (Mission Bay) where our family has spent many afternoons relaxing and enjoying this priceless waterpark. I have learned the whole story about what I consider a public outcry against the land being blindly handed over to the Bahia Hotel to do with as they like. It would be a terrible and absolutely unnecessary loss if we were unable to enjoy clean, calm water for family enjoyment at a favorite recreation spot.

The so-called mitigated parking on East Bay leaves visitors with nary an option except to come to the shore with little more than a bathing suit and towel. That is, of course, unless these visitors are the backpack-laden, igloo-carrying, hairy-chested, rugged type. Expecting families to bus to the coast with all their usual shore accessories is truly ridiculous.

It seems one simple but significant point is being overlooked: *West Mission Bay* is named *Sail Bay* for a reason. The planned sailboard area opposite Sea World puts people near the raucous jet ski area in Southeast Mission Bay where the oily film drifts from East Bay powerboating activities. As if all this weren't infringing enough, the proposed waterway designations restrict sailors to the narrow channel between Sea World and South Fiesta Island. Please keep the quiet sailing activities where they were originally intended to be.

Bahia Point is also wonderful for picnics. It is the only place on Mission Bay I know of where there is shore and grass protected by a valuable windbreak which is the hotel, which makes the area particularly useful on cool winter days. I ask that you require the Bahia Hotel to keep within their present leasehold as they already have an adequate expansion plan within this area. The public cannot accept the loss of valuable parking on West Mission Bay! The population will be forever increasing and there will always be more need (especially by inner-city residents) for areas where people can go for recreation which this wonderful area affords. Installing a bicycle/pedestrian lane would wipe out much of the grassy area that is there now, further destroying the areas natural amenities. The parking lot at adjacent Ventura Cove is already crowded on nice days; the elimination of parking on Gleason Road would create very frequent overflow conditions in the cove lot.

My estimate is that this proposal would reduce the available parking on East Mission Bay by about 40%. *This is a park* and I believe private enterprise should remain within its designated area. The proposed renovation becomes even more absurd when considering the fact that the Bahia Hotel does not operate at full capacity during any month of the year.

Please consider this letter in November when you rehear the Master Plan for this area, and please help us put a value on our wonderful and obviously under-appreciated outdoor recreation areas.

Sincerely,  
David Gieselman

BAHIA HOTEL LEASE

TODAY I AM SENDING THIS FAX TO MAYOR SUSAN GOLDING AND THE CITY COUNCIL AND THE COASTAL COMMISSION BECAUSE I AM SURE THEY ARE UNAWARE OF THIS SHAM CALLED THE BAHIA HOTEL LEASE. MAKE NO MISTAKE, IF THERE IS NO RESPONSE TO THE ISSUE OF THE BAHIA EXPANSION, THIS WILL BE SENT TO THE MEDIA INCLUDING THE STACY TAYLOR SHOW, THE ROGER HEDGECOCK SHOW, AND KOGO AM 600. IN ADDITION, THE ASSOCIATED PRESS, KGTV, KFMB, KNSD, KUSI AND THE UNION TRIBUNE WILL RECEIVE A COPY OF THIS WITH A LIST OF GIFTS GIVEN TO THE CITY COUNCIL AND MAYOR SUSAN GOLDING BY MR. BILL EVANS AND THE BAHIA HOTEL.

THE TOTAL LEASE HOLD AT THE BAHIA CONSISTS OF APPROXIMATELY 13.25 ACRES OF LAND. THAT EQUALS APPROXIMATELY 577,177 SQUARE FEET. WHEN YOU ADD THE 2 ACRES OF WATER WHICH IS ALSO LEASED TO BAHIA, THE TOTAL IS APPROXIMATELY 664,290 SQUARE FEET. THERE ARE 43,560 SQUARE FEET IN AN ACRE. THE TOTAL APPROXIMATE RENT PAID LAST YEAR BY BAHIA ACCORDING TO OUR INFORMATION IS \$536,000. ON THE BASIS OF 577,170 SQUARE FEET (13.25 ACRES) THAT EQUALS A RENTAL OF APPROXIMATELY .077 CENTS PER SQUARE FOOT. ON THE BASIS OF 664,290 SQUARE FEET (15.25 ACRES) THAT EQUALS APPROXIMATELY .067 PER SQUARE FOOT. THE ABOVE RENT IS FOR A UNIQUE PENINSULA, BAYFRONT GROUND LEASE. I CHALLENGE YOU TO FIND A PROPERTY ANYWHERE IN THE CITY OF SAN DIEGO WHICH IS BEING LEASED FOR 7 CENTS A SQUARE FOOT, NOT EVEN THE TIAJUANA RIVER VALLEY IS THAT CHEAP. THIS IS A SWEETHEART LEASE. IF THE CITY COUNCIL AND MAYOR SUSAN GOLDING WANT TO INCREASE REVENUE TO PAY FOR THE MISSION BAY MASTER PLAN, RAISE THE BAHIA RENT TO MARKET VALUE AND LEAVE THE PEOPLE'S BEACH ALONE. BAHIA POINT IS FOR EVERYONE, NOT JUST FOR THOSE WHO BUY YOU GIFTS OR GIVE YOU FREE HOTEL ROOMS.

RIGHT??????



August 29, 1996

California Coastal Commission  
3111 Camino del Rio North, Ste-200  
San Diego, CA 92108-1725

Dear Sirs,

I am writing this letter to express my disappointment at the planned removal of Gleason Rd. and the removal of public parking spaces at Bahia Point.

I have enjoyed using Bahia Point and have looked forward to my visits there for over 30 years. It has been a family tradition for us. What I enjoyed as a child is now being enjoyed by my own children. Now the City of San Diego is giving the Bahia Hotel our Bahia Point Park and the area's 250 parking spaces, which are already heavily occupied by the hotel's employees. Bill Evans must be very persuasive. The removal of the public parking spaces would make it virtually impossible for anyone to access the beach. It is unrealistic to expect families to carry their beach gear from the already crowded parking spaces in West Mission Bay to Bahia Point. This would also restrict access to elderly persons and disabled persons. This is more than unfair, it is selfish and greedy. The Bahia Hotel has already taken public access away from the North side of Bahia Point--enough is enough!! South Shores and Fiesta Island are not acceptable as substitutes, especially with Fiesta Island's history of hazardous waste--thanks, but no thanks.

It is equally unbelievable that the city is providing an additional 12 acres of South Shores Park and another 4 acre parcel to Sea World who already sadly occupies much of our beach park land.

Please put a **STOP** to this **GIVEAWAY** !!!

Sincerely,  
*Rose Salemi*  
Rose Salemi  
3325 Horton Ave.  
San Diego, CA 92103

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

RE: BAHIA POINT

Please do not eliminate the use of Bahia Point from our lives by closing off the parking. Bahia Point is a beautiful park by the bay that should always be open to the public. The public could never enjoy Bahia Point if we could not bring our boats and windsurfers here, or our picnics, coolers, umbrellas, and other beach gear. These items cannot be carried on a bus, bike, or back.

If you could imagine how important this area is to us, I know that you would not vote to destroy it. The "Coastal Commission" must surely understand how we value the coast, and must surely deny the request to eliminate parking at Bahia Point.

Sincerely,

*W. Hamel*  
3515 Boyne Street  
Spring Valley, Calif. 91977

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AUG 29 1993

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Calif. 92108  
Attention: Ellen Lirely

Dear California Coastal Commission,

The plans to eliminate public parking at Bahia Point are completely unjustified. Please overturn those plans. My family and I would be extremely angry if this park became a private enclave for hotel guests only - and without parking, that's what would happen. The use of Bahia Point and the rest of the coast are the best assets that we have in San Diego. Don't let it slip away just because a hotel developer can exert his influence upon you.

Sincerely,

*Amanda Hamel*  
3515 Boyne St  
Spring Valley CA  
91977

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AUG 29 1993

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Edna Chandler  
4461 Narragansett Ave.  
San Diego, Ca. 92107

California Coastal Commission,  
3111 Camino del Rio N., #200  
San Diego, CA 92108

August 8, 1996

It has been brought to my attention that the Bahia Hotel has an option to extend its leasehold area up to the curblin along Gleason Road in Mission Bay, eliminating all the public parking in that area.

I cannot understand the logic in the minds of our city council, planners and the coastal commissioners at the time this was approved. I can understand the logic in the minds of the hotel owners, but money and greed should not be allowed to degrade the one-of-a-kind beautiful area that Bahia Point is. We as taxpayers have an established place to picnic, wade and enjoy this warm, quiet, clean and safe area. I am in my 80's now and don't plan on using the area as I used to but I certainly hope that the generations that follow will always have vehicle access to it.

If this is an example of how our shoreline access is to be treated by all concerned, it makes me ask, are you following the codes you are sworn to? Are you looking out for the preservation of public access and recreational areas as development occurs near them?

It appears to be a land grab and our taxes will go toward maintaining an area basically inaccessible to more than 95% of the public. This is not properly protecting our present park land. I encourage you to seriously reconsider any past decisions that caused this disaster to come about.

When we read of crime, youths getting into trouble, people who do not get enough healthy physical activity, how can less access help our society? At this rate I would hate to see the rest of the bay in 150 years.

Sincerely,

Edna Chandler

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AUG 29 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

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AUG 29 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention Ellen Liraly

Dear California Coastal Commission:

*I understand that you will be conducting a bearing in November on the future of Bahia Point. I have come to Bahia Point many times and would like to be able to continue to do so. Without parking, however, that would be impossible. I do not favor the expansion of the Bahia Hotel at the expense of public park land and parking. The City's plans to allow the hotel to expand towards the water are ill-advised and contrary to the public interest.*

*I know of no users of Bahia Point that think the point would be improved by the elimination of parking. Without parking, there will be no users. Bahia Point will become like many other parts of Mission Bay -- beautiful, but impossible to use due to lack of parking.*

*We have a great thing going at Bahia Point. Don't undo it. Consider the well-being of the entire public and keep the parking at Bahia Point.*

Sincerely,

Mary Kay Hamel  
3515 Boyne St  
San Diego, CA 92197  
Mary Kay Hamel

September 1996

CALIFORNIA COASTAL COMMISSION  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



Dear Coastal Commission:

I am writing to you as summer draws to a close. I am concerned about our ability, in future summers, to use the beautiful park known as Bahia Point. I have spent many days at Bahia Point and have always looked forward to the next opportunity to come to Bahia Point. I never expected that our ability to use Bahia Point would be threatened by poor planning and greed.

The plans to replace parking with a bicycle trail are ill-advised. There is no need for a bicycle trail as bicycles can use the roadway and often do. However, without parking, nobody could use the area. The plans to allow the Bahia Hotel to expand onto public park land are a testament to greed, not to the public's best interests.

The best solution you could develop is to retain the parking and Gleason Road, allow bicycles to share Gleason Road with cars, and perhaps add a narrow sidewalk for wheelchairs and strollers. No other modifications are needed.

Sincerely,

*John Morsley*  
7714 Tyrolean Rd  
SD CAL 92126

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



September 2, 1996

Dear California Coastal Commission:

Bahia Point is a special place to me, and I am writing to ask that you preserve it. San Diego does not need another bike lane or a few more hotel rooms. We do need to hang on to every precious bit of coastline that we have, and make sure that public access is assured.

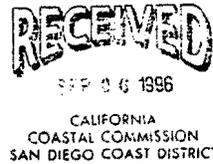
To close off Bahia Point would be like closing off Belmont Park, Balboa Park, or Sea World. These are all places that make San Diego special and that make San Diego a tourist destination. Without parking, none of these attractions could survive, and our lives would be diminished.

Please don't let that happen.

Sincerely,

*Ronald Juntin*  
1114 TYROLEAN RD.  
SAN DIEGO, CA 92126

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



To Whom It May Concern:

I am very much opposed to the plans to eliminate parking at Bahia Point. Bahia Point is a beautiful park on the water that gets considerable public usage. I myself often come to Bahia Point and want to be able to continue to do so.

Without parking, we will be forced to look for other places to access the water. Other parks are already overcrowded! Part of the appeal of Bahia Point is that there is parking near the water and there is usually adequate room for everyone who wants to use it.

It is very poor planning to take a park that works perfectly well and destroy it. It makes no sense.

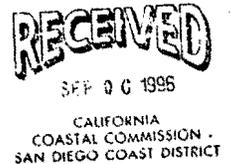
Since you are the Coastal Commission, I hope you will understand the value of coastal areas like Bahia Point, and that you will work hard to save it. We are depending on you.

Sincerely,

*Edith Madore*  
549 Ammunition rd Fallbrook ca 92028

9/2/96

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



To The Coastal Commission,

Please do not allow the destruction of Bahia Point to occur. I have spent many wonderful days at Bahia Point with my family, and I feel that we should be able to continue going there. Please understand that places like Bahia Point are essential to families and to other people who value access to the water.

The Bahia Hotel should not be allowed to expand in a way that impacts public access to the coast. They should be required to stay within their already-developed area.

Please vote to preserve family values and save Bahia Point.

Sincerely,

*Eddie Malaur*  
549 Ammunition Rd  
Fallbrook ca 92028

September 1996

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

RECEIVED

SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

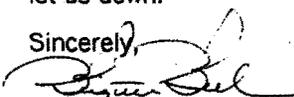
Dear Ms. Lirely:

I am writing to ask that you save the parking at Bahia Point. This park is very important to me and my family, and we would be heart-broken if we could no longer use it. It is a quiet and scenic park that lends itself to sailing and kayaking, both of which require parking. Even the family picnics that occur are dependant on public parking.

More parking along the coast will be needed as San Diego grows and as the rest of the country sends tourists to San Diego. Removing 250 parking spaces in a popular beach area is a huge step in the wrong direction.

Bahia Point parking allows for access not only to Bahia Point, but also to Mission Beach and Belmont Park. These are public treasures. We have a responsibility to ensure that people can use them. As Coastal Commissioners, that is your job. Please don't let us down.

Sincerely,

  
1535, Shadow Knolls Dr  
El Cajon, Ca 92020

September 2, 1996

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirely

RECEIVED

SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

SUBJECT: BAHIA POINT

I am writing to you on Labor Day 1996 to ask that you preserve a part of my family's Labor Day tradition: picnicking at Bahia Point. We are part of a large group that meets at Bahia Point. Many of us come to get in the water with boats or kayaks or to swim. Others come just to relax, admire the view, and socialize. We also come individually to Bahia Point at other times during the year.

Last year I became aware that you decided to eliminate the parking at Bahia Point. I am looking forward to your reconsideration of this issue in November.

We obviously could not come to Bahia Point if there were no parking. We do not wish to be "relocated" to other parts of Mission Bay either. We simply want to continue coming to Bahia Point in peace.

We do not believe that anyone, including bicyclists, is denied the opportunity to enjoy Bahia Point right now. The layout is perfect right now. Don't change it.

Sincerely,



40789 CHERMELITA C R

TEMECULA CA 92591

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



September 1996

Dear Ms. Lirely:

*I hope that you can help us preserve the public parking at Bahia Point. This beautiful park is definitely worth preserving. It provides so many hours of healthy fun to so many people. It would be tragic to lose it.*

*Of course losing the parking would destroy the park. There is no way to use the park if you can't get there. The idea that people could walk in or bike in is ridiculous: you can't walk or bike in with a sailboat or a windsurfer. It's impossible. You can't compete for parking at Ventura Cove and then wheel in your boat on a cart. It is impractical and inefficient.*

*If we lose the parking at Bahia Point, we lose one of San Diego's best assets - its beautiful coastline and the ability to use it.*

Sincerely,

*Jan Coffey*  
30751 Doval Ct.  
Temecula, Cal. 92592

September 1, 1996

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirely



Dear Coastal Commissioners:

I am writing regarding Bahia Point. I hope that you will save the public parking when you discuss this issue in November. The parking is essential to our ability to access Bahia Point. We would love to continue to come to Bahia Point with family members.

I have heard that you want to eliminate parking to install a bike path and to allow the Bahia Hotel to expand. These reasons do not make sense. Bicycles already use Bahia Point with ease. The traffic is so light that there is no safety problem by having the bicycles use the roadway. The bicyclists need parking too! And expansion of the Bahia Hotel can occur without ripping up the parking. There is adequate room in their own area, as many of the buildings are only one or two story. There is no reason for them to take over public land except to make the beach exclusive. That is not in the public's interests and should not be permitted.

In closing, we all hope and expect that you will do the right thing... save the parking area and Gleason Road.

Sincerely,

*Loren Kay Eggleston*  
Loren Kay Eggleston  
30751 Doval Ct.  
Temecula Ca. 92592

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108  
Attention: Ellen Lirely



Dear Coastal Commission:

September 2, 1996

I am writing to you regarding the Bahia Point area of Mission Bay Park. I am very upset by the plans to destroy the parking around Bahia Point, as this would completely destroy public access. It is absurd to think that people would continue to use Bahia Point if they could no longer get there.

I am not persuaded by the argument that the public would shift to other parts of Mission Bay Park. Access to west Mission Bay is already extremely limited, and the addition of parking in East Mission Bay does not serve the same users. The new park at South Shores will be nice for jet-skiers and motor boat users, but the people who use Bahia Point use sailboats and sailboards and kayaks, not motorized craft. East Mission Bay is totally unsuited to our needs.

You should not ask the public to sacrifice for the benefit of one hotel! That is anti-democratic and irresponsible.

The only solution is to save the parking at Bahia Point!

Sincerely,

CONCETTA SAMMARTINO  
6671 MURRAY PARK DR  
SAN DIEGO CA  
92120

LABOR DAY 1996

CALIFORNIA COASTAL COMMISSION  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely



DEAR CALIFORNIA COASTAL COMMISSION:

This year, as in many years past, Labor Day was spent by the clear cool waters of Bahia Point on West Mission Bay. I have always enjoyed these quiet summer days spent with family in this beautiful part of San Diego. We catch up on family news, we eat, we play, we notice how big the children are getting, and we partake of all kinds of water-oriented activities.

As I looked out over the bay, I noticed many varieties of sailboats, windsurfers, and kayaks silently making their way across the water. What a beautiful sight it was. The fishermen work the water, and so do the terns and gulls.

It would be such a tragedy to lose this wonderful human experience at Bahia Point. Without parking, this wonderful experience would be lost, and lost forever. The thought of it makes me sad, and it makes me angry as well.

I would like to believe that you would not do this to us. After all, are you not the Coastal Commission??

I look forward to your decision to SAVE BAHIA POINT!

Sincerely,

Maurizio Bottalico  
7535 Galaxy CT  
San Diego, CA 92120

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 3, 1996

Dear Sir/Madam:

Please do not end the usage of Bahia Point that I have enjoyed with my family for many years. We have enjoyed many hours together on the grass and in the water, and we cannot imagine how the loss of this area would affect us. We are good citizens who work hard and pay our taxes, and we feel that we should be able to use the coastal parks that the public has purchased for everyone's use.

You know how busy the coast is during the summer. It is foolish to eliminate parking on the coast when parking is so competitive already.

Sincerely,

RAFFAELLA BOTTALICO  
7535 GALAXY CT  
SAN DIEGO CA  
92120

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

September 3, 1996

I am writing you after having spent a beautiful Labor Day weekend on the water at Bahia Point. This is my favorite coastal park as the water is so accessible -- you can drive right up, unload your gear onto the grass, and carry a small boat across the sand to the water. This is only possible because of Gleason Road and the adjacent parking. If you eliminate the parking, so too will you eliminate the heavy public usage of this park.

We will all lose an important part of our lives if we lose Bahia Point. Places like Bahia Point are special and give us a sense of peace that we need to counter the demands of our everyday lives. Bahia Point allows us to socialize together and partake in healthy outdoor activities. The value of Bahia Point cannot be over-stated.

You will leave an empty spot on our hearts if you believe the special interests and destroy Bahia Point.

Sincerely,

Joseph Jammartino  
6671 MURRAY PARK DR  
SAN DIEGO CA 92120

Edna Chandler  
4461 Narragansett Ave.  
San Diego, Ca. 92107

California Coastal Commission,  
3111 Camino del Rio N., #200  
San Diego, CA 92108

August 8, 1996

It has been brought to my attention that the Bahia Hotel has an option to extend its leasehold area up to the curblin along Gleason Road in Mission Bay, eliminating all the public parking in that area.

I cannot understand the logic in the minds of our city council, planners and the coastal commissioners at the time this was approved. I can understand the logic in the minds of the hotel owners, but money and greed should not be allowed to degrade the one-of-a-kind beautiful area that Bahia Point is. We as taxpayers have an established place to picnic, wade and enjoy this warm, quiet, clean and safe area. I am in my 80's now and don't plan on using the area as I used to but I certainly hope that the generations that follow will always have vehicle access to it.

If this is an example of how our shoreline access is to be treated by all concerned, it makes me ask, are you following the codes you are sworn to? Are you looking out for the preservation of public access and recreational areas as development occurs near them?

It appears to be a land grab and our taxes will go toward maintaining an area basically inaccessible to more than 95% of the public. This is not properly protecting our present park land. I encourage you to seriously reconsider any past decisions that caused this disaster to come about.

When we read of crime, youths getting into trouble, people who do not get enough healthy physical activity, how can less access help our society? At this rate I would hate to see the rest of the bay in 150 years.

Sincerely,

*Edna Chandler*

Edna Chandler



SHARI WILLISTON 4385 Ohio St., S.D. 92104 / P.O. Box 2174, Carlsbad, CA 92018

August 29, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Gentlepersons:

WHAT'S THAT TERRIBLE SMELL AT THE BEACH? While it has similarities to raw sewage, it issues from another source and is equally dangerous to public health.

All citizens across our stress-encumbered socio-economic spectrum deserve and are entitled to mental health. Indigenous to our area is one of the best antidotes for mental stress and emotional debilitation. The beach! And adjacent parks.

Why, then, must we be constantly on guard to protect them...and us from our "public servants?" The absurd decision to replace parking space with hotel rooms at Bahia Point is a perfect example of (choose one or more of the following options):

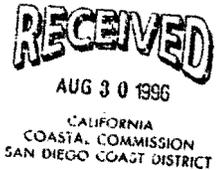
Mismanagement of public resources by the Mayor's office  
Questionable ethics on the part of some political leaders  
Mean  
Irresponsible  
Threatening to society's mental, emotional & physical health  
Very sad

Please use your considerable influence and abilities to protect us and our resources, which also include the land promised by the City to Sea World ... unbelievable -- one more reason to boycott Sea World and Anheuser Busch and not vote for Susan Golding or Juan Vargas.

Sincerely,

*Shari Williston*

Shari Williston



**RECEIVED**

JUL 03 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

**Fax Transmission**

*dear politicians my daddy told me that pretty soon he wont  
be able to take us to the bahia beach anymore because the  
government is going take the beach away please do not take  
our beach from my family.*

*michael gigante*

**Date:** Wednesday, July 03, 1996      **Time:** 10:58:00 AM      **2 Pages**

**To:** ELLEN LIRLEY

**phone:**

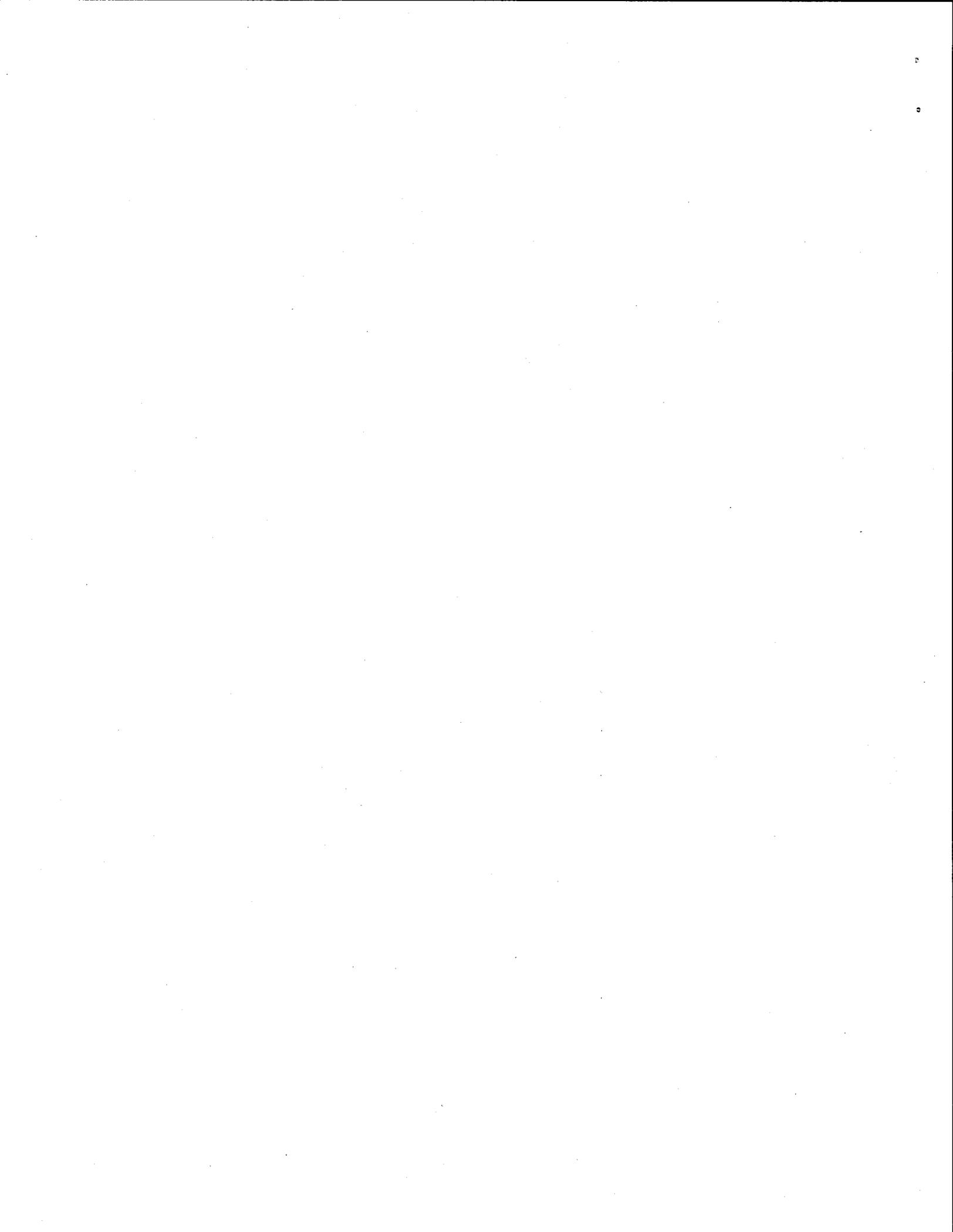
**fax:** 5219672

**From:**

**phone:**

**fax:**

**Re:** BAHIA BEACH



RECEIVED

MAY 21 1990

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Frances Gieselman  
3205 Emerson Street  
San Diego, CA 92106

Ms. Ellen Lirley  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Dear California Coastal Commission:

I am writing to you regarding the Bahia Point area of Mission Bay Park. This area has been important to my family for over ten years. My husband and I moved to San Diego from Los Angeles about seven years ago to be closer to our son, and also because we enjoy being able to easily access the beautiful coastline of San Diego. We frequently go to Bahia Point to spend the afternoon with our son, who enjoys kayaking and windsurfing there. As I am in my early eighties, I am not able to kayak or windsurf myself, but nevertheless enjoy the relaxation and friendships that Bahia Point has to offer.

I am totally opposed to the City's plan to eliminate public parking at Bahia Point. I can get to Bahia Point only by car. Being in my eighties, bicycling to Bahia Point will never be an option for me, and there is no bus transportation to this area. Fortunately, my husband and I are in good health and can drive ourselves to Bahia Point, but the elimination of parking would put an end to this lifestyle that we have grown to appreciate.

I do not believe that bicycle access is currently a problem, as I see many young people biking through the area already. I also do not believe that it is fair or wise to allow the hotel to expand into a public park. Where will the young people of tomorrow go? Who would

be served by cutting off access to Bahia Point? Who are we harming?

I believe the whole situation needs to be re-evaluated, and I hope that you will have the courage to do so. Please bear in mind that your decision will affect many people's lives in a deeply personal way. Do not betray those who put their trust in you.

Sincerely,

*Frances Gieselman*  
Frances Gieselman

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuffle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,

*R. Clayton*  
RENDER COMITON  
4033 CAMINITO SUEVEDO  
SAN DIEGO, CA 92122



Jack W. Gieselman  
3205 Emerson Street  
San Diego, CA 92106

Ms. Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108

Dear Coastal Commission:

I am writing to ask that you maintain public access to Bahia Point by keeping the public parking spaces there. To many of us, access by private vehicle is the only way to get to Bahia Point. As I am in my eighties, I cannot simply get on a bicycle and pedal there with my lawn chair and umbrella. I do not find other areas of Mission Bay to be adequate substitutes for Bahia Point. If you eliminate access to Bahia Point, I will simply stop frequenting Mission Bay. Is that the type of future you want to provide to today's senior citizens and tomorrow's youth? I certainly hope not.

My wife and I have enjoyed going to Bahia Point with our son, who is an active user. We have spent many a lovely afternoon there, strengthening family bonds and simply enjoying each other's company at one of the prettiest spots in town. This year, we had a barbecue to celebrate Mother's Day. When my grandchildren come from out of town to visit, we spend time together at Bahia Point. This has been an important part of our family, and I hope that you will use your authority to preserve it, not destroy it.

Sincerely,

*Jack W. Gieselman*  
Jack W. Gieselman

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opinion to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or skiff. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of recreation would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,



ROBERT A. RUIZ  
6570 MULBERRY ST.  
SAN DIEGO CA 92114

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attn.: Ellen Lirely

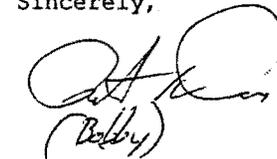
Dear California Coastal Commission,

This letter regards your upcoming hearing on the Bahia Point area of Mission Bay. I am an avid windsurfer who uses Bahia Point frequently because the conditions there are ideal for my sport. The surrounding park is also ideal because it is pretty, peaceful, and there is adequate parking on most days. This parking is absolutely essential to the continuation of windsurfing, as there is no other realistic way to get the necessary gear out to the shoreline.

I wish to express my vehement opposition to any plans to eliminate parking at Bahia Point. This park area has heavy usage and many loyal fans. There is no legitimate reason to turn Bahia Point into a private, exclusive beach intended for use only by hotel guests and the occasional passing bicyclist.

Please do not be persuaded by selfish private interests. Keep Bahia Point open to everyone.

Sincerely,



ROBERT A. RUIZ  
6570 MULBERRY ST.  
SAN DIEGO CA 92114

California Coastal Commission  
3111 Camino Del Rio North, Su 200  
San Diego, CA 92108-1725

Attn: Ellen Lirely

RE: Bahia Point

Dear Coastal Commission:

I am an avid windsurfer who sails off various parts of Mission Bay, including Bahia Point. I am writing to express my opposition to the plans to eliminate public parking at Bahia Point. Windsurfing is a sport that depends on having several sites available because of variations in weather conditions. Bahia Point is one of the best sites available.

The elimination of parking would eliminate Bahia Point as a windsurfing site, because the equipment cannot be brought in by bicycle, foot, or shuttle. I find the proposal for a "windsurfing cart" to be completely impractical, as there are not adequate parking spaces in adjacent lots and because the volume of equipment that is needed would not fit on a cart. Other types of sailboats would be equally impacted by the loss of parking.

I hope that you will review the needs of windsurfers and other sailors when you consider this issue.

Sincerely,



BRIAN CALDWELL,  
President San Diego Windsurfing Association.

I WISH TO COMMUNICATE MY OPPOSITION TO THE CONFISCATION OF THE PUBLIC ACCESS PARKWAY AND THE RESULTING LOSS OF SEVERAL HUNDRED PUBLIC PARKING SPACES THEREON.

PLEASE BEWARE ANY EFFORT BY ANYONE TO ENDOURSE OR THE PUBLICS RIGHT TO USE THE PUBLIC ACCESS PARKWAY, AND THE LOSS OF THE SEVERAL HUNDRED PARKING SPACES.

I WISH THE COASTAL COMMISSION WILL ONCE AGAIN REVISIT THIS ISSUE, AND REVERSE THE FINAL RESOLUTION REGARDING THIS VERY IMPORTANT PUBLIC ACCESS AND AGAINST THE CONFISCATION.

BAHIA H TELLS EXHAUSTION, BY BUILDING UP AND NOT DOWN, THE PUBLIC ACCESS AND THE HOTEL OWNER, FAIRNESS TO EVERYONE, AS THE SOLUTION THROUGH 1991.

BAHIA

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lively

Labor Day, 1996

Dear California Coastal Commission:

On this Labor Day weekend, I enjoyed the fruits of my labor at Bahia Point in Mission Bay. This is a fantastic park for the middle and working class, as well as both rich and poor, to spend a summer's day. There is something here for everyone: clean calm water for the kids to swim in, with no hazards from motorboats; steady breezes for sailors who come to launch their small boats into the wide waters of Mission Bay or perhaps sail into the Pacific Ocean; a lovely view of the water and the shoreline for the less active people who just want to get away and relax. There are always fishermen who seem to haul in a good catch of bass, and there are always kayaks and paddleboats of every kind.

Bahia Point is a place to enjoy the healthy and free activities that can only be found by water. The coast is limited. You can never make more of it, so we ought to protect what we have.

The parking around Bahia Point is essential to public use of the park. Nobody lives within walking distance of Bahia Point, not with the gear that is needed to provide a fun day at the beach. Nobody yet has demonstrated the skill to bicycle to Bahia Point towing a catamaran or carrying a windsurfer on their back.

I hope that you, as Commissioners of the California Coast, will appreciate the importance of the coast to our lives, and that you will extend protection to Bahia Point, including the parking area.

Sincerely,

Dwight Ray  
1616 E. Wright St.  
Bonnet, CA 92543

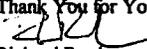
RECEIVED  
SEP 9 4 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
JUL 1 2 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108  
Ref: Bahia Point

This letter is to advise the Commission that my family and I are against the City of San Diego giving Bahia Point to the Bahia Hotel. Bahia Point is one of the last safe, clean and enjoyable beach/bay fronts left in San Diego. I am a native San Diegan and now live in the City of El Cajon. My family and I come to the Point almost every weekend. My children can go into the water and play on the sand without worries. Please don't allow the City to give the Point to the Bahia Hotel so that the Hotel can then push the citizens of this country away from the best bay in the State.

Thank You for Your Time,  
  
Richard Rouleau  
100 Fletcher Parkway  
El Cajon, Ca. 92020



RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
Attn: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear Ellen Lirely,

I am writing to you as a disabled citizen who would like to see the public parking at Bahia Point maintained. I use a wheelchair to get around. I understand that part of the justification by the City for removing public parking and installing a perimeter walk around Bahia Point is to improve access for the disabled. While laudable, this effort is misguided. The disabled, like other citizens, rely on private vehicles for most of their transportation needs. Without vehicle access and parking, I would not be able to get to Bahia Point in the first place. The most important means of providing access is providing parking. Bahia Point has six parking spaces reserved for the disabled, ensuring that the disabled will be able to use the area.

My request to you is to maintain the public parking, maintain the six disabled parking spaces, and consider adding a few amenities such as a wheelchair ramp to the water. A narrow sidewalk around the point could also be considered. This would be a walkway only, not a facility designed to be shared by bikes and wheelchairs.

Thank you for your consideration.

Sincerely, 

Tamara Housepian  
1711 Kenneth Rd.  
Glendale CA 91202

Ca. Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, Ca. 92108-1725  
Attention: Ellen Lirely

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 2, 1996

Dear Ca. Coastal Commission:

This Labor Day weekend, like many past Labor Day weekends, was spent enjoying the pleasures of Bahia Point Park in west Mission Bay. Bahia Point is a beautiful park that should be protected for the people... all the people. Not just the few who can stay at a posh resort hotel, but all of us. This is public land, and therefore should be used for the benefit of all of us.

There is no good reason to destroy the park experience at Bahia Point. Destruction of the parking would do just that.

Stop doing favors for the few at the expense of the many. It is time to put an end to political favoritism and instead concentrate on what is best for all of us. I cannot imagine any user of Bahia Point being in favor of destroying the parking, and I can't imagine anyone else without a vested interest being so inclined.

Please think about all of us and save the parking at Bahia Point!

Sincerely,

  
676 E. Wright St.  
Hemet, Calif. 92543

RECEIVED

SEP 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
c/o Ellen Lirley  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1726

Dear California Coastal Commission:

It has come to my attention that you will be deciding whether or not to approve the City's plan to remove the public parking at Bahia Point. I am very distressed at the idea that my family and I will no longer be able to come to Bahia Point. I am a disabled person who uses a wheelchair, but I am like everyone else in the need for quality parks and open spaces to spend with family. Without parking, this park would not be available to us. Guests of the Bahia Hotel would be the only ones able to use the park. I am very upset that our tax dollars would be used to support a business to the exclusion of the public. Public land should be available to all of us.

Bahia Point currently has parking which is adequate on normal days, and inadequate on very busy summer days. If you eliminate 250 parking spaces, other parking lots will be adversely impacted. These 250 spaces provide access for perhaps 500-1000 people per day. Do not sacrifice these people for the sake of greed!



Sincerely,

T. S. SARKISSIAN  
1236 Valley View  
Glendale Ca 91203

RECEIVED

SEP 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirley  
9/2/96

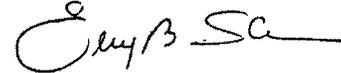
Dear California Coastal Commission:

Please do not eliminate public parking at Bahia Point. We must have parking if we are to continue coming to Bahia Point. And I can't think of any valid reason why we shouldn't be able to come to Bahia Point. It is a safe park, it is a quiet park, it is a beautiful park. It provides healthy activity for people of all ages.

Taking out parking to put in a bike path is crazy. Bikers already come through Bahia Point and never complain. In fact, many of the current users of Bahia Point come with bicycles. How can they use a bike path if they can't get out of their vehicles? If you have a bike path but no parking, people will come through Bahia Point, but nobody will be able to spend the day there (except hotel guests... that is obviously who this proposal is intended to benefit).

I ask that you stop this outrageous betrayal of the public trust right now!

Sincerely,



Euy B. Sloan  
158 So. Piersa Str  
El Cajon, CA 92020

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

This letter is written to you on Labor Day weekend from the shores of Bahia Point. My family and I have enjoyed coming to this beautiful place for many years on summer weekends and holidays. I hope that we will continue to be able to do so, and that the children of the future will always have access to Bahia Point.

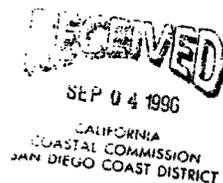
We work for a living and appreciate the opportunity to enjoy healthy recreational activities together as family. Labor Day was established to acknowledge the working classes of Americans, and many of us celebrate by coming to Bahia Point.

The loss of parking at Bahia Point would mean that hundreds of families could no longer enjoy their Labor Day, Independence Day, or July 4th by the water. We cannot adapt by biking in. Only by providing parking can the young and the old access Bahia Point. Only with parking can sailors bring their boats and fishermen bring their poles.

Bahia Point is a lovely sight as I watch it today. There are children playing, there are catamarans and lasers launching, there are windsurfers of all age and skill levels quietly streaming by. There are kayaks on the water and there are swimmers in the water. There are balls being tossed and all types of food being cooked and eaten. These events are life's memories. Please, let the memories continue. Retain the parking at Bahia Point!

Sincerely,

Victor Taylor  
1022 Dixie Dr  
Hemet Ca 92543



Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108  
Attention: Ellen Lirely



Dear Coastal Commission:

September 2, 1996

I spent part of Labor Day weekend, as I often do, at Bahia Point in San Diego. I hope to be able to do this for years to come. But my access to Bahia Point and access for the rest of the public is threatened by plans to eliminate parking and road access. I think these plans are terrible.

I am asking you to please consider the public good and leave the parking area alone! The plans to build a bike path are just a smokescreen to keep the public out of Bahia Point just so that the Bahia Hotel can take over. I hope that you see through this ploy and that you are not a part of it.

Please stop this assault on our rights and leave the parking at Bahia Point!

Sincerely,

R. Glavakhan  
1236 Valley View #3  
Glendale, Ca 91202

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

It is Labor Day weekend and I am sitting on the grass at Bahia Point grateful that, at least this year, I can come with my family and celebrate the holiday and enjoy the waning days of summer. I always thought that Bahia Point would be here forever to provide relaxation and entertainment to those who appreciate water-oriented activity. But I have been made aware that our ability to come to Bahia Point is in jeopardy.

If the parking around Bahia Point is eliminated, I will no longer be able to come here. I cannot travel this distance by bicycle or on foot. For those who say that we should go to other parks, I guess you've never been to Bahia Point. It is a jewel tucked off to the side of West Mission Bay. It is quiet and peaceful, and it has a lovely beach that is not covered in rip-rap as so many other beaches are. It is a good sailing area and it has clean water for swimming. There are no other areas that have these qualities that have public parking. The public should never be turned away from this point. Parking is what enables us to use Bahia Point. The parking must stay.

Sincerely,

*John Petersen*  
771 MAZANA DR  
HEMENET, CA 92543

California Coastal Commission  
3111 Camino del Rio N., #200  
San Diego, CA 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Sir/Madam:

I am writing to ask that you keep the public parking area at Bahia Point so that my family and other families can continue to recreate at Bahia Point. I cannot imagine any good reason for denying the public the right to continue coming to Bahia Point. And make no mistake about... without parking, we will not be able to use Bahia Point. Nobody in their right mind would try to come to Bahia Point with a sailboat, fishing gear, kayak, or sailboard when there is no parking and no road access.

The Bahia Hotel should not be allowed to expand onto land that is currently used by the public. They have adequate room for expansion in their own area.

There is no need for a bicycle path either. Bicycles can already come through Bahia Point and often do.

Please keep in mind THE PUBLIC and leave the parking at Bahia Point alone!

Sincerely,

*Debe Petersen*  
771 Mazana Dr.  
Hemet, CA 92543

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

Please save the parking at Bahia Point so that we can all continue to enjoy this lovely spot. The idea of removing the parking to add a bike path is misguided. The idea of allowing the hotel to expand onto public parkland is immoral. Do not subject the citizens of San Diego to crowding onto fewer and fewer coastal parks. Our population is growing, and there will always be more demand for coastal access. It is extremely short-sighted to eliminate any of what we have, especially Bahia Point which is perfectly designed just as it is.

Sincerely,

*Gloria Olsen*  
3562 - 31ST

92104

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission,

I am adamantly opposed the plans to destroy the parking at Bahia Point. My family likes to come to Bahia Point to spend the day together, and we arrive by car. If we could not park, we could not use Bahia Point. I think it is just terrible that our elected officials would deny us access to any part of the California coastline, especially this beautiful area that has had heavy public usage since before construction of the Bahia Hotel in the 1950's. Where do our rights come in?

Access to the beaches and bays is what makes San Diego special. Don't destroy the special qualities of this city. Please save the parking at Bahia Point.

Sincerely,

*Walter Roffe*  
4112 39 ST  
San Diego Ca.  
92105



California Coastal Commission  
 3111 Camino del Rio North, Suite 200  
 San Diego, CA 92108  
 Attention: Ellen Lirely

RECEIVED  
 SEP 4 1996  
 CALIFORNIA  
 COASTAL COMMISSION  
 SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

Bahia Point is a beautiful place that brings enjoyment to many people. It is a lovely experience to sit near the water and watch the birds, the sailboats, and the children playing. It is a park that is worthy of preservation, including the parking that allows us to arrive and spend the day. The parking is the most basic facility that is needed at Bahia Point. Without it, we could not use the park. Very few of us are able to arrive on foot or by bicycle.

Guests of the Bahia Hotel are always welcome to enjoy beautiful Mission Bay and the nearby beaches. We welcome tourists to San Diego. However, tourists should never be able to replace us at the beaches and bays. Our rights as owners and stewards of the land should come first. The parking absolutely must remain to guarantee our rights of access.

Sincerely,

*Al Hackworth*

AL HACKWORTH  
 3011 SHEFFIELD PL  
 FULLERTON, CALIF. 92865

RECEIVED  
 SEP 04 1996  
 CALIFORNIA  
 COASTAL COMMISSION  
 SAN DIEGO COAST DISTRICT

California Coastal Commission  
 3111 Camino del Rio North, Suite 200  
 San Diego, CA 92108  
 Attention: Ellen Lirely

Dear California Coastal Commission:

Bahia Point in Mission Bay is one my family's favorite places in all of San Diego. It brings pleasure into our lives and offers many opportunities for family time together. If you vote to preserve the public parking at Bahia Point, we will think that:

- the average citizen does stand a chance against big business
- campaign contributions to politicians don't always buy their votes
- hundreds of righteous people can make a difference if they work together
- you believe in the Coastal Act
- participation in the democratic process is a worthwhile privilege

If you do not preserve the parking, we will know that:

- money does win out over public opinion
- you can't fight City hall
- campaign contributions do buy votes

Please don't justify the public's cynicism. Save the parking at Bahia Point!

Sincerely,

*Mr & Mrs. Edward Mysicka*  
 5350 Baltimore Dr  
 La Mesa, Ca 91942

September 1, 1996

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108  
Attn: Ellen Lirely

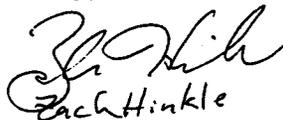
Dear Ca. Coastal Commission:

I am extremely disturbed by the news that parking at Bahia Point is probably going to be closed to the public. The only way that we can come to Bahia Point is to drive, and without parking, we will be turned away. The idea that a bike path is supposed to replace parking is ridiculous. How can people bring their umbrellas, chairs, boats, barbecues, or bicycles without parking??? It would be impossible.

Before you consider closing the parking at Bahia Point, I hope that you go there on a summer day and see for yourself how perfect the area is right now!

As Coastal Commissioners, you should be sensitive to people's needs to use the coast. I hope that you won't betray us.

Sincerely,



Zach Hinkle  
24481 Copper Cliff Cir.  
Lake Forest Ca. 92650

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

BAHIA POINT is one of the best places in all of San Diego to sail a boat, paddle a kayak, swim, or watch others pursue these sports. I would be devastated if we could no longer experience this area due to the pending elimination of parking. It is impossible to bring a boat or kayak to the water if parking is not provided. There is inadequate parking in the immediate area already, as beach users are always in need of parking and special events occur which also use up lots of parking. It is a competitive parking situation already. Don't make it worse!

Fiesta Island and South Shores are not adequate replacements for Bahia Point. These areas are meant for motor boats and jet skis, not for sailors, paddlers, and families with children.

We cannot afford to lose the limited areas of coastal access that we have. Once lost, they are lost forever. Don't let that be your legacy.

Sincerely,  
  
232 VIA COLINAS  
WESTLAKE VILLAGE, CA 91362

9/2/96 RECEIVED  
SEP 05 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Gentlemen

As a representative for Orange Counties  
who frequent Bahia Point I urge  
the Commission to Preserve the Point  
for Public use. Our group keeps  
the Point picked up and neat.  
There is no place like it on the  
whole west coast.

As an Olympic Medalist in shell racing  
(crew) I cut my teeth here at Bahia  
Point now my grand children come  
here for all water sports.

God love you in your  
endeavors

Robert Weisler

Robert Weisler D.C.  
14157 Howland way  
TUSTIN, Ca. 92680

September 2, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lively

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I am writing as a person who frequents Bahia Point to ask that you preserve the public parking around the peninsula. The parking is what allows us all to arrive and stay at Bahia Point. We have never spent a day at Bahia Point that we didn't appreciate the outstanding access to the water and the beautiful wind and water conditions.

Bahia Point cannot be duplicated elsewhere. You will never manufacture another site by the bay that equals Bahia Point. The other parks on Mission Bay do not provide the same qualities, and the Pacific Ocean and San Diego Bay also provide different qualities. Bahia Point has calm and clear water, steady light winds, a gentle shoreline without rip-rap, and warm friendly people. The value of this area simply cannot be over-stated.

It is a travesty that anyone could consider eliminating Bahia Point from the itinerary of normal working people. We depend on places like Bahia Point to relax and unwind and spend time with our loved ones. I sincerely hope that you will not take that way from us.

Sincerely,

  
Kathleen Callahan  
9525 Adams  
Huntington Beach, CA 92646  
(714) 968-4476

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108  
Attn: Ellen Lirely

September 2, 1996

Dear Coastal Commission:

Please so not allow the parking at Bahia Point to be destroyed. We have spent many wonderful days at Bahia Point and hope to spend many more wonderful days. Without parking, that would not be possible. I resent giving up our rights of access to benefit the Bahia Hotel. The Hotel does not need to evict us to run a successful business.

Privatizing the coast is absolutely wrong and not in the spirit of the Coastal Act. Don't allow our coast to become another Miami Beach. Coastal access is what makes San Diego so special.

Removing the parking is a bad idea and I sincerely hope that you will change your minds before it is too late.

Sincerely,

*Sharon L. Busch*  
3725 E Balboa Terrace  
San Diego CA 92117  
(619) 674-2966



Solid Surf  
4658 Mission Boulevard  
San Diego, CA 92109

California Coastal Commission  
3111 Camino del Rio North, #200  
San Diego, California 92108

July 19, 1996

Dear California Coastal Commission:

We are co-owners of Solid Surf, a business specializing in water sports equipment. We are very concerned about the potential loss of public parking at Bahia Point in Mission Bay Park. Public parking adjacent to the coast enables thousands to enjoy the beautiful waters of Mission Bay and the Pacific Ocean. These waters provide invaluable recreation and are also a boon to the local economy, as businesses have created market niches by catering to the different water sports. Water access is also a critical factor in the tourist industry which is so significant in San Diego.

Bahia Point is an important area for sailboating and windsurfing. It is also a popular picnic and swimming area. The theory that these uses could simply be relocated to East Mission Bay is flawed. East Mission Bay, while also an important recreation area, offers different amenities and caters to different types of users. East Mission Bay is of interest primarily to motor boats and jet ski users, to large company picnics, and to skaters and bicyclists. It is not of major interest to sailors and swimmers. It is important to maintain recreation areas for all of these user groups, and that means maintaining parking in West Mission Bay, including Bahia Point.

Thank you for your consideration.

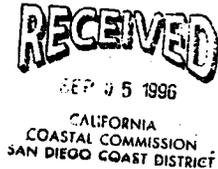
Sincerely,

Steve Yinger  
Co-owner

A handwritten signature in black ink, appearing to read "Steve Yinger".

Robert Yinger  
Co-owner

A handwritten signature in black ink, appearing to read "Robert Yinger".



California Coastal Commission  
3111 Camino del Rio North Suite 200  
San Diego, CA 92108

Subject: Bahia Point

Dear Commissioners:

We are small boat sailors and members of the Mission Bay Sunfish Fleet. We sail off Bahia Point in Mission Bay Park. We are completely opposed to the elimination of the parking spaces which provide us with access to the water of Mission Bay. There are also many other sailors, windsurfers, kayakers, fishermen and swimmers who enjoy our beautiful bay at this point.

Since 1972, we have been utilizing Bahia Point as a place where we can park, launch our boats, have races and enjoy the beach on our race days. Bahia point is literally the only area accessible to us on busy weekends during the summer. The parking is essential to our being able to gather and conduct our races. If the parking is lost, it would probably be the end of Sunfish racing, which has continued almost unabated since 1965. Many other sailors and water lovers would be affected in a similar way.

We have been fighting for this parking and our right to access the waters of Mission Bay for several years now. We have joined demonstrations, appealed to the mayor, and signed petitions. Every step of the way, the financial backing of the Bahia Hotel has opposed us.

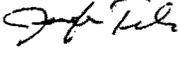
PLEASE LISTEN TO THE PEOPLE. RETAIN PUBLIC ACCESS TO MISSION BAY.  
DO NOT TAKE AWAY THE PARKING AT BAHIA POINT.

Sincerely yours,

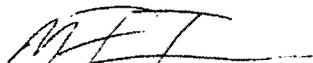
John J. Tentor



Jennifer L. Tentor



Michael F. Tentor



11012 Avenida Maria  
San Diego, CA 92129

September 7, 1996



September 1, 1996

Ca. Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, Ca. 92108  
Attn: Ellen Lirely

Dear Coastal Commission:

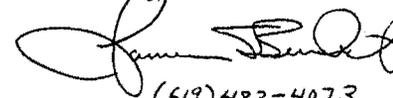
As a member of the tax-paying public who enjoys coming to Bahia Point, I urge you to retain the public parking at Bahia Point. The public needs places to relax and unwind after taking care of responsibilities at work and at home. Bahia Point provides that opportunity and should not be sold out to private enterprise.

It is no wonder that the public is cynical about politics today. Clearly the public wants to keep access to Bahia Point as is, yet the influence of a very few seems to take precedence over everything. You now have the opportunity to change public opinion about politics, and I sincerely hope that you take the opportunity to do so.

There are so few places like Bahia Point. These unique places are an asset to the City, drawing people in from all over the southwest. If we lose it, we will also lose those tourist dollars that help keep San Diego going.

It is incumbent on you to do what the citizenry demands: save the parking at Bahia Point!

Sincerely,



(619) 483-4073

3725 E Balboa Terrace  
San Diego, CA 92117

RECEIVED

SEP 05 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

It is very distressing to me that you are considering eliminating the parking around Bahia Point. I find Bahia Point to be a terrific coastal park - it has clean calm water, a beautiful view, and it is quiet and safe. It makes no sense to eliminate it as a public park, and that is just what the loss of parking would do.

Having coastal access is important because it allows working people to relax and unwind, children to play and learn, families to spend time together, and people of all ages to recreate. It also provides tourism revenue to the City. These advantages will be lost if you deny access to the coast.

Opening up another park in East Mission Bay does not make up for the loss of Bahia Point. We need more parks.

I hope you will listen. Thank you.

Sincerely,

*Joyce Cooper*  
8350 Ridge Route Road  
San Diego, Ca 92120



September 1996

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

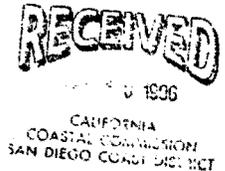
Please do not allow the removal of parking at Bahia Point. For members of the public who use this unique coastal resource, parking is essential. We would not be able to bring our gear to Bahia Point without adjacent parking.

There is not enough parking in adjacent lots to serve the demand. These parking lots are used by people going to the ocean, the local hotels and other businesses, and residents of the area. The loss of 250 spaces at Bahia Point would be a huge step in the wrong direction.

For people who wish to use the coast, parking is the major constraint. Please don't make it worse. Keep the parking at Bahia Point, and then look for other ways to make coastal access better.

Sincerely,

*Ellen Lirely*  
8533 Duncannon Ct.  
SD, CA 92126



EL

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

September '96

Dear Ms. Lirley:

I am writing this letter to let you know how I feel about Bahia Point in Mission Bay Park. Bahia Point is a unique place that so many San Diegans enjoy. We choose to come to Bahia Point because it has features that no other park has. It has calm water that is clean enough to swim in. It has steady breezes that are conducive to sailing. It has a gentle shoreline that children can run around and play in. Most of all, it has a strip of parking that is immediately adjacent to the shoreline. These features simply do not exist in other areas.

It is callous to suggest that the current users of Bahia Point should use another park instead. We would use other parks already if they met our needs. They don't.

We need to preserve places like Bahia Point for ourselves and for future generations. Please, retain the parking at Bahia Point and save Bahia Point Park into the next century.

Sincerely,

*Sheryl A. Rodriguez*  
1437 El Cielo Ln  
Escondido, CA 92026

RECEIVED  
SEP 10 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

Sept. 96

Dear Ms. Lirley:

Bahia Point is a special park to me and to many others. It should not be turned over to special interests. The plan that you are considering would turn over Bahia Point to special interests. Without parking, there would be very few members of the public using the grass or the sand or the water. With only a bicycle and pedestrian pathway providing public access, there will be people coming through but not able to stop with their beach gear and enjoy the park. That is tantamount to placing "do not enter" signs at the entrance. That is no way to treat the public, who are the owners of the land.

Please protect the rights of the public to use our own land. Save Bahia Point!

*NIMROD V. RODRIGUEZ*  
Sincerely,

1437 EL CIELO LANE  
ESCONDIDO, CA 92026

RECEIVED  
SEP 10 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

Sept. 1996

Dear Ms. Lirley:

The plans to eliminate parking at Bahia Point are terrible! The public could not continue to enjoy the park as they have for decades without parking. Can you imagine trying to haul a catamaran, windsurfer, or kayak into Bahia Point from Ventura Cove or even further? Can you picture riding a bus with a kayak on your lap? Imagine bicycling from Santee or Carlsbad or Chula Vista with a sailboat on your back? It is obviously impossible.

I do not think that one hotel owner's interests should take precedence over everyone else's. I also do not think that a bicycle path is needed as bicycle usage of Bahia Point already exists.

The greater public good demands that you save the parking at Bahia Point.

Sincerely,

*Procella Kuntzella*  
8828 Hedden Dr.  
San Diego, CA 92126



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

September '96

Dear Sir/Madam:

Bahia Point is a perfect park for quiet coastal recreation and relaxation. There is usually room to park, even when other lots begin to fill up. Bahia Point has good winds for sailing and good water for swimming. We must have parking if we are to be able to use Bahia Point!

Please do not suggest that we use other coastal parks instead. Other parks do not provide the same benefits as Bahia Point. Even Santa Clara Point, which is located just a mile or two north of Bahia Point on West Mission Bay, is not as scenic, does not have the same grass or sand area, and is usually full!

Bahia Point is a beautiful, well-functioning coastal park. Please don't let it slip away. A coastal park as a terrible thing to waste.

Sincerely,

*Clara J. Aguilar*  
11475 Palms Ct.  
San Diego, CA 92127



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

September 1996

Dear California Coastal Commission:

Please do not allow the destruction of Bahia Point Park to happen. The loss of public parking is a terrible idea. We need parking if we are to use this park! Do not allow the Bahia Hotel to take over our public land! Do not allow the coast, our most valuable public resource, to become a private commodity!

Sincerely,

Cholene Ventenilla  
8828 Hebrides Dr.  
San Diego, CA 92126



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirley

Sept. 1996



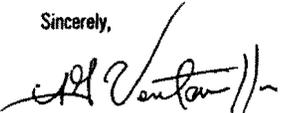
Dear Ms. Lirley:

I am totally opposed to the current plans to eliminate parking at Bahia Point. This is an important park that should not be closed off to public use. No facility can thrive without parking. Have you ever seen a retail business survive without parking? The same would be true, even more so, for a coastal park. You cannot take the bus or a bike to Bahia Point if you live too far away, if you bring a boat or picnic, if you have children and their toys, or if you are disabled. That accounts for just about everyone.

Expansion of the Bahia Hotel should not be permitted in such a way that disrupts public use of Bahia Point. The hotel should have to live within its own boundaries, as we all must.

Please stop the corruption that plagues our government. We need leaders who will work for the public's interests. This is a good time to start --- save Bahia Point!

Sincerely,

  
A.G. VENTENILLA  
8828 HEBRIDES DRIVE  
SAN DIEGO, CA 92126

# MIKE WATERS

(619) 488-8014

831 Jamaica Court  
San Diego, CA 92109

August 30, 1996

RECEIVED  
AUG 31 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COUNTY DISTRICT

California Coastal Commission  
3111 Camino del Rio North  
San Diego, CA 92108

Dear Commissioners and Staff,

As a member of the Mission Bay Surfshop Fleet, I urge you to consider the needs of small boat sailors and preserve the 250 parking spaces on Bahia Point. I personally have been sailing on Mission Bay for over 15 years, and would like to make you fully aware of the uniqueness of Bahia Point and its necessity to sailors, kayakers, windsurfers and other water-oriented sports enthusiasts.

- Parking adjacent to a beach where we can launch is access for small boat sailors. The Surfshop hull weighs 130 pounds and is 14 feet long. The rig includes dozens of separate parts, some heavy, some bulky, some fragile, that need to be assembled on the beach before you can sail.
- Sail Bay, the northwestern section of Mission Bay, is the primary area for sailors such as us. No other area in the bay combines wind and water conditions, open room, and restricted speed of motor vessels the way that Sail Bay does. Perhaps you are not sailors yourselves and do not realize what opposing uses and needs are represented by motor boats and jetskis on the one hand, and sailors, windsurfers and kayakers on the other, but suffice it to say that it is at least equal to the conflicting use of the boardwalk by pedestrians and cyclists.

- Bahia Point represents more than a third of the suitable parking spaces near Sail Bay. Other parking is at Santa Clara and El Carmel points, which are already very heavily utilized. There is little chance of finding a space there after 10 am on a summer's weekend. So-called "mitigation parking" in the new South Shores area is over one hour away by sail from Sail Bay.

Conflicting desires for the future of Bahia Point are basically three-sided. There are those like us for whom the parking is the most essential feature of the point. Then, there are those who feel that increased public access in the form of a bike/pedestrian path around the point is more important. And, of course, we have Bahia Hotel, which would like to expand over the whole point, and probably any adjacent areas that it could acquire. These points of view are not without merit, but I feel that they should not supersede our needs.

The increased access to the point by extending the bike/pedestrian path around its perimeter is clear. However, the last plan that was adopted by the Commission was for a 16 foot path around the point, as opposed to the 10 foot path that is currently deemed adequate for all other bayfront access. That additional width is one of the main reasons for eliminating all of the parking spaces. This becomes even more excessive and unnecessary when you further consider the position of the San Diego County Bicycle

Coalition, who points out that recreational cyclists need the parking to get their bicycles to the Mission Bay area and then enjoy riding around. The other kind of cyclist, the commuter, is not interested in detouring around the point, especially when you consider the recent development of a sidewalk along West Mission Bay Drive in front of the Bahia Hotel, providing a safe, straight-line route past the area.

This leaves only pedestrians unaccounted for. But pedestrians already have access to the shore along the north and east sides of the point, where they can walk on the grass or the sand. And Gleason Road with its very limited and slow traffic, while less than ideal, does represent reasonably safe access for strollers and others who would not use the grass or sand. Providing access for pedestrians along the west side of Bahia Point is a matter of very minor adjustments to the current situation, basically only the clearing of some shrubbery along a fifty foot section.

Most of all, there are clear opportunities for compromise, as detailed in the staff report of April 24, 1995, where it was concluded that all parties could be accommodated: that there could be a path placed around the perimeter of Bahia Point, that Bahia Hotel could expand on their current leasehold, and that the parking along Gleason Road could be preserved. I urge you, in the strongest manner possible, to further examine this compromise and find a way to make it work. Please save the 250 parking spaces, the clearest and most universal facility to ensure public access to this lovely shoreline area.

Sincerely,



California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

I am writing to urge you to vote to retain the public parking at Bahia Point so that families and others can continue to recreate there. I have often enjoyed coming to Bahia Point and would like to continue to do so. Without parking, the area would be essentially off-limits, and this is not in the public interest.

This Labor Day weekend, I noticed a huge number of people peacefully relaxing, sailing, and picnicking at Bahia Point. It is a wonderful thing for the average, middle-class citizen to be able to partake of outdoor activities with their families. We can't all afford a yacht; we can't all afford to stay at a resort hotel. Bahia Point is for everyone, and I hope that it will remain that way.

If you save the parking, you will save our access to Bahia Point and earn our gratitude forever.

Sincerely,

DEREK MOSES  
8978 TALCA CT  
SAN DIEGO, CA 92129

September 2, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, California 92108  
Attention: Ellen Lirely

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Commissioners:

Please save the parking at Bahia Point... my family's use of Mission Bay Park depends on it. We spent part of Labor Day weekend there, as we have spent many other weekends. It is a special place that should not be destroyed, should not be changed, should not be closed off to the public. If there is no parking, it would be destroyed and closed to the public.

Other parts of Mission Bay do not begin to compare to Bahia Point. Bahia Point has a shallow sloping shoreline and calm waters, which makes it safe for children to play and for beginners to learn to sail or windsurf. There are few motorboats and few jet-skis. The water is clean. The sand is clean. The park is safe and quiet.

Other parts of Mission Bay can accommodate more hotels without any impact on public access. De Anza Cove will have more hotels. Marina Village will have more hotels. I'm sure other hotels would expand if permitted. It is not necessary to expand the Bahia Hotel at the expense of public access.

I hope that you will listen to the voices of the public and save Bahia Point.

Sincerely,

Lisa Sharp  
4312 Altadena Ave. #3  
San Diego, Ca. 92115

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

I am writing to you as a frequent user of an area called Bahia Point. It is very important to me that the parking at Bahia Point be preserved to ensure that the public will be able to use the park. We cannot bring our sailboats or windsurfers to Bahia Point without parking. We will not be satisfied with the opening of new parking areas in East Mission Bay. That does not help us.

Bahia Point works perfectly well as it is right now. It gets heavy public usage. Please leave it just as it is.

Sincerely,

*Jay Lanchy*  
3975 Arizona St - 7  
SD Ca - 92104

September 1, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

Please do not destroy Bahia Point Park by removing the public parking. This area is special to my family and me. We would like to continue going there in the years to come. If you remove the parking, we would not be able to. The parking is what allows us all to use the coast. Without it, we could not get to the water with our beach gear, boat, picnics, or lawn chairs.

This area is too valuable to lose. It provides recreation and relaxation for hundreds of people every week. There are no problems with crime, noise, speeding, or unruly behavior. It is important to preserve places like Bahia Point as an outlet for working families.

Don't let this precious resource slip through our fingers and fade away.

Sincerely,

*Hannah Martinez-Lampo*  
3975 Arizona Street #4  
San Diego CA 92104

RECEIVED  
SEP 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

EL

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

September 3, 1996

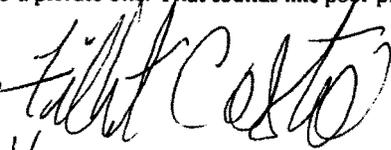
Dear California Coastal Commission:

I am writing regarding Bahia Point. I do not think it is a wise idea to close the parking around Bahia Point. Most users of the area cannot bike or walk there. Most users cannot carry their beach gear, boats, windsurfers, cabanas, chairs, and umbrellas from the Ventura Cove parking lot to the end of Bahia Point, even if they were lucky enough to find parking at Ventura Cove. Most users would become frustrated trying to use West Mission Bay and would probably lose out on the opportunity to spend a fun and relaxing day with their kids by the water. That would be tragic.

The average tourist staying at the Bahia Hotel does not even use the beach or the water. The Bahia Hotel has adequate room already; it seems never to be full. It also has plenty of room to expand without taking up public park land.

The City's plans for Bahia Point would simply turn a public beach into a private one. That sounds like poor planning to me.

Sincerely,



5046 Auburn <sup>DR</sup> San Diego CA  
92105

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Labor Day 1996

Dear California Coastal Commission:

Part of this Labor Day weekend was spent at Bahia Point, as have many Labor Day weekends in years past and many other summer days. I am appalled that the City and the Coastal Commission are considering making the parking unavailable to the public. The parking is critical to our ability to use Bahia Point! We could not get there otherwise. I guess that is all part of your plan... make it so hard for people to get to Bahia Point that the hotel will have the beach all to itself. The coast should be protected by our government for the use and enjoyment of everyone. Right now, the public and hotel guests share use of the beach. There is no valid reason to change that.

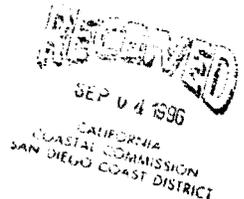
Usage of Bahia Point is heavy. There are dozens of small sailboats pulled up on the shore at any time, and others sailing by. There are kayaks and catamarans. There are children playing and older adults relaxing. And, yes, there are bicyclists... not one of whom ever complain that the bicycle facilities at Bahia Point are inadequate.

It seems to me that this issue is fundamentally one of greed versus the public good. I hope you come down on the side of the public.

Sincerely,



1020 Wuy St  
Hemet CA 92545



California Coastal Commission  
3111 Camino Del Rio North  
Suite 200  
San Diego, Ca 92108  
Attention: Ellen Lirley

September '96

Dear Ms. Lirley:

Bahia Point Park is very valuable to me and my family. Please do not remove the parking and road access. This would make it impossible for my family to keep coming to Bahia Point, and this would be a tremendous loss.

We are so tired of having our government sell out to special interests. The public needs the parking to spend a relaxing day at the bay. Our government should be protecting our rights to do so.

Please please listen to us.

Sincerely,

*Paul and Rebecca Hastings*  
10174 PRINCE <sup>Charming</sup> CHARLEMINE W  
SAN DIEGO, CA 92071

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 2, 1996

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

I am writing to plead for the protection of Bahia Point as a coastal recreational resource for the public. It serves as a major launching site for sailboats, windsurfers, kayaks, and catamarans. It is a significant swimming area for children and others. It provides a beautiful site for hundreds of family picnics every week. Many fishermen use the area. People come in from all of San Diego and from out of town to enjoy Bahia Point.

Bahia Point should never be traded away for more hotel rooms or for a bicycle path. Those facilities can be built anywhere. There is no need to destroy public coastline to build them. The coastline is memorable. Another hotel or a paved bike lane will fade into obscurity.

Please don't approve of the loss of a beautiful place. We will all be spiritually impoverished if you do.

Sincerely,

*Edith K. Johnson*  
EDITH K. JOHNSON JANE  
SAN DIEGO CA  
92105

California Coastal Commission  
3111 Camino del Rio N., #200  
San Diego, CA 92108  
Attention: Ellen Lirely

To Whom It May Concern:

*I strongly object to plans to eliminate public parking at Bahia Point. Bahia Point is part of our culture and a beautiful part of our landscape. We should all be able to enjoy it for years to come.*

*This beautiful coastal park is very popular on warm summer days. So many families come to Bahia Point because it has a well-maintained lawn area right next to the water, the water is calm and clear and the park is quiet and family-oriented. If you want to see family values, come to Bahia Point and you will see families spending quality time together engaging in wholesome, fun activities. Without parking a family would not be able to use Bahia Point. If we really want to emphasize family values, we should preserve places like Bahia Point.*

*Please do not disappoint us.*

*Sincerely,*

*Marcia Whittenburg  
P.O. Box 7115  
Hemet Ca 92545*

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SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio N., #200  
San Diego, CA 92108  
Attention: Ellen Lirely

To Whom It May Concern:

I am very upset that you are considering eliminating public parking at Bahia Point. The loss of parking would be a tragic blow for the many thousands of people who use Bahia Point for water-oriented activities. Bahia Point is a popular area for people with small boats, which are brought to Bahia Point on car-top racks or by trailer. Sailing in Sail Bay would end without parking!

Replacement of the parking with a bike path or more hotel rooms is a poor use of the land as they do not depend on being near the water.

We have no desire to go to Fiesta Island, South Shores, or other parts of East Mission Bay, where the water is polluted and the winds are erratic.

Please let Bahia Point remain as it is.

Sincerely,

JEFF Whittenburg  
We have used this location as  
a family area for years &  
desire NOT to lose it.

*J. Whittenburg*

8-96

P.O. Box 7115  
Hemet, Ca. 92545

RECEIVED  
SEP 04 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

MARY LYNN HYDE

336 Bandera street • La Jolla, Ca 92137 • (619) 488-9283 • fax (619) 488-9284

RECEIVED  
JUL 25 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

July 18, 1996

California Coastal Commission  
Attn: Ellen Lirely  
3111 Camino del Rio North, Suite 200  
San Diego, Ca 92108-1725

JUL 24 1996

Dear Ms. Lirely:

As an active recreational and competitive sailor of small boats on Mission Bay I am very concerned about the proposed loss of parking at Bahia Point and the very real loss of a beach launch site at Santa Clara Point. Both developments are directly attributable to the Mission Bay Master Plan. Both have negative impact on recreational access to the Tidelands water of west Mission Bay (Sail Bay).

As for Bahia Point, the proposed removal of Gleason Road and the 250 parking places will eliminate vehicular access to this popular beach. It will also prevent aquatic access. Kayakers, windsurfers, dinghy sailors, catamaran sailors, and others will be unable to drive up with their boats and related equipment, park and go sailing. These off-the-beach boats are totally dependent on vehicles for transportation to the launch site. Although they are small and lightweight (8'-15', and 30 lbs to 250 lbs), handcarrying them from car top or trailer to the water is limited to very short distances. Use of a cart to transport boat and equipment from a drop-off location to the launch site is unrealistic, inconvenient and difficult to impossible. Many people will not be able to enjoy their chosen recreational sport because they physically cannot get to the water! Sail Bay has two public parking / launching sites. If Bahia Point is taken away that only leaves Santa Clara Point with its approx. 260 parking spaces. Almost half the available parking/launching will be lost.

Santa Clara Point has been hopelessly crowded on summer week-ends for decades. Besides the boaters and picnickers who frequent this beautiful beach, there is the Intercollegiate Aquatic Center, the Mission Beach Rec. Center and softball/soccer fields, and the commercial Sport/Sailing Center. These three operations bring in hundreds of diverse recreational users every week-end year round. Frequently non-aquatic users occupy most of the available parking spaces. Complicating things even further is the addition of a concrete bulkhead and 42" railing around the entire northern perimeter of Santa Clara Point. One can still park, but launching is difficult to impossible. Only the east facing beach can be used, and even that is restricted Sept-May for water ski landing & take-off.

We have two very serious and related problems on west Mission Bay. One is parking; the other is water access. Ironically, Bahia Point has always served as alternate parking & launching to the preferred but crowded Santa Clara Point. Now, Santa Clara is proposed as the alternative to Bahia Point. The Master Plan does nothing to improve the Sail Bay parking situation; it is worsened with the proposed loss of Bahia Point. And it does nothing to improve or maintain water access; in fact it is reduced by the railing at Santa Clara. This was not anticipated; it was an oversight that slipped past everyone. One significant mistake should not be compounded by another. Unfortunately, Santa Clara is a done deal; the railing is up and the aquatic users are down. But Bahia Point is not yet approved. I strongly encourage the Staff to take a strong position against this Master Plan proposal.

Sincerely,

Mary Lynn Hyde

Mary Lynn Hyde,  
San Diego Windsurfing Association (Co-Founder)  
Santa Clara racing Association (Sailboard Fleet Captain)  
U.S. Windsurfing Association, (Former President)

F.Y.I.: Enclosed is a copy of the San Francisco Boardsailing Association July newsletter that describes three proposals for recreational uses at Crissy Field. Please note on p.2 that the National Park Service recognizes the need for vehicular access, parking, rigging and launching areas for windsurfers. Also enclosed is a copy of San Diego Union Tribune feature (7-11-96) on windsurfing. It describes how most participants come to their favorite site loaded with several boards, sails, masts, etc. in preparation for a wide range of wind conditions. Many keep their vans fully loaded and always ready to go. Note also the key locations and the accompanying descriptions.

mlh

Encl:2

cc: Peter Douglas, Executive Director ✓  
Byron Wear, Commissioner

- Assuming everything goes smoothly and there are no problems with the conclusions in the environmental assessment, final approval would be forthcoming possibly in late September or October. This occurs when Brian O'Neill, Superintendent, GGNRA, signs a Finding of No Significant Impact (FNSI). Upon reaching this milestone, we can then turn our attention to fundraising, completion of final design & construction drawings, then bid documents and finally major construction activity.

### Your Comments

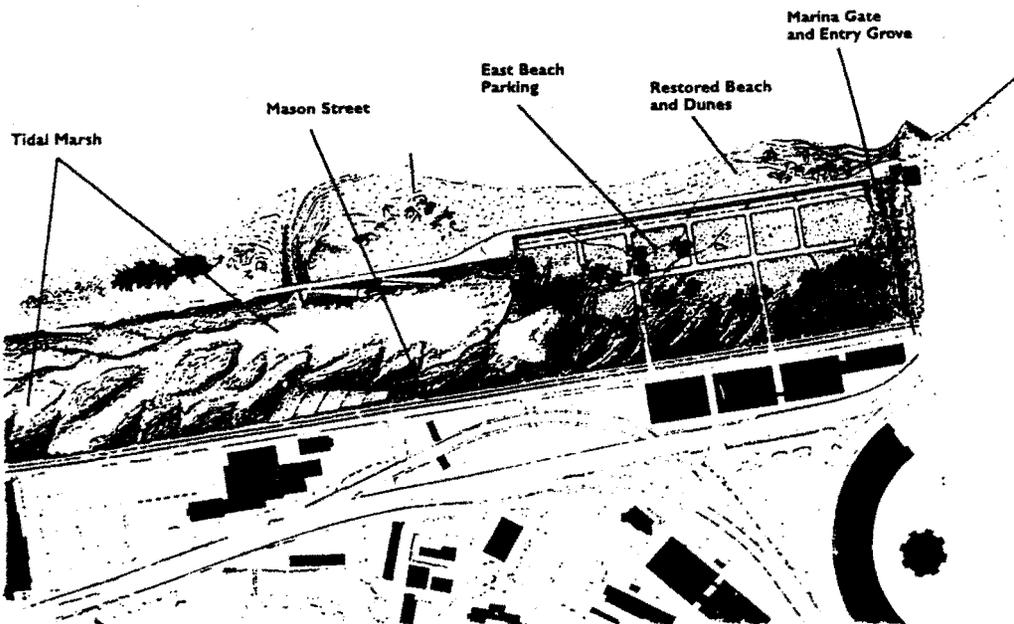
Please note that this planning, design and implementation process is not over until it's over, and we'd like to continue to hear from you! As expected, your SFBA Crissy Field Committee plans to comment at the CAC meeting on July

19th, and will provide written comments to GGNRA by the end of the comment period, which we will publish in a following newsletter. For those of you who've been dogging us, keep it up. For those of you who haven't discussed Crissy planning with us, we'd like to know what you think. Do you like what you see? Any concerns? See anything that hasn't been addressed? If you have any comments, suggestions, concerns, and even encouragement, please contact us via phone, fax, or E-mail. I can be reached at (415) 885-4357 in the evenings, fax at (415) 885-4263 and E-mail at "LVEV95A@prodigy.com". Also feel free to wax poetic with the other members of this SFBA team, which includes John Obrien, Jeff Bunch and Jay Valentine.

If you'd like to provide comments to the National Park Service directly, you can attend the July 17th meeting and/or send written comments Superintendent Brian O'Neill, GGNRA, Building 201, Fort Mason, San Francisco, CA 94123. A copy of your written comments to me would be appreciated to help SFBA best represent your interests and those of all its members.

*BILL ROBERSON,  
CRISSY FIELD COMMITTEE*

### Crissy Field Site Plan Proposed Action



JULY 1996 SFBA NEWSLETTER 1592 UNION STREET, BOX 301, SAN FRANCISCO, CA 94123  
NORTHBAY SAN FRANCISCO EASTBAY PENINSULA

## The New Crissy Field...Almost!

*The new Crissy Field may yet become reality, and not just in its virtual form. See graphics next page.*

### Three Planning Alternatives

The Environmental Assessment (which has not been released as of this writing) considers three alternatives for the future of Crissy Field. The proposed plan (tidal marsh scheme) consists of site improvements and changes to the landscape of the 100 acres of Crissy Field north of Mason Street, including a 20-acre tidal marsh in the central portion of the site. The features of the second alternative (dune or meadow alternative) are the same as the proposed plan with the exception that it includes a 20-acre, gently rolling landscape with dune scrub vegetation in the central area of Crissy Field, and no tidal marsh. Under the third option (no-action alternative), Crissy Field's promenade, dunes, vegetation and other features would remain as they are today.

### West End of Crissy Field

For the first two alternatives, the size, shape, locations and beneficial uses of Crissy's west and east ends will be the same. At the west end, the 1920's "Crissy Airfield" will be restored to its original configuration: a grassy landing field that will function as a grand natural meadow, three times the size of the Marina Green. The 28-acre airfield will accommodate unstructured recreation, off-leash dog walking, group activities, small-scale events and public education on the role the Presidio played in building America's air power and its connections to the Pacific Rim.

West end windsurfing access will change. Beach access will not be permitted between the fishing pier and the Coast Guard pier, and existing parking adjacent to the beach just east of the Coast Guard Station is proposed to be eliminated. However, launching access will remain to

the east of the Coast Guard pier, as will auto access to the former Coast Guard Station complex. SFBA is presently working with park planners on a refinement to the plan which would incorporate a small, grass parking & rigging area to the east of the Coast Guard Station. Park planners are encouraged by the idea and we're confident something can be worked out.

### Crissy's East End

At the east end, the total area designed for future windsurfing access and other recreation, which includes parking, staging and rigging, will be equivalent in size to the area we have today. About 30% of the parking area will feature some combination of barefoot-friendly hard surfaced aggregate and asphalt. A majority of the parking and rigging surfaces will be subsurface-irrigated turf, most of which will be enhanced with subsurface reinforcement (mylar friendly at the turf surface).

Immediate beach and launching access will begin at the outfall pipe (big pipe) at the west end of the beach as it does today, and upon removal of much of the existing riprap, usable beach will then extend hundreds of feet further to the east. Parking will include the area bordered by the promenade at the beach to the north, to new dunes or landforms immediately adjacent to Mason Street on the south, and from the largest existing trees on the west, to another landform barrier formed at the eastern edge of the park adjacent to the St. Francis Yacht Club. The new landforms and landscaping at the southern and eastern boundaries (buffer zones) will discourage transient parking and enhance security. Permanent restrooms and showers will be centrally located within the parking area, and paved parking will remain near the beach and immediately adjacent to the promenade (running/walking path). A safety tower is also planned, though we haven't worked out the location as of today. And last but not least, two two-way corridors for entry/exit from Mason Street to the parking area will remain.



**SAN FRANCISCO BOARDSAILING ASSOCIATION**  
 1592 Union Street, Box 301  
 San Francisco, CA 94123

1996 Dues Outstanding  
 Mary Lynn Hyde  
 336 Bandera Street  
 La Jolla CA 92037-7901

92037-7901 24

New Member, please send me New Member information right away.  
 Renewal ( check if address changed)

**SFBA Membership Application**  
 Please return entire page with membership dues.

\_\_\_\_\_

Last Name

\_\_\_\_\_

First Name/Initial

\_\_\_\_\_

Mailing Address

\_\_\_\_\_

City

\_\_\_\_\_

State

\_\_\_\_\_

Zip

\_\_\_\_\_

Evening Phone

\_\_\_\_\_

Day Phone

E-mail address: \_\_\_\_\_

SFBA Membership includes receiving the periodic SFBA Newsletter (4-times each season) and occasional news mailings for your local SFBA Chapter. All new members will receive the SFBA Welcome Letter (with WindTalker phone #s) and the SFBA Windsurfing Safety Guide to Bay Area Sailing Sites. Please make check payable to SFBA, and mail completed form to: 1592 Union Street, Box 301, San Francisco, California 94123.

Annual calendar-year membership:

Individual: \$10 or more \_\_\_\_\_  
 Family: \$20 or more \_\_\_\_\_  
 Sustaining: \$50 or more \_\_\_\_\_  
 Corporate: \$100 or more \_\_\_\_\_

Please remove me from your mailing list. T-shirt size:  Large  X-Large

Comments/suggestions:

Please check your SFBA Chapter Affiliation:

- Northbay
- San Francisco
- Eastbay
- Peninsula

For SFBA Use:

I  S  C  V

### Site Design Status

By the time you read this, most of the east-end building & infrastructure demolition and removal should be completed, and the proposed Crissy Field Plan (tidal marsh alternative) has been released to the public and presented to the Golden Gate National Recreation Area (GGNRA) Citizen's Advisory Commission (CAC). During the June 19, 1996 Advisory Commission public meeting, the tidal marsh (formerly referred to as wetland) alternative was presented to the CAC and

the public, and the other two alternatives (dune/meadow and no-action options) were summarized. No comment on the alternatives was taken, though the meeting was open to questions from the general public. During the presentation, the Park Service again recognized Crissy Field as the worldclass boardsailing site that it is, and the uniqueness of its setting at the center of the highly urbanized Bay Area. They also acknowledged the role of motorized vehicles in transporting our huge loads of equipment to the beach, the need for parking and rigging space to accommodate both, and that parking is a vital component in the windsurfing equation.

through the area to familiarize those in attendance with the proposed tidal-marsh plan and the other alternatives.

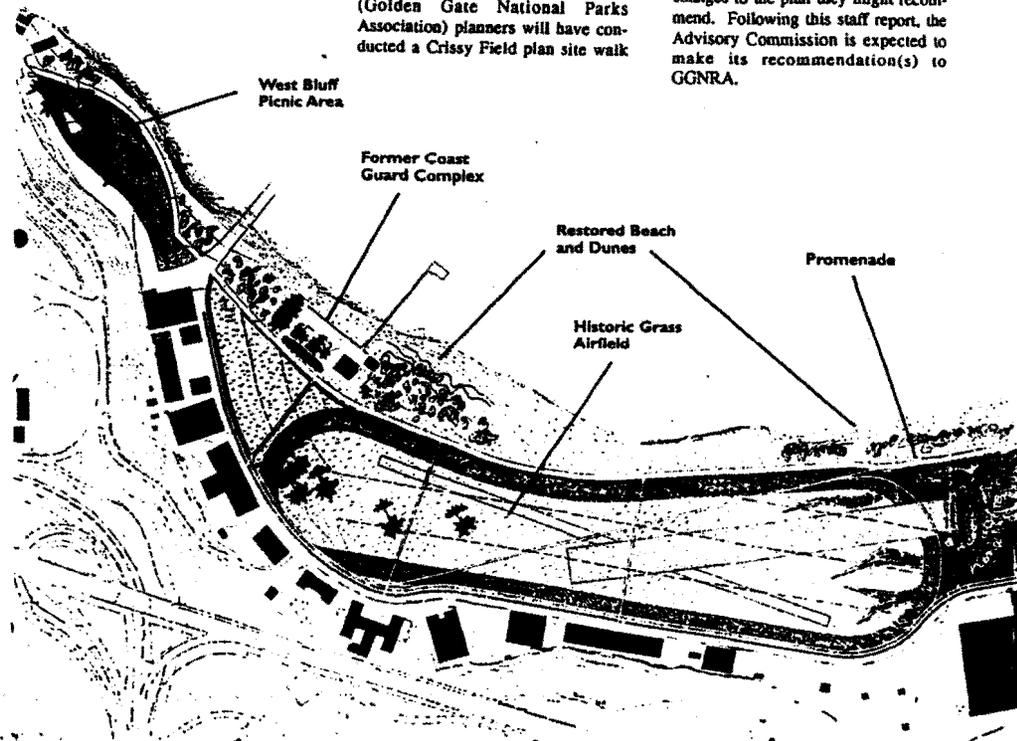
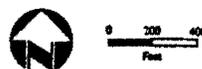
- At the time of this writing, the Crissy Field Environmental Assessment (EA) has not been completed. Once it's released (approximately July 1st), a 45-day review and comment period will begin.

- Public comment will be taken at the next Advisory Commission meeting on Wednesday, July 17th at 7:30 PM in Building 201, Fort Mason. Written comments will also be accepted throughout the 45-day Environmental Assessment review period, which should close on or around August 15th.

- On September 18, 1996, staff from GGNPA and GGNRA will report on the comments received and any changes to the plan they might recommend. Following this staff report, the Advisory Commission is expected to make its recommendation(s) to GGNRA.

Next steps are as follows:

- On June 29th (history by the time you read this), GGNRA and GGNPA (Golden Gate National Parks Association) planners will have conducted a Crissy Field plan site walk





**CATCH**  
 t h e  
**WIND**  
 a n d  
**FLY**

It's easy to get addicted:  
 Windsurfing is the ultimate getaway

By Kathi Diamant

It begins innocently enough. A beautiful sunny day on Mission Bay, a refreshing light wind blowing in from the west, a desire to get out on that sparkling blue water: and before you know it, you're hooked.

With ideal conditions for learning, thousands of local residents have become addicted — retiring early, carrying pagers that beep when weather conditions are prime, taking longer vacations to windy locations — even moving to Hawaii, Oregon, Texas or Baja California in order to feed their habit.

Windsurfing. "I got into the business to support my habit," says Ron Cunningham, owner of Pacific Wind Design, a local manufacturer of windsurfing equipment, and co-owner of Lake Hodges Aquatic Center, which offers windsurfing lessons and rentals. Cunningham made "a natural, easy transition," transforming his furniture and cabinet-design company into the business of manufacturing and distributing windsurfing equipment (which he found he could make "cheaper and better").

Another convert is Mark Baquial, a design consultant who admits to being addicted to windsurfing since his wife introduced him to the sport in 1989.

"When the wind blows, every windsurfer wants to leave work," says Baquial, preparing to take to the water of East Mission Bay recently. "The wind is great today, about 15 knots. (But) you can never tell when it will be windy. Every windsurfer becomes a weatherman."

"In the summer, we get the thermals; in the winter we look for storms, either from the north or south. The J Street Marina in South Bay is best for southerly winds. With winds from the west or northwest, your best bet is Mission Bay, 'North of the Hilton' (a location near the bayfront hotel) or Santa Clara Point or Lake Hodges. Lake Morena is great when it really blows hard."

With a hungry look, Baquial watches another windsurfer, hooked into a harness, leaning back into the spray of wind and water. "Gotta go, sorry," he says, and rushes with his board into the bay.

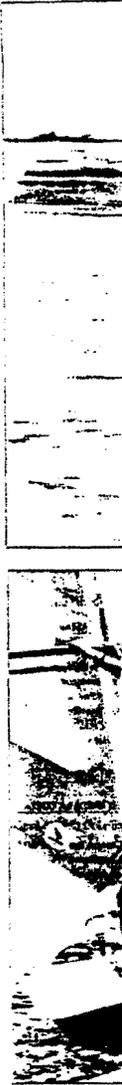
"Windsurfing is the ultimate form of sailing," says Tom Fisher, who has been teaching windsurfing at the Mission Bay Aquatic Center on Sail Bay at Santa Clara Point since 1980. "I'll go out to windsurf two or three times a week, whether I need it or not."

"I forget about everything else when I'm concentrating on the wind and the water. Windsurfing is my ultimate getaway."

It also can be an adrenalin high, according to Peter Jones, who designs custom windsurfing sails for Aeroforce Sails in Point Loma. "You just want to go back and do it some more," laughs Jones, who has been sailing since he was 5 years old and windsurfing for the past 16 years. "We're going to have Windsurfers Anonymous soon."

Like many advanced sailors, Jones prefers high wind

See WINDSURFING on Page 32



**NIGHT & DAY**

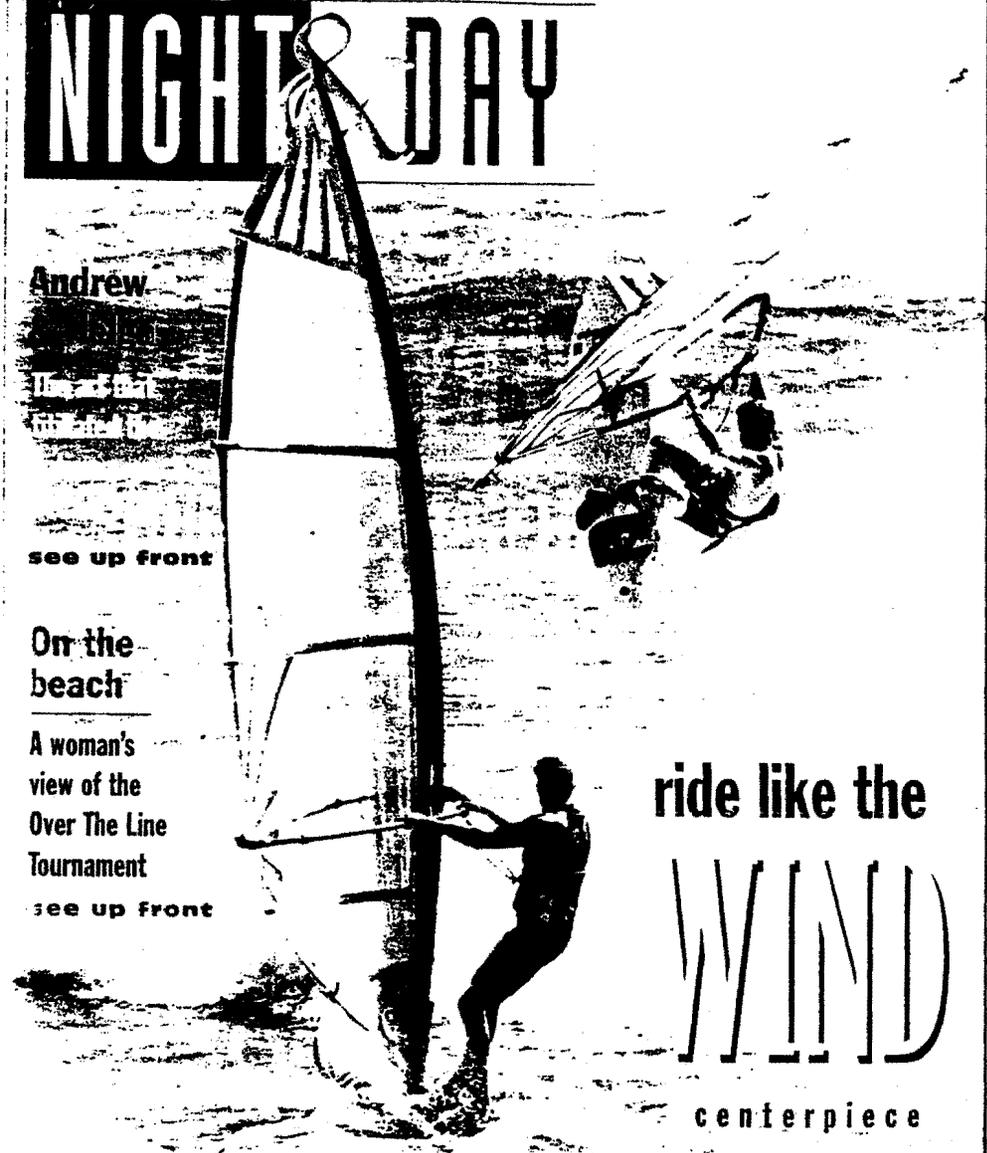
Andrew

see up front

On the beach

A woman's view of the Over The Line Tournament

see up front



ride like the  
**WIND**  
 centerpiece



### Where you can ride the wind

The most popular windsurfing spots when to go & how to get there:

**San Diego** - "It can be a very interesting sport," he says. "In the past, it wasn't easy to learn. Equipment was expensive and you had to learn a lot on your own. Plus, you can spend days trying to find the right weather conditions."

**Lake Hodges**, because of the wind that blows from the west, is consistently windy weather. Jones travels to Northern California or Utah.

Then there's Dick Enaminger, a 49-year-old widower. An electric company sales rep, he has received 103 to purchase his present.

"Because of windsurfing, I probably left my job too early, and now have to sit out a living as a salesman," Enaminger says. "I started with other people, but I kept inside the standard vehicle. That way, when the wind comes up, I can just jump in and go. It's like riding a bicycle. In the winter months, when there's less wind, I exercise, lift weights to get in shape for windsurfing."

**Enaminger** is one of several "old guys" who can be found almost daily at "North of the Hill" on East Mission Bay, one of the most popular windsurfing spots in the area. "I've been here for the past 15 years," says Enaminger.

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Continued on Page 12



A windsurfer spends a day in a still breeze at the area known as "North of the Hill" (left); Dick Enaminger and Brett Gilling take a break after a day of windsurfing (bottom); at left, Brett Jordan

Photos by Fred Greaves

### Windsurfing

Continued from Page 10

conditions not suitable found in San Diego.

"It can be a very interesting sport," he says. "In the past, it wasn't easy to learn. Equipment was expensive and you had to learn a lot on your own. Plus, you can spend days trying to find the right weather conditions."

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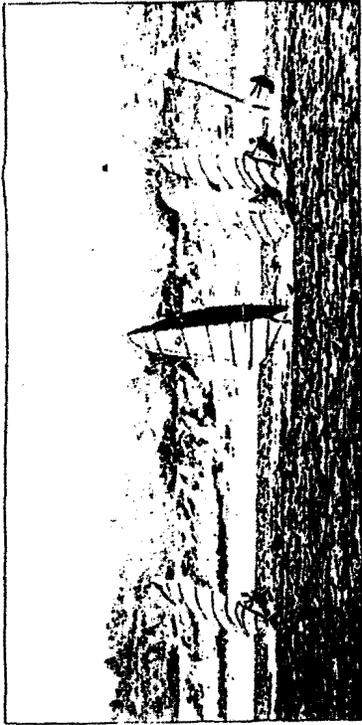
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With Florida Island in the background, windsurfers are prevalent, especially in formation, in the "North of the Hill" waters.

ware that is no longer available here, and without those prices, you're out of luck."

Surfing, or watersailing, is another, more dangerous, form of windsurfing, done in the ocean, using both the wind and waves to propel the surfer. The sport is in San Diego, where the popularity of windsurfing experienced a decline in the United States.

The mistake the industry made was to emphasize the extreme end of the sport," says Peter Jones. "It turns in moderate winds, and more and more moderately athletic people were intimidated by the sport."

Manufacturers concentrated on designing only high-performance equipment and forgot about bringing new people in."

Honda says that, as a result, he was seeking a recreational activity the entire family could enjoy.

The new sport boomed. In Europe, windsurfing was an immediate success. By 1984, the sport had become an Olympic event every year throughout the 1980s, into a \$1.50 billion-a-year industry.

By 1987, windsurfing was arguably the fastest-growing water sport, with an estimated 1.3 million windsurfers in the United States. The industry in San Diego was at its heyday. San Diego was at the forefront of the sport, and it was responsible for teaching most people to windsurf in San Diego. That anyone else, however, had heard of windsurfing was a surprise. "We've got a great wind and outstanding instructors. We've won our share."

The first major competitors, however, were not from San Diego. The first major competitors, however, were not from San Diego. The first major competitors, however, were not from San Diego.

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Continued on Page 12

When L.A. engineer Hoyle Schwitzer first got the idea to attach a sail to a surfboard back in 1967, he was seeking a recreational activity the entire family could enjoy.

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Continued on Page 12

RECEIVED  
AUG 27 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio North, Suite 200  
San Diego, CA 92108  
Attn: Ellen Lirely

August 1996

Dear California Coastal Commission:

I enjoy coming to Bahia Point in Mission Bay with family and friends to sail a catamaran. Bahia Point is one of the few areas of Mission Bay a catamaran can be brought to the water and launched off-shore. There is adjacent parking that is usually available and the grass and sand slope gently to the water, enabling a few strong individuals to easily carry the boat to water. The winds at Bahia Point are suitable for sailing, and there is very little motorboat traffic to compete with sailboats.

Sail Bay is meant for sailing boats. Access to Sail Bay is already quite limited for people with boats. Santa Clara Point frequently fills up in the early morning. Without parking at Bahia Point, many sailing enthusiasts would be turned away unable to sail. This would be unfortunate, as sailing provides safe and beneficial entertainment for many families. This would frustrate many of us and also result in a loss of tax revenue to the City, as the demand for sailboats and accessory equipment would decline, and patronage at area restaurants and stores would suffer.

Please don't do this to the citizens of California.

Sincerely,

7897 E Rancho  
FANTA DR  
SANTEE CA 92071



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AUG 27 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino Del Rio N, Suite 200  
San Diego, CA 92108-1725  
Attn: Ellen Lirly

August 1996

Dear California Coastal Commission:

I often come to Bahia Point in West Mission Bay to sail a small sail boat, and this has been one of the most gratifying experiences for me and my family. I think it is absolutely outrageous that anyone would consider eliminating the parking that allows us all to use the water. West Mission Bay has long been the most popular part of Mission Bay for sailing and kayaking. These sports provide healthy exercise and recreation for hundreds (perhaps thousands) of users. The City should be encouraging these kinds of healthy activities that keep kids out of trouble and give families the opportunity to spend quality time together.

The last thing we need is more hotel rooms. How much of the coastline do we need to lease away before we realize our mistakes? Once it is gone, it is gone forever. I hope you don't let that happen.

The idea that the parking should be removed for a bike path is also ridiculous. I have biked through Bahia Point many times and never had a problem with sharing the roadway with cars. In fact, those of us who bike through Bahia Point need the parking to unload our bicycles from our vehicles. Without parking, there will be no sailing, and there will be less bicycling because no one will be able to get there.

Please listen to us! Don't mess up a well-functioning beautiful park.

Sincerely,

Barbara Rupp  
7897 E Rancho Fanta Dr  
Santee CA 92071

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

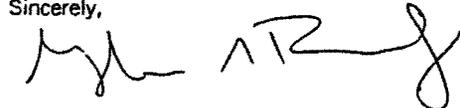
SUBJECT: BAHIA POINT

I am writing to plead for the future of Bahia Point. Bahia Point is a great park that can be enjoyed by everyone because there is parking right next to the water. This area gets heavy usage during the summer. We all need places like Bahia Point to play, eat, laugh, and relax.

Other parts of Mission Bay are not nearly as attractive. We cannot just go somewhere else.

Please listen to the voices of the many in San Diego and throughout California that value Bahia Point. We need to maintain access to Bahia Point for kayakers, sailors, fishermen, and swimmers. We need to maintain access for families, children, the elderly, and the handicapped. We need to maintain access for today and for every potential user of the future. We need to maintain access for our physical health, our mental health, and our spiritual well-being. SAVE BAHIA POINT!!

Sincerely,



240 S. Anza St Apt 4  
El Cajon CA 92020

RECEIVED

AUG 21 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

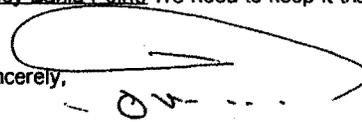
Dear California Coastal Commission:

Our coast should always be available for public use. Unfortunately, the plans for Bahia Point would put this park out of public use, as vehicle access and parking would be eliminated. Without a car, it is impossible to get a sailboat, windsurfer, or kayak to the bay. The idea that either bicycle use or hotel rooms should replace coastal access is seriously flawed.

Without use of the water, San Diego would be much impoverished. What is special about San Diego are our beaches and bays, along with the mild weather enabling usage of the water and the parking which gets us to the water. If you eliminate the parking, we can no longer enjoy our natural heritage.

You cannot expect people to carry boats a significant distance to the water. You also cannot expect them to crowd into other parks which are already full or which do not serve the needs of the sailing public. The loss of parking would frustrate and anger the hundreds of Bahia Point users who pay taxes to maintain the park land so that we can all enjoy Bahia Point. We need to keep it that way.

Sincerely,



DAVID MILCHAM  
1415 LEVINGTON AVE 139  
SLEAZON, CA. 92019

Ellen Lirley  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear California Coastal Commission,

I frequently come to Bahia Point to sail a catamaran and am extremely upset at the City's plans to eliminate public parking. The City's reasons - to provide a bicycle path and more hotel rooms - are inadequate justification for the destruction of public access. The bicycle path is not needed as bikes have always successfully shared the roadway with cars... and the additional hotel rooms can occur by building upwards. The loss of parking is completely unnecessary and unacceptable. Without coastal access we might as well live in the midwest. Why should only tourists be able to access our coastal waters? Shouldn't the entire public be considered? Please remember all the lives you will be impacting and make the right decision. Save Bahia Point!

Sincerely,  
Kimberly and David McQueen  
209 Via Alegre  
San Clemente, CA  
92672

Ellen Lirley  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

Dear California Coastal Commission:

I am a sailing enthusiast who often comes to Bahia Point to launch a catamaran. There are so few places where adequate parking exists for catamaran sailing. Now I understand that the City wants to eliminate parking at Bahia Point, one of the best remaining launch sites. This is outrageous and should not be tolerated.

To get to Bahia Point by bicycle, foot, bus, or shuttle would not be possible. To launch off East Mission Bay is not desirable, as there is heavy motorboat traffic there. To eliminate Bahia Point as a sail boat launching area would be to harm the sport seriously and displace many beach users. I hope that you won't do that.

Sincerely,

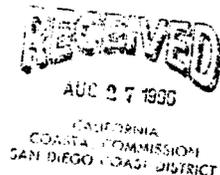
Tim and Tami Hutter  
939 Begonia Ct.  
Carlsbad, CA 92009

Tami Hutter



RECEIVED  
AUG 21 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725  
Attention: Ellen Lirely



Dear California Coastal Commission:

Like many others in San Diego, I am interested in preserving the parking at Bahia Point. Bahia Point is a beautiful park that we enjoy time after time. We are able to do so because we are able to park there. Without parking, the beautiful shoreline, grassy lawn, and fabulous view would do us no good at all. Only the hotel guests would benefit from the closure of parking, because they would still have their own parking, but the public would be unable to use Bahia Point. This is just a back-handed way of privatizing Bahia Point.

Don't ignore the needs and the rights of the public to access our beaches and bays. Keep the parking as is at Bahia Point.

Sincerely,

Cheryl Mathison  
2833 Suncrest Bl.  
El Cajon, Calif 92021

P.S. I'm a second generation native San Diegoan.  
I've been coming here for over 30 yrs, please  
don't give my bay away to big business.

California Coastal Commission  
3111 Camino del Rio N. Suite 200  
San Diego, Ca 92108-1725  
Attention: Ellen Lirely

Dear California Coastal Commission:

I am a kayaker who often launches off Bahia Point in Mission Bay Park. Kayaking is a healthy and positive sport that requires a gentle shoreline and parking adjacent to the water. For kayakers, it is also preferable to be separated from motorboat traffic and jet-skis. Since the sport involves water contact, clean water is also an important attribute. That is why Bahia Point is so popular for kayaking and why I hope you will retain the parking.

We cannot carry our kayaks from Ventura Cove to launch at Bahia Point. The kayaks are too heavy and we have additional gear that accompanies the kayaks. The idea of a wheeled cart is also impractical, as there are hundreds of people who would be lined up to use the cart. Finally, there is often inadequate parking at Ventura Cove as it serves not only bay users, but also people attending events at the Bahia Hotel and overflow for the adjacent beaches.

Please do not turn us away from one of the best kayaking sites in all of San Diego.

Sincerely,

Michael J. Ross  
Box 1313  
Lk. Arrow, CA. 91352

10191 Maya Linda Rd., #54  
San Diego CA 92126  
August 15, 1996

RECEIVED

AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego CA 92108

RE: Bahia Point

I do not think additional hotel rooms should be built where Gleason Road and public parking are currently available.

The coast does not belong just to the Tourist Industry; it belongs to the local residents. I agree with the Save Everyone's Access people -- I found out about it through a co-worker who regularly brings her children down to that area. I think local families should have ease of access to the coast -- not just the tourist industry.

Sincerely,

*R. Wiggins-McCoy*  
Roberta Wiggins-McCoy

California Coastal Commission  
3111 Camino del Rio N. Suite 200  
San Diego, Ca 92108-1725  
Attention: Ellen Lirely

RECEIVED

AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission:

As a kayaker, I am opposed to the plans to eliminate parking around Bahia Point. This is one of the best kayak launch areas in all of San Diego. Kayaking is a growing sport and should be encouraged, as it requires no fossil fuels, is non-competitive, and is a healthy form of exercise that can be pursued by everyone, regardless of strength or size. Unfortunately, the plans to eliminate parking at Bahia Point do just the opposite.

Right now, kayakers can come to Bahia Point and unload from the cars directly into the water. You can kayak easily into the Pacific Ocean or into other parts of Mission Bay. A good kayaker can even make it into San Diego Bay. The proposed "replacement" areas for Bahia Point are located in East Mission Bay, which is much further removed from the Pacific Ocean, have poor water quality, choppy wind and seas, and heavy motorboat traffic. They are not suitable for kayaking.

Please don't eliminate Bahia Point as a kayak launch area and as a beautiful park enjoyed by thousands.

Sincerely,

*Brian S. Mathison*  
2833 SUNCREST BLVD.  
EL CAJON, CA 92021

**RECEIVED**

AUG 23 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 23, 1996

Giovanna Shayota  
11609 Via Nicole  
El Cajon, Ca. 92019  
Attn: Ellen Lirley

Dear Coastal Commission,

My name is Giovanna Shayota. I am writing to you to express my concerns about the Bahia Point issue. I am sure you are aware that the Italian community is upset about this. I am a member of that Italian community. We would like you to show your support to us. I was happy to hear that you agreed to rehear this matter. I hope you understand that the people who were at the City Council meeting on August 1, 1995 were not showing disrespect to Mayor Susan Golding or the council, rather they were showing you their frustration at city politics. My parents, Vittorio and Maria D'Anna, were at that meeting as well as many other meetings about this issue. They were never given the opportunity to speak. Although their English is not perfect, they still wanted to try to get their point across. This entire matter has been shoved down the throats of the people of San Diego. The Coastal Staff was against this expansion, as was Councilmember Ron Roberts who represented the district which Bahia Point is in.

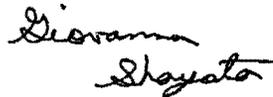
The studies in the Master Plan do not support this expansion. In every survey, PICNIC AREAS were first before bike paths or leasehold expansions.

Please take the time to listen to the people who will be at the November meeting, they will be expressing the beliefs and convictions of many. Thank you for taking the time to read this letter. Please do the right thing so that my three children can enjoy the wonderful times we all have at Bahia Point. Don't destroy five decades of family values and tradition, let our children have the chance to be a part of our culture and tradition.

PS you can reach me at 697-1456

Sincerely,

Giovanna Shayota


**SAVE BAHIA POINT**SEND TO: SAN DIEGO COASTAL COMMISSION  
FAX: (619) 521-9672  
PH#: (619) 521-8036**RECEIVED**

AUG 23 1996

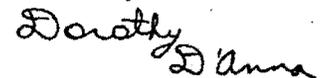
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICTFrank and Dorothy D'Anna  
1324 Tracy Lane  
El Cajon, CA. 92019  
Attn: Ellen Lirley

August 23, 1996

Dear Coastal Commission,

I am writing to you today to voice my opinion about the confiscation of Bahia Point. Both my husband and I work at our restaurant and may not be able to attend the November meeting. My purpose in writing this letter is to let you know what the beach at Bahia Point means to me and my family. Our only day off from work is Sunday. In the Italian community, Sunday is family day. Ever since I could remember, we have been going to Bahia on Sundays with the entire family. There are five generations of our family there. This keeps our family together and teaches our children the importance of family life. Please don't take that away for the sake of more hotel rooms. For the older members of the family, the beach at Bahia is a meeting place for all the people who immigrated from a small Italian village in Sicily called Aspra. When they meet and play bocce ball or Italian cards, it gives them a feeling of being back home and gives the younger generation a chance to see what life was like in Sicily. Bahia Point is not just a beach which can be replaced with another location, it is a way of life for ourselves, our children, our parents, and even our grandparents.

**PLEASE LISTEN TO THE ITALIAN COMMUNITY  
AND ALL PATRONS WHO USE THIS UNIQUE  
PENINSULA. DON'T TAKE AWAY THE GOOD  
WHEN THERE IS SO MUCH BAD OUT THERE.**

Thank You,  
Dorothy D'Anna


RECEIVED

AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

Dear California Coastal Commission,

I am opposed to the plans to remove parking at Bahia Point, as it will make access to the beautiful waters of West Mission Bay difficult, if not impossible. There are very few access points to West Mission Bay because parking is so limited. It's a fact of life that without parking for cars and boat trailers, you can't get to the water. The shoreline would remain beautiful but desolate. I think that the shoreline is too important to allow this to happen. Since the public owns the land, the public should be able to use it.

Sincerely,

*A native San Diegoan, Jimmie Unketyr  
Low Unketyr 7170 Cowles Mt. Blvd. S.D.  
92071*

June 27, 1996

RECEIVED

AUG 2 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North  
Suite 200  
San Diego, CA 92108

To whom it may concern:

I am writing regarding Bahia Point and the possible removal of Gleason Road and all public parking spaces.

I am a native Californian and have resided in San Diego, 38 of my 40 years. Bahia Point is where myself and my 4 siblings learned to swim. I never knew it by its proper name and as a child I called it "Pretty Beach" and to this day, that is what my family calls it. Now that I have a child of my own, we spend most week-ends at the Pretty Beach picnicking, swimming and kayaking. To think that we will no longer be able to access this beach except on bicycle and that more hotel rooms are planned is unthinkable. This is a beautiful stretch of beach that should be left alone. I believe this is also the feeling of the majority of the citizens and that the decision to approve the Mission Bay Park Master Plan was based primarily on money (more hotel room= more tourist = more money). Our access to certain waterfront properties is continually being reduced for the benefit of the hotel/motel (tourist) industry and its time that the will of the majority come before the greed of big business. Please do not take this lovely stretch of beach and limit its use to only those on bicycles and the tourist staying at the Bahia (who probably spend more time in the pool than they do on the beach). I suggest you spend some time at the "Pretty Beach" before you vote to destroy it for our generation and all generations to come.

Sincerely,

*Theresa R. Thomas*

Theresa Thomas  
10745 Esmeraldas Dr.  
San Diego, CA 92124  
(619) 565-2237

Ellen Lirely  
California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108-1725

RECEIVED

AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Dear Coastal Commission:

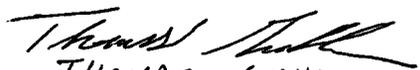
I am very perturbed by the plans to eliminate public parking at Bahia Point. I come to Bahia Point to sail a catamaran, and would be unable to do so if parking were not available. The addition of a bicycle path would do nothing to provide access for the many people who come to use the water, people who come to launch lasers, windsurfers, catamarans, kayaks, sabots, inflatables, and all manner of watercraft. And the bicycle path wouldn't help anyone else either, as bicycle access is already available at Bahia Point.

It is clearly not in the public interest to eliminate parking to allow the Bahia Hotel to expand. The hotel should expand within its current building area. There is adequate room to expand upwards.

The coastline belongs to the public and should never be abandoned or leased away. The coastline is a finite resource that can not be replaced.

Please retain Gleason Road and the 250 parking spaces. To do otherwise would be an affront we could never forget.

Sincerely,

  
THOMAS GULLIVER  
9468 B CARLTON OAKS  
SANTEE CA 92071

RECEIVED

AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
3111 Camino del Rio North, Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirely

Dear California Coastal Commission:

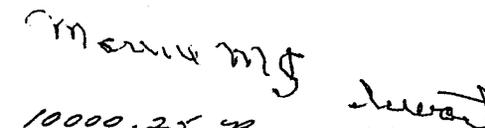
SUBJECT: BAHIA POINT

I am writing to ask for your help in preserving the wonderful lifestyle that many of us have enjoyed at Bahia Point Park. This park is an ideal location for sailing, kayaking, swimming, windsurfing, and summer barbeques. Elimination of parking will destroy Bahia Point Park, as access will become difficult to impossible. The park works extremely well just as it is. The only improvement that should be considered is the addition of a sidewalk to facilitate wheelchair travel. This would take up a minimal area of grass and not affect the parking at all. A bike path is unnecessary as bicycles are able to travel through Bahia Point already with no difficulty.

Without parking, there will be no use of Bahia Point, and the current users will experience a significant loss to quality of life. And future generations will never know how beautiful it once was.

**save bahia point park**

Sincerely,

  
10000.25 Buena Vista  
Santee, CA 92071

Mac McCarty  
SAN DIEGO SKATE COALITION  
4657 Hamilton St.  
San Diego, CA 92116

California Coastal Commission  
3111 Camino Del Rio N., Suite 200  
San Diego, CA 92108  
Attention: Ellen Lirley

September 11, 1996

Dear Coastal Commission:

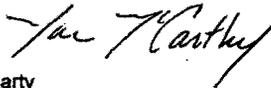
I am writing on behalf of the San Diego Skate Coalition regarding the Bahia Point area of West Mission Bay Park. The Skate Coalition is an organization of roller skating and roller blading enthusiasts. We promote skating as a form of recreation and as a form of transportation, and we seek safe conditions for and expanded access by skaters.

The Skate Coalition does not believe that the proposed elimination of public parking at Bahia Point is justified for the addition of a grade-separated bicycle, skating, and pedestrian path. Skaters already have use of Bahia Point by sharing the roadway with cars along Gleason Road. Since Gleason Road is a cul-de-sac that serves only visitors to Bahia Point and the occasional delivery truck, sharing the roadway is a safe and convenient form of access. The addition of signage around Bahia Point to alert motorists that Gleason Road is to be shared with bicyclists and skaters could be a useful improvement.

Most skaters who frequent Mission Bay Park initially arrive by car, and then proceed to skate along established routes. The elimination of parking would diminish opportunities for recreational skaters to enjoy West Mission Bay. Parking in the West Mission Bay area is already crowded. The loss of 250 parking spaces would only increase competition for parking by skaters, bicyclists, sailors, and other beach users.

As a skating enthusiast, I ask that you not eliminate public parking at Bahia Point on our behalf. The bayside parking is simply too valuable to lose.

Sincerely,



Mac McCarty

RECEIVED

SEP 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

CALIFORNIA COASTAL COMMISSION  
3111 CAMINO DEL RIO NORTE  
SUITE 200  
SAN DIEGO, CA 92108-1725

RECEIVED

SEP 12 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

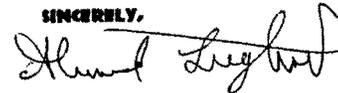
DEAR COMMISSIONERS,

**THE MISSION BAY SUNFISH FLEET URGES YOU TO DO ALL IN YOUR POWER TO PRESERVE THE PARKING AT BAHIA POINT. BAHIA POINT IS THE ONLY RELIABLE PARKING FOR OUR FLEET. WE HAVE BEEN SAILING FROM THERE FOR OVER 15 YEARS. WE HOLD ORGANIZED RACES IN SAIL BAY ABOUT TWELVE TIMES A YEAR. IT IS THE ONLY PART OF THE BAY WHERE WE CAN SET OUR COURSE AND GENERALLY NOT BE ENDANGERED BY MOTOR BOATS AND JET SKIS. THE LOSS OF THE PARKING AT BAHIA POINT WOULD MAKE SAIL BAY INACCESSIBLE TO US AND PROBABLY DOOM THE FLEET TO REDUCED PARTICIPATION AND EVENTUAL DEATH.**

**PARKING SUCH AS ON BAHIA POINT IS ABSOLUTELY REQUIRED FOR US TO ENJOY OUR SPORT. WE TRAILER OUR BOATS THERE AND THEN GET ACROSS THE BEACH WITH A HAND DOLLY. BUT THE BOATS ARE MUCH TOO HEAVY AND CLUMSY TO DOLLY MORE THAN A SHORT DISTANCE, SO WE MUST HAVE PARKING IMMEDIATELY ADJACENT TO THE BEACH. QUITE A LOT OF THE SHORE AROUND SAIL BAY AND NEARBY AREAS ARE "RIPRAP" WHICH IS IMPOSSIBLE FOR US TO LAUNCH ACROSS. AND ALL PARKING IN THE AREA IS HEAVILY UTILIZED EVERY WEEKEND DURING THE WARM MONTHS WHEN WE SAIL.**

**PLEASE ASSURE US THAT WE CAN CONTINUE WITH OUR WHOLESOME, FAMILY-ORIENTED, NON-POLLUTING RECREATION. SAVE THE PARKING AT BAHIA POINT!**

SINCERELY,



Ahmad Lughod  
2500 Correy Pines Rd. #503  
La Jolla, CA 92037

August 13, 1996

Councilman Byron Wear  
San Diego City Council  
202 C Street, Tenth Floor  
San Diego, CA 92101

Dear Councilman Wear,

I am 93 years old. I lived on Santa Clara Place in Mission Beach for many years. My late husband and I loved to walk, and one of our favorite things to do was to have a martini at the Bahia Hotel bar, then take a walk around the Hotel.

When our walk would abruptly stop where the sidewalk stopped, we always commented on how stupid it was not to have the sidewalk continue all the way around the hotel.

These days my neighbor Helen drives me down to the Bahia and walks with me three days a week. And we still have to turn around and go back when the sidewalk ends. But Helen tells me there is a plan, the Mission Bay Master Plan, that will finally extend the sidewalk. It's about darned time.

If you'll vote to approve this plan, I promise to live long enough to finally take a walk all the way around the Bahia Hotel. I may even have a martini to celebrate.

Sincerely,

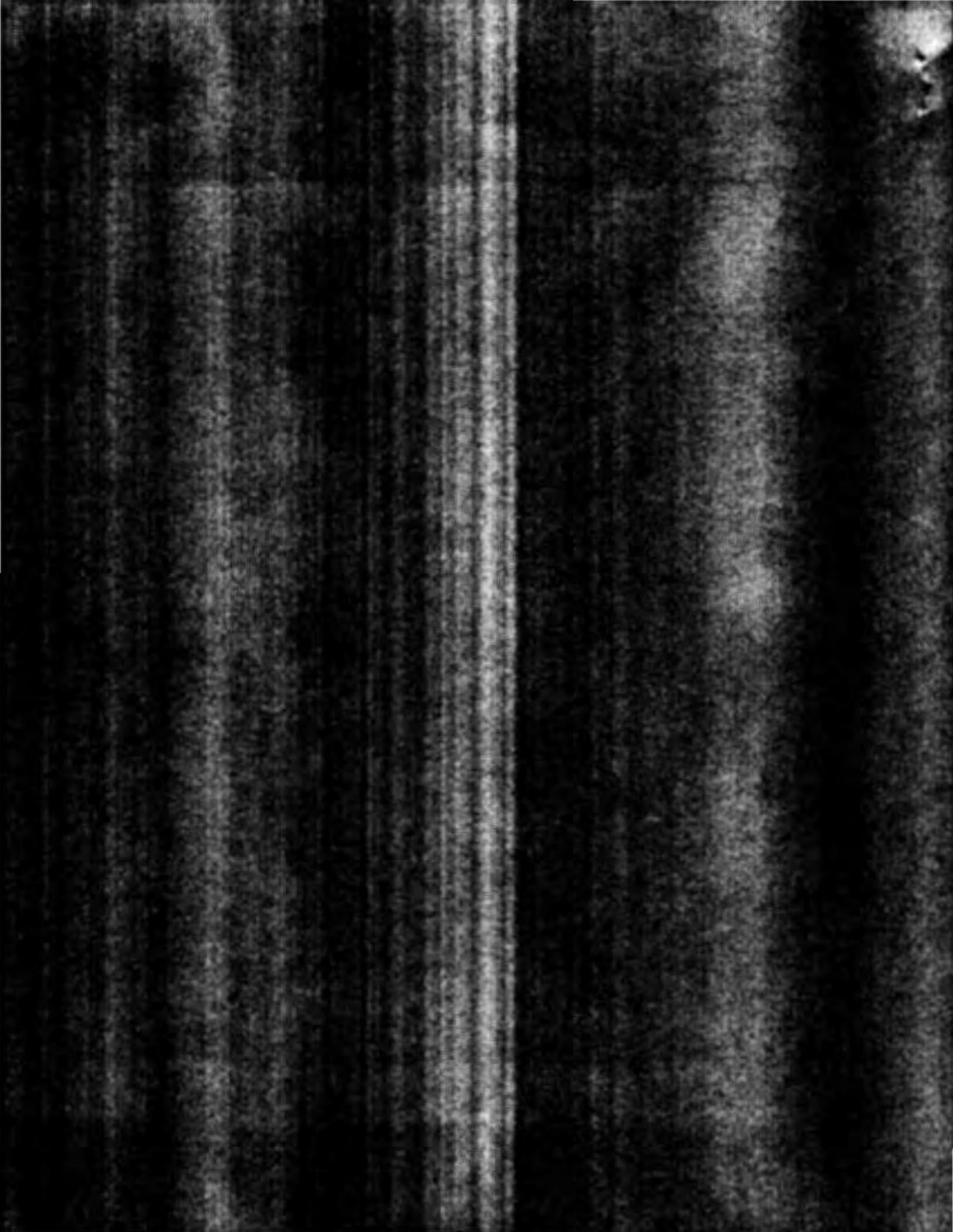
*Mrs. Rae Vader*

Mrs. Rae Vader  
2702 Tokalon St.  
San Diego, CA 92110

cc: California Coastal Commission  
San Diego Coast District Office

**LETTERS OF SUPPORT**  
**for the**  
**MISSION BEACH PARK**  
**MASTER PLAN**  
**(AS A WHOLE)**

**San Diego LCP Amendment**  
**No. 1-95**



Peter M. Douglas  
 Executive Director, California Coastal Commission  
 45 Fremont St., Ste. 2000  
 San Francisco, CA 94105

RECEIVED  
 SEP 3 1996  
 CALIFORNIA  
 COASTAL COMMISSION

Dear Mr. Douglas,

Please vote to approve the Mission Bay Master Plan update. We need the improvements to the Park that the full plan calls for. Users of the park need more parking, more play areas, cleaner water and more bike and walking paths. We need paths that will form a continuous loop around the park. And where ever possible, those paths should be separated from the streets for the safety of all park users

Sincerely,

NAME	ADDRESS
Jenni Wright	9604 Clairborne Sq. La Jolla 92037
Anna Adams	442 S. Orange El Cajon Ca. 92020
Rudi Camoll	11438 Cypress Woods Dr, San Diego 92131 3536
Jean-Philippe	7465 Herschel Ave., La Jolla, CA. 92038
Patricia Poles	347 Dolby Dr Encinitas, Ca 92024
Janet Le Bontel	802 Capistrano Pl San Diego 92109
Mark Lee	1878 Alhambra Pl SD CA 92103
Bob Levy	5609 Lake Murray Blvd CA 92010
Paul DeLoe	2050 PARRINO Dr La Mesa 92110 S.D. CA 92108
Michael Dardelle	108105 Coronado Place SD CA 92154
John Templeton	9830 EDGE LAKE DR LA MESA 92114
Ham Lane	7350 Golfcrest Pl SD. CA 92119 S.D. CA
Late Hemmer	1631 Rancho Mission 92108
Nancy Lutz	10291 Bell Gardens #5 92117
Susan Fogli	3374 Camino del Rio S. 92108

cc: Councilmember Byron Wear  
 Ellen Lirely, California Coastal Commission

This Petition was received  
 with 57 signatories.

August 31, 1996

RECEIVED  
 SEP 05 1996  
 CALIFORNIA  
 COASTAL COMMISSION

Peter M. Douglas  
 Executive Director, California Coastal Commission  
 45 Fremont St., Ste. 2000  
 San Francisco, CA 94105

Dear Mr. Douglas,

Please vote to approve the Mission Bay Master Plan update. We need the improvements to the Park that the full plan calls for. Users of the park need more parking, more play areas, cleaner water and more bike and walking paths. We need paths that will form a continuous loop around the park. And wherever possible, those paths should be separated from the streets for the safety of all park users

Sincerely,

*Christa Stewart*  
 10904 Sabre Hill Dr. #317  
 San Diego, CA 92128

cc: Councilmember Byron Wear, District 2  
 Ellen Lirely, California Coastal Commission

RECEIVED  
 SEP 06 1996  
 CALIFORNIA  
 COASTAL COMMISSION  
 SAN DIEGO COAST DISTRICT

The Commission received  
 7 separately signed copies  
 of this letter.

September 1, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

RECEIVED

SEP 0 5 1996

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

I'm a bike rider. For years, I wondered what idiot planned the boardwalk at Mission Bay Park. Why does it stop right near Bahia Point?

Recently I learned that improvements to the paths are being held up by opposition to their expansion. I even read where someone said that bikers don't want a boardwalk, because we already have enough bike paths in San Diego.

That is stupefying.

They even said that if you should approve a bike path for Bahia Point, make sure it goes out on the street and not around the bay. Obviously those people have never had a bike accident or a near-miss!

Let me state the obvious: Bike paths and boardwalks are good. There are not enough of them. We need more of them, especially in car happy Mission Bay Park!

Sincerely,

  
10914 Sabre Hill Dr.  
San Diego, CA 92128

cc: Councilperson Byron Wear  
Ellen Lirely, California Coastal Commission

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SEP 0 6 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

The Commission received  
9 separately signed copies  
of this letter.

*San Diego*

  
SAMMY'S  
♦ CALIFORNIA ♦  
WOODFIRED PIZZA

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SEP 2 3 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

As a park user, I can tell you first hand that Mission Bay Park is a mess. Our best hope for cleaning it up is the update of the Mission Bay master plan. That is why I hope you'll vote for it now. Without any more delay.

The question is not whether we need a walking and bike paths. The question is how could we have let this huge chunk of the park go without those paths for so long.

The better water quality, additional park lands, additional wetlands and other items that will all be paid for by the lessees make this a great plan.

Sincerely,

  
Jami Ladeki

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

The Commission received  
7 separately signed copies  
of this letter.

August 14, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

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AUG 19 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT  
AUG 19 1996  
CALIFORNIA  
COASTAL COMMISSION

EL

Dear Mr. Douglas,

Have you ever been to Mission Bay Park? Probably not all of it. Because some of the best parts are the hardest to find.

That is because the boardwalk ends right where some of the best parts begin. So when I heard that plans to complete the boardwalk around Mission Bay and Bahia Point were moving ahead, I was happy.

I wasn't happy to hear it could be delayed, however. And that is why I'm writing this letter.

Please approve this boardwalk. Please let the Mission Bay Master Plan go forward. Please don't send the whole thing back to the drawing board.

Please, open up the park and approve the master plan.

Sincerely,

*Peter M. Douglas*  
P0914 Sabre Hill Dr. 335  
San Diego, CA 92128

cc: Councilperson Byron Wear  
Ellen Lirely, California Coastal Commission

The Commission received  
5 separately signed copies  
of this letter.

September 6, 1996

Mr. Peter M. Douglas, Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

RECEIVED  
SEP 12 1996  
CALIFORNIA  
COASTAL COMMISSION

SUBJECT: Mission Bay Master Plan

Dear Mr. Douglas,

As a long time resident of San Diego, I say it is time to approve the full Mission Bay Master Plan. The park look and feels old and needs the full list of upgrades and maintenance the update calls for.

The restoration of the wetlands and eelgrass beds will better maintain the health of the bay, while the expansion of the boardwalk fully around the bay will help the human users of the park maintain their health.

Mission Bay was the premier recreational venue in San Diego for years and it needs the improvements called for in the update to return it to that status.

Please approve the full update to the Master Plan.

Sincerely,

*Rich Brasher*  
Rich Brasher  
6304 Caminito Del Cervato  
San Diego, CA 92111

RB/mlk

c: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED  
SEP 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

LET/G:DOUGLAS.LT1

The Commission received  
8 separately signed copies  
of this letter.

Councilman Byron Wear  
San Diego City Council  
202 C Street, 10th Floor  
San Diego, CA 92101

Dear Councilman Wear,

God didn't create Mission Bay, man did. That is why there are so many problems with Mission Bay. Parking is lousy, water is dirty, and the boardwalk stops around Bahia Point.

Now man wants to fix the boardwalk, add more parking and add more wetlands to improve water quality. In November the Mission Bay Master Plan is going before the Coastal Commission. I urge you to support this plan. We need to improve Mission Bay.

Sincerely,



MARK LINDEN  
13126 WINDBREAK RD.  
SAN DIEGO, CA 92130  
(619) 481-5245

The Commission received  
8 separately signed copies  
of this letter.

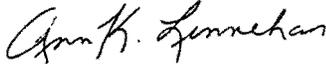
Councilman Byron Wear  
San Diego City Council  
202 C Street, 10th Floor  
San Diego, CA 92101

Dear Councilman Wear,

Mission Bay Park is one of the most beautiful bays in the country. Unfortunately, most visitors have never seen some of its most beautiful spots because the boardwalk does not extend all the way around the bay. The bayside walk ends right where some of the best parts begin. So when I heard about the plans to complete the boardwalk around Mission Bay and Bahia Point I was excited.

However, I was disappointed to hear it could be delayed. That is why I am writing this letter. I strongly urge you to support the Mission Bay Master Plan. This plan needs to go forward without further delay. Please do not send this plan back to the drawing board. Please open up the park and approve the Mission Bay Master Plan.

Sincerely,

  
(619) 294-6782  
1065 Fresno St #6  
San Diego, CA 92110

RECEIVED

JUL 28 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

The Commission received  
7 separately signed copies  
of this letter.

September 5, 1996

Mr. Douglas  
Executive Director, California Coastal Commission  
Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

Summer time and seasonal visitors will now have the opportunity to take a safe walk around a boardwalk. We don't want a "select" group of visitors. However as it is currently Mission Bay boardwalk is too congested for many people. Please include, not exclude walking, jogging, skating, bicycling and skateboarders. Vote Yes and see a wonderful celebration in San Diego Regional Park.

Your vote on the Mission Bay Master Plan Update will be a boon to our economy! Thank you for this Plan! We desperately need you to take one more positive step, vote YES!

Sincerely,



Byron Wear  
Councilmember Byron Wear  
Ellen Lively, California Coastal Commission

RECEIVED

OCT 13 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
OCT 13 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

OCT 21 1996

CALIFORNIA  
COASTAL COMMISSION

Councilman Byron Wear  
San Diego City Council  
202 C Street, 10th Floor  
San Diego, CA 92101

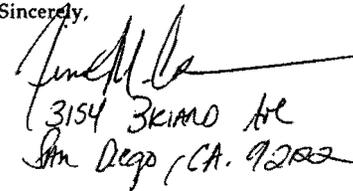
Dear Councilman Wear,

In November, I understand your group will consider the update of the Mission Bay Master Plan.

I urge you to support this plan.

We need a bayside walk around Bahia Point. We need better parking, and we need all of the other improvements as well as a way to pay for it all. That's what the plan does. And I hope you'll make it happen.

Sincerely,



3154 BRIMAD AVE  
SAN DIEGO, CA. 92102

Damaged in  
Mail

RECEIVED  
OCT 3 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Councilman Byron Wear  
San Diego City Council  
202 C Street, 10th Floor  
San Diego, CA 92101

Dear Councilman Wear,

In November, I understand your group will consider the update of the Mission Bay Master Plan.

I urge you to support this plan.

We need a bayside walk around Bahia Point. We need better parking, and we need all of the other improvements as well as a way to pay for it all. That's what the plan does. And I hope you'll make it happen.

Sincerely,

*Monica Lamy*  
1550 Pacific Beach Dr. #9  
San Diego, CA 92109

2200000 00 0006

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

I urge you and your fellow Commissioners to vote Yes to the Mission Bay Master Plan Update. When discussing the improvements in this excellent Plan my friends and I are astonished at the amount of Park Area that is planned for expansion. Nobody has missed your attention to detail where the walking and bike paths are! Similarly, more parking is sorely needed. Yes the Plan addresses what me and my neighbors look forward to:

Your yes vote will undoubtedly bring new visitors to Mission Bay Park! Benefits of cool breezes as well as exercise will due wonders towards enhanced quality of life. Do not hesitate! Please vote yes now, all San Diegans will discover and explore a more inviting, up to date Mission Bay. Yes Now!

Yours Truly,

*P. Humphrey*  
9584 High Park La.  
S.D., CA 92129

cc: Councilperson Byron Wear  
Effen Lirely, California Coastal Commission

RECEIVED  
OCT 14 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

98

September 5, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Suite 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

Please vote yes on the Mission Bay Master Plan Update! As a long time resident of San Diego I have always been curious to know why the original planners of this man made Regional Park did not foresee the obvious need for a walking and bicycle path circling the whole Park. Now a half century later with our phenomenal increase in population as well as our many out of town guests the "complete walk and bike paths" are clearly an important step forward. Walking in our park must also be safe. The Mission Bay Master Plan Update seems to be a sensible solution for us walkers.

Thank you for your time. I will anxiously be waiting to hear about the Coastal Commission's YES Vote on our Mission Bay Master Plan Update!

Yours Truly,

*Jason Poindexter*

10840 SABRE HILLS DR #217  
SAN DIEGO CA  
92128

cc: Councilmember Byron Wear  
Ellen Lirely California Coastal Commission

RECEIVED

OCT - 3 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

OCT 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 24, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

I am a long time resident of San Diego and a frequent user of Mission Bay Park. This Park serves numerous community needs. I enjoy walking and I use the current path ways as they are but they are dangerous. With such vigorous growth in our community the walking and bicycle paths have become too congested. Skate boarders and bicycle riders have a tendency to encroach upon us walkers. You can understand how important the passage of the Mission Bay Master Plan Update is to me! The Update will have a very positive effect in our diverse community Park. Please vote yes!

Sincerely,

*Byron Wear*  
10840 Sabre Hills Dr #217  
San Diego CA 92128

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED

OCT - 3 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

OCT 04 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

October 1, 1996

Dear Mr. Wear,

I am a local Mission Bay resident in favor of the Mission Bay Master Plan. I am writing to urge you to support the Plan. If the Plan is implemented, many of the wonderful natural resources that the Mission Bay area has to offer will finally be put to use. New parks will be created, with trails for walking along and areas for picnicking, the polluted water will be cleaned up, and the boardwalk will be improved.

Sincerely,

*Alex Zirkel*  
Alex Zirkel

RECEIVED  
OCT 07 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

9-30-96

Councilman Byron Wear  
Office of the City Council  
202 C Street, Tenth Floor  
San Diego, CA 92101

Dear Councilman Wear:

As I'm sure you know, the Mission Bay Master Plan will be presented for approval to the California Coastal Commission on November 11. I'm also sure that you are familiar with the various proposals contained within the plan.

But what you may not be so sure of is how the Master Plan is viewed by the people who use Mission Bay. I would like to go on record in strong support of the Master Plan. I know I speak for dozens of my friends and neighbors, too. Everyone I've talked to about the plan thinks it's exactly what Mission Bay needs to bring it into the twenty-first century in grand style.

We need your support to make sure the plan is approved by the Coastal Commission. The improvements it will bring to Mission Bay are enormous, and the time to start those improvements is *now*.

Thank you.

Sincerely,

*Jennifer Wilkins*

Jennifer Wilkins  
7807 Camino Glorita  
San Diego, CA 92122

cc: California Coastal Commission

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OCT 02 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 2, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

I love Mission Bay Park. And that is why I'm willing to write you -- a total stranger -- asking you to pass the improvements, build the boardwalk and to get it done as soon as you can.

I was born near Mission Bay almost thirty years ago. I've seen a lot of changes there since. Many of them good. But the fact is the old park needs some work.

Is the plan perfect? NO.

Is it good? YES.

There is no perfect plan. But this is the best that hundreds of meetings over five years could produce. There is no point to start over again and delay needed park improvements for another five years.

Please do not delay. The park improvements and boardwalk won't solve many of the world's problems, but they will make a small slice of the world a slightly better place.

Sincerely,

Nicole Wolf  
1333 Thomas Ave., #2  
San Diego, CA 92103

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

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SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

8622 Andromeda Road  
San Diego, CA 92126-1804  
(619) 695-3708  
06 Oct 96

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OCT 03 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

California Coastal Commission  
San Diego District Office  
3111 Camino Del Rio North  
San Diego, CA 92108

Dear Coastal Commissioner,

I am writing to voice my support for the Mission Bay Master Plan. If possible I would modify the plan to include extending the board walk around the bay area next to Sea World. I urge you to also support the Mission Bay Master Plan.

Regards,



Mark Allman

September 2, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

RECEIVED  
SEP 05 1996

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

I love Mission Bay Park. And that is why I'm willing to write you -- a total stranger -- asking you to pass the improvements, build the boardwalk and to get it done as soon as you can.

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Please do not delay. The park improvements and boardwalk won't solve many of the world's problems, but they will make a small slice of the world a slightly better place.

Sincerely,

Diane Manor  
4501 Collwood Ln.  
San diego, CA 92115

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED  
SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 21, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

As a former resident of San Diego who hopes to be moving back to San Diego very soon I am very concerned about San Diego landmarks. One of those landmarks is Mission Bay. I understand the Coastal Commission is voting again on the Mission Bay Master Plan. I cannot imagine why.

This plan improves the water, adds park land, adds parking and adds wetlands. It creates a boardwalk for walkers and bicycles completely around the bay.

That is why I'm writing. I can't believe that if we don't write, there is a chance that the Coastal Commission won't approve the boardwalk or the other improvements.

That doesn't make any sense. I'm writing you this letter to ask you to approve this plan that will benefit all park visitors.

Sincerely,

Anne Wierneck

234 Forest Ave.  
Glen Ellyn, IL 60137

cc: Councilperson Byron Wear  
Ellen Lirely, California Coastal Commission

S. Diego

AUG 26 1996

RECEIVED  
AUG 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 21, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

As a former resident of San Diego who hopes to be moving back to San Diego very soon I am very concerned about San Diego landmarks. One of those landmarks is Mission Bay. I understand the Coastal Commission is voting again on the Mission Bay Master Plan. I cannot imagine why.

This plan improves the water, adds park land, adds parking and adds wetlands. It creates a boardwalk for walkers and bicycles completely around the bay.

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That doesn't make any sense. I'm writing you this letter to ask you to approve this plan that will benefit all park visitors.

Sincerely,



234 Forest Ave.  
Glen Ellyn, IL 60137

cc: Councilperson Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED

AUG 28 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

AUG 29 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 6, 1996

Mr. Peter M. Douglas, Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

**SUBJECT:** Mission Bay Master Plan

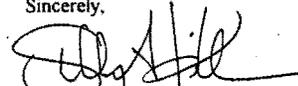
Dear Mr. Douglas,

As a long time resident of San Diego and user of Mission Bay Park, I believe it is time to approve the Mission Bay Master Plan. The park is in need of the full list of upgrades and maintenance called for in the update.

The restoration of the wetlands and eelgrass beds will better maintain the health of the bay, while the expansion of the boardwalk will allow better use of the park.

Mission Bay has been a prime recreational facility for years, but it needs to be updated through the improvements outlined in the Master Plan. Therefore, I urge you to approve the update of the Mission Bay Master Plan.

Sincerely,



Shelly A. Kibourn  
4227 Orchard Avenue  
San Diego, CA 92107

SK/mlk

c: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED

SEP 12 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

SEP 13 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

LET/G/DOUGLAS.LT1

August 11, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

I am a long time resident of San Diego and I use our regional parks. On such a visit just last week I was told the Coastal Commission is voting yet again on the Mission Bay Master Plan. I cannot imagine why.

This plan improves the bay water. It adds park land. It adds parking and it adds wetlands. And creates a boardwalk where one should have been built years ago. A long time ago.

So, that is the reason I'm writing to you.

Walking and use of the pathways is the second most popular use of Mission Bay Park. To propose that parking spaces should have preference around Bahia Point instead of a full pathway for bikes and walking is absurd!

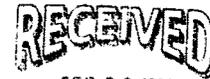
The opposition to walkways just doesn't make any sense. I'm writing you this letter to ask; even beg or plead, for you to approve this plan that will benefit all park visitors.

Sincerely,



10914 Sabre Hill Dr. # 336  
San Diego, CA 92128

cc: Councilmember Byron Wear, District 2  
Ellen Lirely, California Coastal Commission



SEP 23 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 6, 1996

Mr. Peter M. Douglas, Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

**SUBJECT:** Mission Bay Master Plan

Dear Mr. Douglas,

Have you ever been to Mission Bay Park? Probably not all of it. Because some of the best parts are the hardest to find. That is because the boardwalk ends right where some of the best parts begin.

So when I heard that plans to complete the boardwalk around Mission Bay and Bahia Point were moving ahead, I was happy. However, I wasn't happy to hear it could be delayed; and that is why I'm writing this letter. Please approve this boardwalk and let the Mission Bay Master Plan go forward.

Sincerely,



Renee Casignone  
2118 Shadetree Lane  
Escondido, CA 92029

RC/mlk

c: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

LET/G/DOUGLAS.LTI

RECEIVED

OCT 02 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

9-27-96

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OCT 2 1996

CALIFORNIA  
COASTAL COMMISSION

Councilman Byron Wear  
Office of the City Council  
202 C St.  
San Diego, California 92101

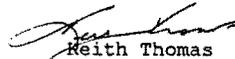
Dear Councilman Wear:

As a resident of Mission Beach, I am so appreciative of everything Mission Bay has to offer. But I also know of its shortcomings. The fine things about Mission Bay will stay fine, but the shortcomings have a chance to be fixed. How? The Mission Bay Master Plan.

I am strongly in favor of a bike-pedestrian path around the Bahia Hotel. That will provide access that until now has been impossible. And how could I not be in favor of cleaner water and more parks?

This is a good plan - good for Mission Bay and good for San Diego. Please vote in favor of the plan when it comes before the Coastal Commission for approval in November.

Sincerely,

  
Keith Thomas

808 San Rafael Pl. #1  
San Diego, CA 92109

cc: California Coastal Commission  
• San Diego District Office  
• San Francisco Office  
• Louis Calcagno, Chair

MCKINLEY NIELSEN  
ASSOCIATES, INC.

RECEIVED

OCT - 2 1996

CALIFORNIA  
COASTAL COMMISSION

September 24, 1996

Mr. Peter M. Douglas  
Executive Director  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

RECEIVED

OCT 02 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

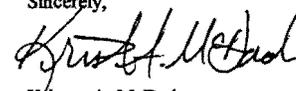
Dear Mr. Douglas:

A native San Diegan, I have been an avid user of Mission Bay Park since childhood. Over the years, I have seen public use of this valuable recreational resource increase substantially. With the increased usage of the park, it is important that changes be made to keep the park user-friendly for everyone.

Each year, a larger number of people use the park for running, walking, biking and skating. Completion of the bicycle and walking paths around the entire park will allow the public to continue to use the park in a safe and enjoyable environment. As a runner, I know that separated paths will enhance the safety for those using the park for these activities.

I urge you to approve the Mission Bay Master Plan Update and approve the completion of pathways around the entire park.

Sincerely,



Kristen A. McDade  
Associate

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

Councilman Byron Wear  
San Diego City Council  
202 C street, 10th floor  
San Diego, CA 92101  
cc: California Coastal Commission

September 25, 1995

Councilman Wear:

I am a Mission Bay Resident. I am also an avid windsurfer and bicyclist. I am writing to tell you that I am in strong support of the Mission Bay Master Plan. This plan proposes much needed improvements. We really need more pedestrian and bicycle access to the bay.

I have been informed that the Plan will be decided on this November. I urge you allow Mission Bay to become a more beautiful and user friendly place. Please vote in favor of The Mission Bay Master Plan.

Sincerely,  
*Todd Hiltz*  
Todd Hiltz

*no address*

RECEIVED

OCT 01 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Anna Yescas  
440 L Street #N  
Chula Vista, California 91911

RECEIVED

OCT - 2 1996

September 28, 1996

Byron Wear, Councilperson  
San Diego City Council  
202 C Street, Tenth Floor  
San Diego, CA 92101

RECEIVED

OCT 03 1996

CALIFORNIA  
COASTAL COMMISSION

Re: Mission Bay Master Plan

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Councilman Wear:

I would like to go on record as an enthusiastic supporter of the Mission Bay Master Plan.

I challenge you to find a single San Diegan (or Chula Vistan) who hasn't enjoyed what Mission Bay has to offer on many occasions. But we all realize that the improvements proposed in the Master Plan are not just desirable — they are necessary and long overdue.

But we need your help. Even though the Master Plan has already been approved by the California Coastal Commission, it has to go through the approval process once again, for reasons that are beyond my understanding.

I can't say it in stronger terms. We need the improvements in the Mission Bay Master Plan. And we need your vote to ensure its approval.

Yours very truly,

*Anna Yescas*

Anna Yescas

cc: California Coastal Commission

San Diego <sup>er</sup>

September 26, 1996

Sept. 23, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

SEP 30 1996  
CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Wear and the Coastal Commission,

I recently learned about the Mission Bay Master Plan. I am excited about the prospect of an upgraded boardwalk and more park areas along the bay. It's about time! I hope that the plan is put into action soon.

Sincerely,

*Beth Knisely*

Beth Knisely (Mission Bay Resident)  
822 San Jose Place  
San Diego, CA 92109

Dear Mr. Douglas,

I am very pleased to see that the Mission Bay Master Plan Update makes reference to architectural merit. Function is paramount, however Mission Bay Park is our regional treasure. Conceptually the Plan acknowledges the question of form, with these elements in synchronization the Park we enjoy will maintain its integrity.

Fifty years ago the Park's size and spacial concept fit. This new 1996 Update fits our current needs. I very much enjoy the Plan's call for a completion of the walking and bike boardwalk as well as the enhancement of wet land area and park and picnic facilities. Bravo to the Mission Bay Master Plan Update! We eagerly await your YES vote towards this essential UPDATE!

RECEIVED

SEP 30 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Very Truly Yours,

*Douglas E Mann*  
DOUGLAS E. MANN  
13191 SCABARD PL  
SAN DIEGO, CA 92128

RECEIVED

OCT 01 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

California Coastal Commission  
The San Diego Coast District Office  
3111 Camino Del Rio North  
San Diego, Ca 92108

September 24, 1996

To The Coastal Commission:

I am writing to express my support for the Mission Bay Master Plan. It is about time that we have a safe, user friendly pathway along the bay that will allow bikers and walkers to go from one end of the bay to the next without dodging cars near the Bahia Hotel. I am much in favor of the Plan's solution to this problem. I am also glad to know that the plan will create more wetlands and parks for people to enjoy. I am told that a decision will be made as to whether to instate the plan this November. Let's get this plan underway!

Yours,

*Heather McCloskey*  
Heather McCloskey

RECEIVED

SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

*No address*

RECEIVED

SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

9-24-96

Carol Anne Diesel  
10076 Swanton Drive  
Santee, California 92071

Councilman Byron Wear  
Office of the City Council  
202 C Street  
San Diego, California 92101

Dear Councilman Wear:

I am writing to you about the Mission Bay Master Plan. I support the plan 100 percent and hope you will vote for its approval in November.

Residents and visitors to San Diego love Mission Bay. The master plan will bring some much needed improvements to the park - improvements like more parking, better water quality, more bike paths and more grassy areas. These are necessary and desirable improvements.

I urge you to support the master plan. Without it, the problems we have in Mission Bay Park right now - parking, traffic, contaminated water - will not be solved for years.

Yours very truly,

*Carol Anne Diesel*

Carol Anne Diesel

Copy to: California Coastal Commission, San Diego Office

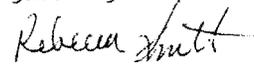
Rebecca Smith  
822 San Jose Place  
San Diego, CA 92109

Byron Wear  
202 C Street 10th floor  
San Diego, CA 92101

To Whom it May Concern:

I am writing to express my support for the Mission Bay Master Plan. I live a few footsteps from the bay and use the area alot. I welcome the changes that the plan offers. We need more wetlands, parks, and boardwalk space.

Yours Truly,



Rebecca Smith

RECEIVED

SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 23, 1996

Mark Schmid  
AZA Industries  
2713 Loker Avenue West  
Carlsbad, CA 92009

Byron Wear, Councilmember  
San Diego City Council  
202 C Street  
San Diego, CA 92101

Dear Councilman Wear,

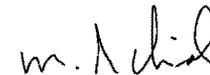
I would like to express my support for the Mission Bay Master Plan.

It is my understanding that because of a technicality, the Master Plan is going before the California Coastal Commission for approval - again - in November.

Mission Bay Park needs the improvements proposed by the plan. The park is crowded, the water quality is poor, and traffic is a nightmare. The Master Plan addresses these problems.

Without further delay, I urge you to approve the Mission Bay Master Plan.

Sincerely,



Mark Schmid

cc: California Coastal Commission

RECEIVED

SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Amanda E. Hamels  
13235 Midbluff Ave.  
San Diego, CA 92128

September 5, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

RECEIVED  
SEP 26 1996

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

I beg you to vote yes! We are the 6th largest city in the nation and we have the honor to call San Diego "America's Finest City." Your vote to approve this comprehensive Plan will bring our out of date Regional Park up to date. The care that you took to include a stronger sense of environmental awareness is part of your recognition of the necessary changes that are essential to the success of the Mission Bay Master Plan Update.

It is a long time in coming, but it is never too late for all of our citizens from all corners of our city to enjoy using this forward thinking walking and bicycle path. A YES vote towards the Mission Bay Master Plan Update will show that you care about keeping our precious Regional Park Grounds current with our times!

Yours Truly,

*Amanda Hamels*

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED  
SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 5, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Suite 2000  
San Francisco, CA 94105

RECEIVED  
SEP 26 1996

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Douglas,

Please vote yes on the Mission Bay Master Plan Update! As a long time resident of San Diego I have always been curious to know why the original planners of this man made Regional Park did not foresee the obvious need for a walking and bicycle path circling the whole Park. Now a half century later with our phenomenal increase in population as well as our many out of town guests the "complete walk and bike paths" are clearly an important step forward. Walking in our park must also be safe. The Mission Bay Master Plan Update seems to be a sensible solution for us walkers.

Thank you for your time. I will anxiously be waiting to hear about the Coastal Commission's YES Vote on our Mission Bay Master Plan Update!

Yours Truly,

*Paul Lennon*

13396 Salmon River RD  
SD CA 92129

cc: Councilmember Byron Wear  
Ellen Lirely California Coastal Commission

RECEIVED  
SEP 27 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 9, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Suite 2000  
San Francisco, CA. 94105

Dear Mr. Douglas,

The Mission Bay Master Plan Update includes everything my family needs. The park near our home is too small and lacks diversity. With three children we require constant entertainment, especially where the girls are concerned. Much of what we enjoy as a family is walking, bicycling and various water sports.

We have seen the map showing where the full Boardwalk is planned. This Plan and Update are extremely important to me and my family as it inevitably is to an untold number of families like ours. Vote YES for the Mission Bay Master Plan Update!

Much Thanks,

Ann Powell  
4403 Exbury Ct.  
San Diego, CA 91230

cc: Councilmember Byron Wear  
Ellen Lirely California Coastal Commission

RECEIVED

SEP 17 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

SEP 18 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 6, 1996

Mr. Peter M. Douglas, Executive Director  
**CALIFORNIA COASTAL COMMISSION**  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

**SUBJECT:** Mission Bay Master Plan

Dear Mr. Douglas,

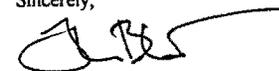
I recently moved to San Diego. One factor influencing my move was the amenity of Mission Bay Park. After acquiring some background on the park and its improvement status, I say it is time to approve the full Mission Bay Master Plan. The park looks and feels old and needs the full list of upgrades and maintenance recommended in the update.

The restoration of the wetlands and eelgrass beds will enhance and maintain the health of the bay, while the expansion of the boardwalk fully around the bay will help the users of the park maintain their health.

Mission Bay was the premier recreational venue in San Diego for years and it needs the improvements called for in the update to return it to that status.

Please approve the full update to the Master Plan.

Sincerely,



Thomas Blessent  
814 Amiford Drive  
San Diego, CA 92107

TB/mlk

c: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

LET/DOUGLAS.LT

RECEIVED

SEP 18 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

SEP 19 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

CR



The American Council on Exercise is a not-for-profit organization committed to enriching quality of life through safe and effective physical activity.

5820 Oberlin Drive  
Suite 102  
San Diego, California  
92121-3787

P.O. Box 910449  
San Diego, California  
92191-0449

619 • 535 • 8227  
FAX  
619 • 535 • 1778

Web Site:  
<http://www.acefitness.org>

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David E. Upton, PhD  
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RECEIVED  
SEP 23 1996

CALIFORNIA  
COASTAL COMMISSION  
RECEIVED  
SEP 24 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 17, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Suite 2000  
San Francisco, CA 94105

Dear Mr. Douglas:

You have the opportunity to increase the physical activity of San Diego-area residents by approving the Mission Bay Master Plan update. The plan, among other things, will expand pathways for pedestrians and bicyclists in the Mission Bay area.

As I'm sure you are aware, the recently released U.S. Surgeon General's Report on Physical Activity and Health concluded that regular physical activity reduces the risk of developing or dying from some of the leading causes of illness and death in the United States. Given the numerous health benefits of physical activity, the hazards of being inactive are clear. Physical inactivity is a serious, nationwide problem, creating a national burden of unnecessary illness and premature death.

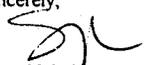
The good news is that the Surgeon General's Report identified promising ways to help people include more physical activity in their daily lives. The Report states: "In the face of powerful societal inducements to be inactive, efforts must be made to create environments in communities that afford maximum opportunity to be active."

The Report further states that *community planners can increase physical activity by helping to ensure people have safe areas to walk or ride bikes.* Fear of traffic is one of the most frequently cited reasons for not bicycling. In fact, pedestrians and bicyclists account for 14 percent of yearly traffic fatalities according to the Report. In a 1994 U.S. Department of Transportation survey cited in the Surgeon General's Report, more than half of the respondents indicated that they would walk, or walk more, if there were safe pathways (protected from automobile hazards). *A majority also wanted their local government to provide better opportunities to walk or bicycle.*

With the overwhelming evidence compiled by the Surgeon General's Report on the ill effects of physical inactivity and the community planner's

ability to make a beneficial impact, can you even consider not voting for the Mission Bay Master Plan update? Help make a difference in the very serious problem of physical inactivity, vote for the Mission Bay Master Plan update.

Sincerely,

  
Sheryl Marks Brown  
Executive Director  
American Council on Exercise

cc: Council member Byron Wear  
Ellen Lirely, California Coastal Commission  
Camille Ohlson

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

RECEIVED  
AUG 20 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED  
AUG 19 1996

CALIFORNIA  
COASTAL COMMISSION

Dear Mr Douglas.

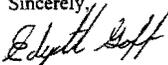
As a park user, I can tell you first hand that Mission Bay Park is a mess. Our best hope for cleaning it up is the update of the Mission Bay master plan. That's why I hope you'll vote for it now. Without any more delay.

The question is not whether we need a boardwalk. The question is how could we have let this huge chunk of the park go without a boardwalk for so long.

The better water quality, additional park lands, additional wetlands and other items that will all be paid for by the lessees make this a great plan.

So vote for it already.

Sincerely,

  
5700 Baltimore Dr. #54  
La Mesa, CA 91942

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

Pardee Construction  
Company

RECEIVED  
SEP 18 1996

CALIFORNIA  
COASTAL COMMISSION

September 16, 1996

Peter M. Douglas  
Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Dear Mr. Douglas:

Having been born and raised in San Diego and having raised my family here, I have been a life-long user of Mission Bay Park and have seen the changes to the Park over the years. With the growth in use of the Park, we need to keep current in how people use the Park. More and more people use the Park for walking, biking and running. Completion of the bicycle and walking paths completely around the Park will allow people to enjoy that use of the Park to the fullest. As a runner, and having run thousands of miles around Mission Bay over the years, I know that separate paths also contribute to the safety of all those participating in those activities.

Please vote yes on the Mission Bay Master Plan Update.

Please vote yes on the pathways completely around the Park.

Sincerely,

  
Mike Madigan

MM:eg

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

110 West C Street, Suite 2200  
San Diego, California 92101  
Tel (619) 525 7240  
FAX (619) 231 1765



Michael D. Madigan  
Senior Vice President  
Development Coordination

August 26, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

As a park user, I can tell you first hand that Mission Bay Park is a mess. Our best hope for cleaning it up is the update of the Mission Bay Master Plan. That is why I hope you'll vote for the plan now, without further delay.

The question is not whether we need walking and bike paths. The question is how could we have let a huge chunk of the park go without those paths for so long?

The better water quality, additional park lands, additional wetlands and the other items the plan calls for will all be paid for by the lessees. That makes this a great plan.

Please vote yes on the plan!

Sincerely,

*Pat Uildherr*  
12369 Parkside St.  
Lakeside, CA 92040

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED  
SEP 05 1996  
CALIFORNIA  
COASTAL COMMISSION

RECEIVED  
SEP 06 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

RECEIVED

SEP 08 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 6, 1996

Mr. Peter M. Douglas, Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

SUBJECT: Mission Bay Master Plan

Dear Mr. Douglas,

As a park user, I can tell you first hand that Mission Bay Park is a mess. Our best hope for cleaning it up is the update of the Mission Bay Master Plan. That is why I hope you will vote for it now, without anymore delay.

The question is not whether we need walking and bike paths. The question is how could we have let this vast coastal park go without those paths for so long.

The better water quality, additional park lands, additional wetlands, and other items that will all be paid for by the lessees make this a great plan.

Vote now, approve the full update, and let the Mission Bay Master Plan move forward.

Sincerely,

*JoAnn Edwards*  
JoAnn Edwards  
3638 Indiana Street  
San Diego, CA 92103

JE/mlk

c: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

LET/DOUGLAS.LTI



**Papachinos of Poway**  
**13425 Poway Rd.**  
**Poway, CA 92064**  
**(619) 748-7100**

RECEIVED  
 SEP 17 1996

CALIFORNIA  
 COASTAL COMMISSION

September 4, 1996

Peter M. Douglas  
 Executive Director, California Coastal Commission  
 45 Fremont St., Ste. 2000  
 San Francisco, CA 94105

RECEIVED  
 SEP 06 1996

SEP 9 1996  
 CALIFORNIA  
 COASTAL COMMISSION  
 SOUTH COAST DISTRICT

September 5, 1996

Mr. Peter M. Douglas  
 Executive Director  
 California Coastal Commission  
 45 Fremont Street  
 San Francisco, Ca 94105

Dear Mr. Douglas:

As a park user, I can tell you first hand that Mission Bay Park is a mess. Our best hope for cleaning it up is the update of the Mission Bay master plan. That is why I hope you will vote for it now, without any more delay.

The question is not whether we need a walking and bike path around the bay, the question is how could we have let this huge chunk of the park go without those paths for so long.

The better water quality, additional park lands, additional wetlands, and other items that all be paid for by the lessees make this a great plan. Please pass it as soon as possible.

Sincerely,

Stephen V. Slamon  
 Owner

SOS/ws  
 CC: Councilmember Byron Wear  
 Ellen Lirly, California Coastal Commission

RECEIVED

SEP 18 1996

CALIFORNIA  
 COASTAL COMMISSION  
 SAN DIEGO COAST DISTRICT

Dear Mr. Douglas,

I am very interested in the Mission Bay Master Plan Update for some very personal reasons. Several years ago I suffered a spinal injury and today my main form of outdoor recreation comes from going on long walks in my wheelchair. I love to walk around our parks and near the ocean. I take every opportunity to do so.

I have been fortunate to spend holidays in Santa Barbara with my boyfriend. When we are there I make daily use of the walking path from the tip of the breakwater to the end of East Beach. The separate walking and bike paths are wonderful and safe to use. I would like to see a similar bike and walking paths go completely around Mission Bay.

Because of my desire to see the walking and bike paths extended completely around the Park I have asked many friends and neighbors who share my feelings to write to you. We all feel the paths are a needed addition to the park for our health and enjoyment.

Thank you very much for your consideration on this issue

Sincerely,

C. A. Ohlson  
 10914 Sabre Hill Dr. #333  
 San Diego, CA 92128

Wendy LUEKE

RECEIVED

AUG 29 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 24, 1996

Mr. Byron Wear, Councilmember  
San Diego City Council  
202 C Street, Tenth Floor  
San Diego CA 92101

Dear Councilman Wear:

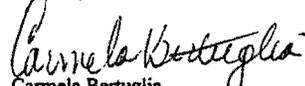
I am not a native San Diegan, but I'm beginning to feel like one. What sold me on San Diego was Mission Bay: The beaches, the paths for biking and rollerblading, and, of course, all the water sports.

I learned about the Mission Bay Master Plan from some friends, who told me how much it will improve Mission Bay, adding more parks and bike paths. But my friends also told me the plan might be in jeopardy.

I like to think I know just about every square inch of Mission Bay Park, and I'll be the first to admit it needs some improvement in some places. The master plan addresses those needs.

I hope that I, and other users of Mission Bay, can count on you to vote in favor of the Mission Bay Master Plan. This is a perfect opportunity to make a good place even better - for all San Diegans.

Sincerely,

  
Carmela Bertuglia  
7552 Fay Ave., La Jolla CA 92037

cc: Ellen Lirely  
San Diego Coast District Office

RECEIVED

SEP 05 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

September 4, 1996

Councilman Byron Wear  
San Diego City Council  
202 C Street  
San Diego, CA 92101

Re: Mission Bay Master Plan

Dear Councilman Wear,

Although San Diego is my adopted hometown, my husband and two sons are bona fide natives. One of our favorite places is Mission Bay. There's not much we haven't enjoyed at the bay: sailing, Jet Skiing, wind surfing, bike riding, picnicking, roller blading. You name it, we've done it.

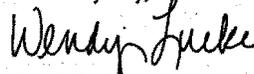
Spending as much time at Mission Bay as we do, it would be impossible not to notice areas that need improvement. Fiesta Island, for example. All that shoreline and it's still little more than a dirt lot. Also, the water in the bay is often contaminated. And the boardwalk abruptly ends about halfway around the Bahia Hotel. And parking can be a real challenge sometimes.

But now I understand all these things are about to fixed. That is, if the Mission Bay Master Plan is approved by the California Coastal Commission.

We love Mission Bay, but we would love it even more if its glitches were fixed. From all I've heard and read, the Master Plan will do just that. As our representative to the Coastal Commission, you must realize how important Mission Bay is to San Diegans and how important these improvements are.

Please, I urge you to approve the Mission Bay Master Plan.

Yours very truly,

  
Wendy Lueke

cc: CA Coastal Commission  
San Diego District Office

10990 Portobelo Drive • San Diego, California 92124

August 10, 1996

Beverlie Ohler  
5173 Waring Road #134  
San Diego, CA 92120

Mr. Louis Calcagno, Chairman  
California Coastal Commission  
P.O. Box 62  
Moss Landing, CA 95039

Re: Mission Bay Master Plan

Dear Mr. Calcagno:

I am writing to you as a total stranger to urge you to pass the Mission Bay Master Plan that will come before the Coastal Commission in November.

I was born in San Diego some sixty-five years ago. As a teenager and young adult, the beach was my home away from home, and as Mission Bay continued to develop and I married and had children, my family spent many, many happy days enjoying the park. I've seen a lot of changes there since I was a young surfer, many of them good. But the fact is that the old park needs some work.

Is the plan perfect? Probably not. But is it good? Absolutely.

And remember, perfection is the enemy of done. The fact is, we could start this planning process over again — and I attended almost all the hundred-plus meetings on this over the last five years — and when we finish that, we're not going to have anything but more paper and a more crowded park.

Please don't delay this plan a single day longer over something as inconsequential as a boardwalk that a very few people don't think is a good idea. Building a boardwalk won't solve many of the world's problems, but it will make a small slice of Mission Bay a slightly better place. And the Mission Bay Master Plan will make all of Mission Bay Park a significantly better place for locals and tourists alike.

Sincerely yours,



Beverlie Ohler

cc: Byron Wear, Commissioner  
Peter M. Douglas, Executive Director, CA Coastal Commission  
San Diego Coast District Office

RECEIVED  
AUG 17 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 26, 1996

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

My church group makes regular use of Mission Bay Park. On our trips I have noticed how run down the park has become. It needs improvements to cope with the increased use it is receiving. The park needs more parking, better water, more green areas and full bike and walking paths throughout.

Please vote yes on the update.

Sincerely,



4259 Juniper St. #34  
San Diego, CA 92105

cc: Councilmember Byron Wear  
Ellen Lirely, California Coastal Commission

RECEIVED  
SEP - 3 1996  
CALIFORNIA  
COASTAL COMMISSION

HENRY F. HUNTE  
6215 Camino de la Costa  
La Jolla, CA 92037  
(619) 454-7237

August 15, 1996

Mr. Peter M. Douglas  
Executive Director  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Dear Mr. Douglas:

In November, your group will consider the update of the Mission Bay Master Plan. Your support of this plan is our best hope for cleaning up Mission Bay Park.

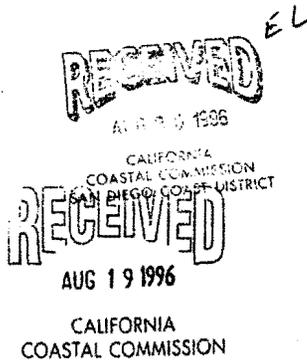
We need a boardwalk around Bahia Point, along with better park access, more parking and other improvements. The plan will provide for these items, along with better water quality, additional wetlands areas and wildlife habitats, all of which will be paid for by the lessees.

I urge your support of this plan.

Sincerely,

  
Henry F. Hunte

cc: Byron Wear, Councilmember  
Ellen Lirely, Coastal Commission



August 12, 1996

Mr. Peter M. Douglas  
Executive Director  
CALIFORNIA COASTAL COMMISSION  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Dear Mr. Douglas:

In November, I understand your group will consider the update of the Mission Bay Master Plan.

I urge you to support this plan.

We need a boardwalk around Bahia Point. We need better parking, and we need all of the other improvements in the plan as well as a way to pay for it all. That's what the plan does. And I hope you'll make it happen ASAP!!!!

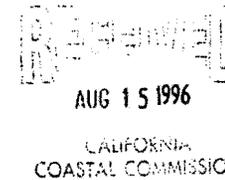
Sincerely,

SADBERRY PROPERTIES, INC.

  
Thomas W. Sudberry, Jr.  
President

TWS:cb

cc Camille Ohlson



Sudberry Properties, Inc.  
5465 Morehouse Drive, Suite 260  
San Diego, CA 92121-4714  
Phone: 619/546-3000  
Fax: 619/546-3009



Terry Dapper  
P.O. Box 87051  
San Diego, California 92138  
(619) 991-4326

August 12, 1996

Byron Wear, Councilmember  
San Diego City Council  
202 C Street, 10<sup>th</sup> Floor  
San Diego, CA 92101

Re: The Mission Bay Master Plan

Dear Mr. Wear,

I am a native San Diegan who spends much of his free time riding a bicycle around Mission Bay. Well, most of Mission Bay anyway. And that's why I'm writing to you.

There's a part of Mission Bay where the bike path/boardwalk abruptly ends — near the Bahia Hotel — and you either have to turn around and go back, or pick up your bike and carry it across a large expanse of grass to a parking lot, where you play a nasty game of dodge with cars.

So, I was elated to learn that part of the Mission Bay Master Plan includes extending the boardwalk all the way around Bahia Point, thus completing the path *all the way around* Mission Bay.

My elation was short-lived when I found out that a small group of people don't think this is a good idea (for reasons that are beyond my understanding) and have jeopardized approval of the entire plan.

As a Coastal Commissioner, I hope you'll agree that the Mission Bay Master Plan is good for everyone and not let a few short-sighted individuals sway you.

Please support the plan — the whole plan — when it comes before the Coastal Commission in November.

Sincerely,



Terry Dapper

CC: California Coastal Commission  
San Diego Coast District Office



August 14, 1996

Staige Hodges  
6427 Caminito Liso  
San Diego, CA 92111

Byron Wear  
San Diego City Council  
202 C Street, 10<sup>th</sup> Floor  
San Diego, CA 92101

Re: Mission Bay Master Plan

Dear Councilman Wear,

*I have recently learned that the Mission Bay Master Plan — which I thought was signed, sealed and delivered — is going back before the California Coastal Commission in November.*

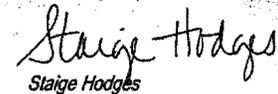
*I'm having trouble understanding how a plan that has been so carefully crafted over a five-year period, approved by every planning group and neighborhood organization, and beneficial to everyone who uses Mission Bay Park still needs another hearing.*

*I spend as much of my free time as I can in Mission Bay, and as beautiful as it is, it needs some improvement. The Master Plan does this. More parking, more bicycle paths, more parks, better water quality. And all these improvements will be paid for by existing business owners.*

*If there's a flaw in this plan, I fail to see it.*

*I urge you to approve this plan. Now! The people who use Mission Bay Park are solidly in support.*

Yours very truly,



Staige Hodges

Copy to: California Coastal Commission  
San Diego Coast District Office



EL

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AUG 20 1996

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AUG 19 1996

CALIFORNIA  
COASTAL COMMISSION

Peter M. Douglas  
Executive Director, California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Dear Mr. Douglas,

I understand the Coastal Commission is voting again on the Mission Bay Master Plan. I cannot imagine why.

This plan improves the water, adds park land, adds parking and adds wetlands. It creates a boardwalk for walkers and bicycles completely around the bay.

That is why I'm writing. I can't believe that if we don't write, there is a chance that the coastal commission won't approve the boardwalk or the other improvements.

That doesn't make any sense. I'm writing you this letter to ask you to approve this plan that will benefit all park visitors.

Sincerely,

*Barbara Borden*

10908 Sabre Hill Dr. #325  
San Diego, CA 92120

cc: Councilperson Byron Wear,  
Ellen Lirely, California Coastal Commission

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AUG 17 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

James Dovel

August 14, 1996

Councilman Byron Wear  
San Diego City Council  
202 C St.  
San Diego, CA 92101

Dear Councilman Wear:

I understand the Coastal Commission is voting (again) on the Mission Bay master plan. I cannot imagine why it needs to be considered again.

This plan improves the bay water. Adds park land. Adds parking. Adds wet lands. And creates a boardwalk, where one should have been built a long time ago.

So, that's the reason I'm writing. What I can't believe is that there's a chance that the Coastal Commission won't approve the boardwalk and other improvements.

That doesn't make any sense. So I'm writing you this letter to ask, beg, and plead, for you to pass this plan, with all the trimmings.

Sincerely,

*James Dovel*  
James Dovel

P.S. A copy of this letter has been sent to the San Diego Office of the California Coastal Commission

1265 Foxglenn, Escondido, California 92029

August 13, 1996

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AUG 16 1996

CALIFORNIA  
COASTAL COMMISSION

Mr. Louis Calcagno  
P.O. Box 62  
Moss Landing, California 95039

Re: San Diego's Mission Bay Master Plan

Dear Mr. Calcagno,

In November the California Coastal Commission will hear, once again, the Mission Bay Master Plan.

Have you ever been to Mission Bay Park? Probably not all of it, because some of the best parts are the hardest to find. That's because the boardwalk ends right where some of the best parts begin.

I am a former resident of San Diego, and my daughter and I still visit often, usually staying in a hotel on Mission Bay. So when I heard about plans to complete the boardwalk around Mission Bay and Bahia point were moving ahead, I was happy.

I wasn't happy to hear it could be delayed, however. And that is why I'm writing this letter.

Please approve this boardwalk. Please let the Mission Bay Master Plan go forward. Please don't send the whole thing back to the drawing board.

Please, open up the park and approve the Master Plan.

This will be good for everyone.

Sincerely,

*Elaine Medosch*

Elaine Medosch

3520 Brayton Ave.  
Long Beach, California 90807

cc: Mr. Peter W. Douglas  
Executive Director, California Coastal Commission

EL  
Nancy Ohler  
6851 50<sup>th</sup> Street  
San Diego, California 92120

August 14, 1996

Councilman Byron Wear  
San Diego City Council  
202 C Street, 10th Floor  
San Diego, California 92101

Dear Councilman Wear,

I'm writing to you about the Mission Bay Master Plan.

Take it from someone who spends a great deal of time riding her bicycle around the bay. This is a good plan.

Why? Because, among other things, it will finally complete the bike path all the way around the bay. This is something that is important to many people and should have been done years ago.

The rest of the plan is important, too. Finally we'll have more parking. And more parking means less traffic congestion.

I urge you to vote to approve the Mission Bay Master Plan. Mission Bay is a jewel in San Diego's crown, but it needs a little polishing. The Master Plan will do that. And more.

Sincerely yours,

*Nancy Ohler*

Nancy Ohler

cc: San Diego District Office  
California Coastal Commission

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AUG 15 1996  
CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

August 10, 1996

Beverlie Ohler  
5173 Waring Road #134  
San Diego, CA 92120

Mr. Louis Calcagno, Chairman  
California Coastal Commission  
P.O. Box 62  
Moss Landing, CA 95039

Re: Mission Bay Master Plan

Dear Mr. Calcagno:

I am writing to you as a total stranger to urge you to pass the Mission Bay Master Plan that will come before the Coastal Commission in November.

I was born in San Diego some sixty-five years ago. As a teenager and young adult, the beach was my home away from home, and as Mission Bay continued to develop and I married and had children, my family spent many, many happy days enjoying the park. I've seen a lot of changes there since I was a young surfer, many of them good. But the fact is that the old park needs some work.

Is the plan perfect? Probably not. But is it good? Absolutely.

And remember, perfection is the enemy of done. The fact is, we could start this planning process over again — and I attended almost all the hundred-plus meetings on this over the last five years — and when we finish that, we're not going to have anything but more paper and a more crowded park.

Please don't delay this plan a single day longer over something as inconsequential as a boardwalk that a very few people don't think is a good idea. Building a boardwalk won't solve many of the world's problems, but it will make a small slice of Mission Bay a slightly better place. And the Mission Bay Master Plan will make all of Mission Bay Park a significantly better place for locals and tourists alike.

Sincerely yours,



Beverlie Ohler

cc: Byron Wear, Commissioner  
Peter M. Douglas, Executive Director, CA Coastal Commission  
San Diego Coast District Office

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AUG 16 1996

CALIFORNIA  
COASTAL COMMISSION

RECEIVED

AUG 19 1996

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Robert Landis  
4718 Valencia Drive, San Diego CA 92115

August 12, 1996

Mr. Louis Calcagno  
California Coastal Commission  
45 Fremont St., Suite #2000  
San Francisco, CA 94105-2219

Dear Mr. Calcagno,

It's not clear to me why your group has to reconsider the Mission Bay Master Plan this November. But my opinion of the plan hasn't changed since you looked at the plan last year... pass it.

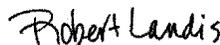
The sooner the better.

Mission Bay needs work. And it needs the money to pay for that work. That's why we need you to get the boardwalk, parkland, wetlands, and other improvements under way just as soon as you can.

What else can I say? No park improvements in San Diego have been subject to this much scrutiny. So let's get going on this. We don't need any more meetings, or any more reports, or any more public testimony. It's all been said. It's all been done.

Now it's up to you, and you should know we're counting on you to get these park improvements off the drawing board. and on the way.

Yours very truly,



Robert Landis

Copy: Peter Douglas  
Byron Wear  
San Diego District Office

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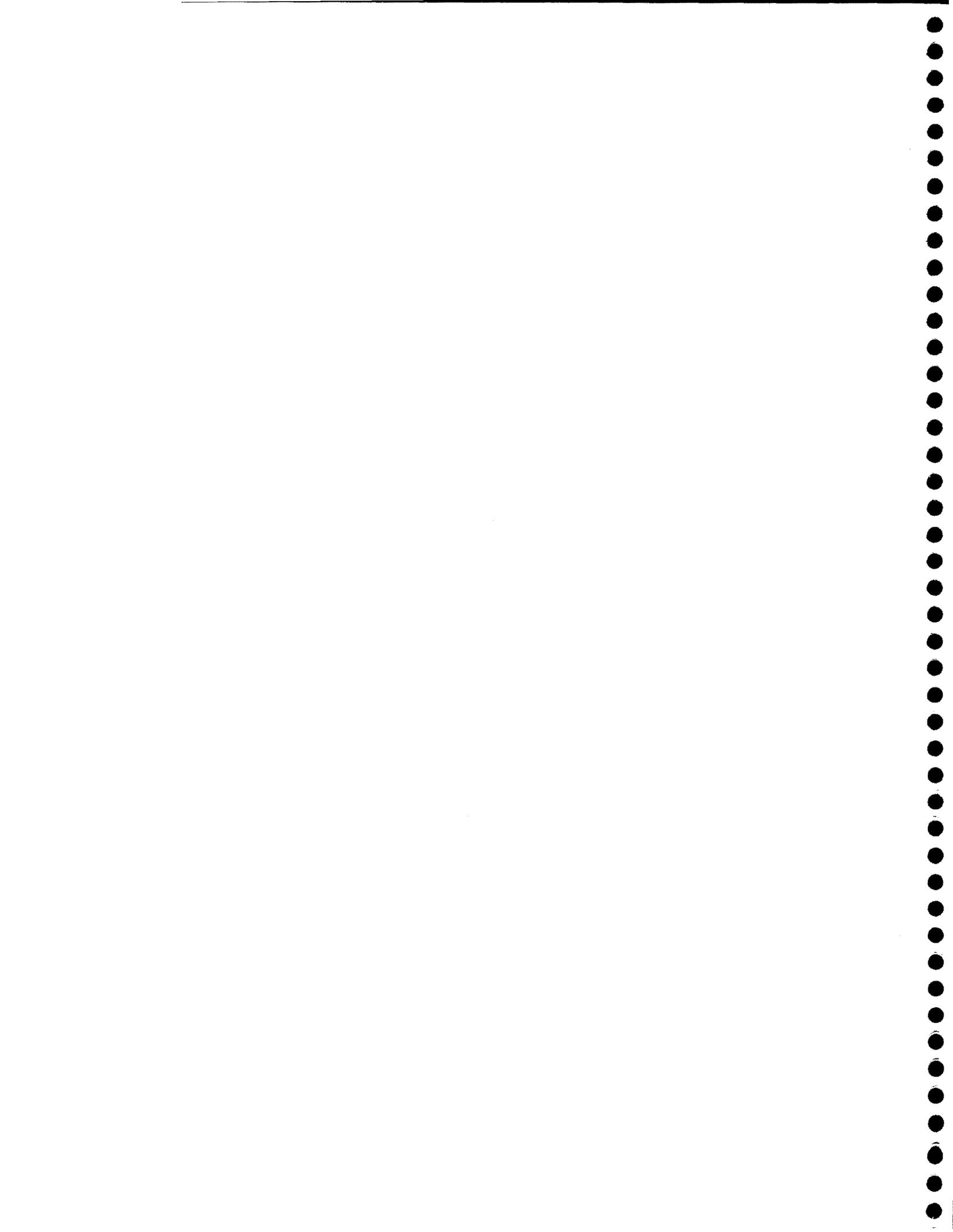
*Fr 3a*

# MISSION BAY PARK MASTER PLAN UPDATE



City of San Diego

August 2, 1994



# MISSION BAY PARK MASTER PLAN UPDATE

PREPARED FOR

**City of San Diego**

PREPARED BY

**Wallace Roberts & Todd**

*Noble Consultants*

*Nolte & Associates*

*Butler Roach Group*

*Economics Research Associates*

*Wilbur Smith Associates*

*David Antin*

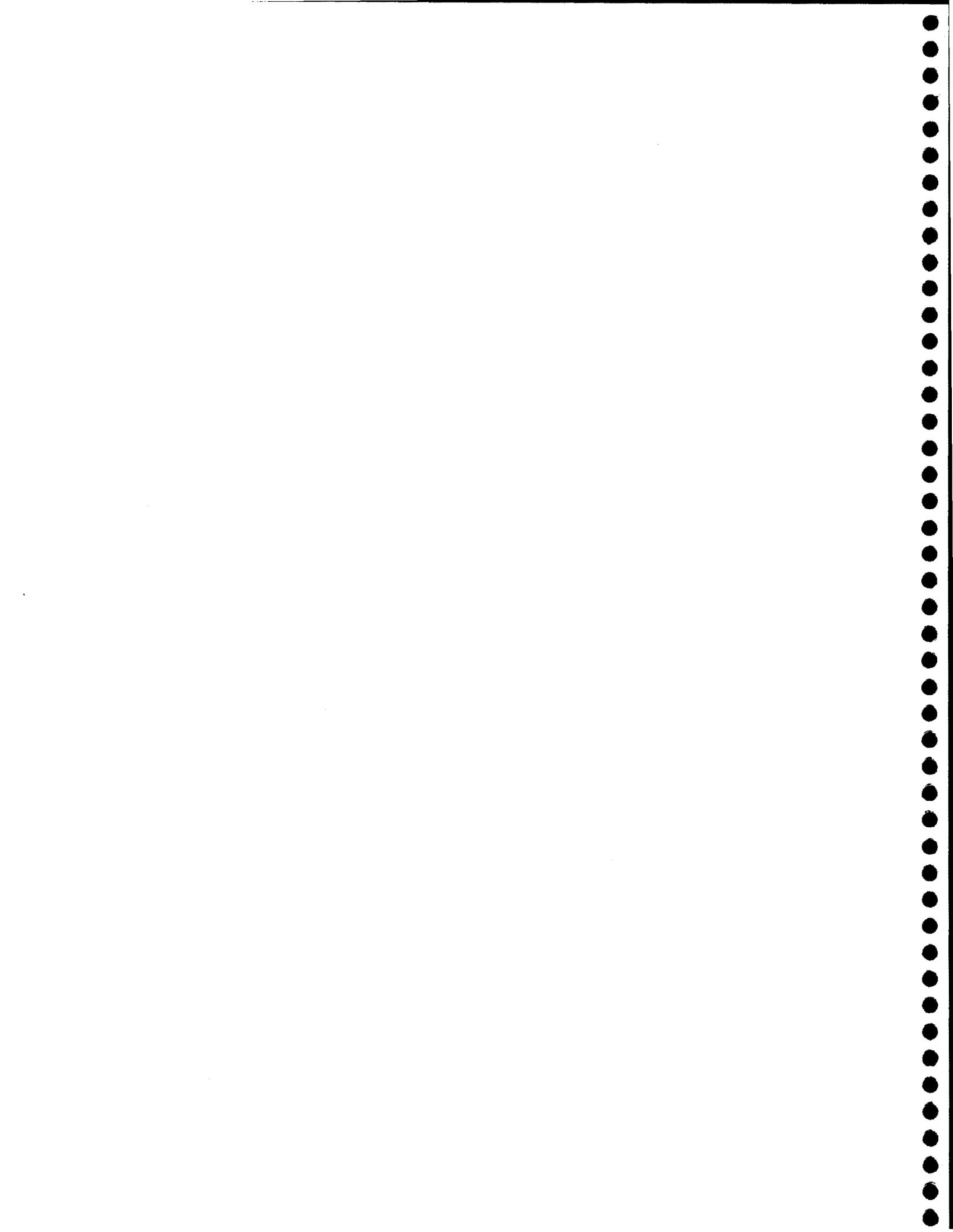
Adopted August 2, 1994 by

Resolution No.s

R-284398

R-284399

R-284400



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## ACKNOWLEDGEMENTS

### San Diego City Council — 1992

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Judy McCarty, District 7  
Bob Filner, District 8

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Robin Stribley, Senior Planner

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Harry Mathis, Chair, Land Use Subcommittee  
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Samuel Parisa  
Don Peterson, Chair, Fiesta Island/South Shores Subcommittee  
John Ready, Chair, Environmental Subcommittee  
Marie Robinson-Ching, Chair, Aesthetics/Design Subcommittee  
Michael Ryan

***Special thanks for their valuable contributions to:***

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**The Community Planning Committees**

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Mission Bay Lessees Association for Mission  
Bay Planners meetings coordination

All Mission Bay Lessees who cooperated in  
this planning effort by providing input and  
meeting accommodations, and to

**All members of the Mission Bay Planners Subcommittees:**

Paul Alexander	Allen Peugh
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Peter Ballantyne	David Rick
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Bruce Castetter	Dick Randolph
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Chuck Moffett	Louis Wolfsheimer
Larry Monserrate	Paul Zamazanuk
Jim Neri	Joy Zedler
Ron Peters	



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Aerial Photograph of Mission Bay, 1992  
Source: City of San Diego

## I. EXECUTIVE SUMMARY



Mission Bay Park has for decades been one of San Diego's principal tourism and leisure destinations, providing seven square miles of water and land for recreation and attracting millions of visitors from across the nation and abroad. On a peak summer day well over 100,000 people will use the Park, engaging in a diverse range of activities from group picnicking, sailing, and visiting Sea World, to swimming, fishing, jogging, and bicycling.

As more people settle in the region, new recreation demands will be placed upon the Park responding to new interests, perceptions and values about how to engage the outdoor environment for relaxation and play. The fundamental goal of the Master Plan Update is to identify these new demands and chart a course for the continuing development of the Park which will sustain the diversity and quality of recreation and protect and enhance the Bay's environment for future generations to come.

## **PUBLIC PARTICIPATION**

Mission Bay Park attracts a high level of interest from a great variety of constituent groups: organizations, institutions, businesses and individuals. To tap this interest and put it to work to the benefit of the Master Plan Update, an active and meaningful public participation process was established at the outset of the planning project.

The public participation process relied on a previously prepared Community Outreach Program, which targeted community groups; a statistically valid, random telephone survey of over 800 San Diego households; two public workshops; regularly scheduled and advertised public meetings with the Mission Bay Planners (an advisory group sanctioned by City Council which included the entire Mission Bay Park Committee); and regular meetings with a steering committee composed of directors and management staff from key City of San Diego departments.

A critical component in the mobilization of public input was the operation of a professionally organized media campaign. All the relevant newspaper, radio, and television stations were contacted using press information packs, individual interviews throughout the planning process, and regular press releases. Feature articles in all the media, including business, environmental, and current news coverage, helped to foster public awareness of the issues being debated. This campaign contributed to a high public attendance at the public meetings and workshops. It is to this comprehensive public input that the Master Plan Update owes its recommendations, which were approved by the Mission Bay Planners in draft form in November, 1992.

## **A BALANCED APPROACH: RECREATION, COMMERCE, ENVIRONMENT**

The diversity and quality of recreation in Mission Bay Park depends on the balanced provision of public recreation, the sustainable management of environmental resources, and the operation of economically successful commercial leisure enterprises.



*Public Participation*

### **Recreation**

This Plan maintains and expands upon Mission Bay Park's traditional land and water use objectives. With over 100 acres of proposed new parkland, the Park will further be regarded as a regional destination for waterside recreation, picnicking, walking and bicycling, and simply enjoying the Bay views. These developed areas will be supported by extensive natural areas, principally in Fiesta Island, for more passive, nature-oriented recreation.

### **Commerce**

From a commercial perspective, the Park will continue to host a number of economically important leisure-industry leases, such as a major aquatic park, resort hotels and recreational vehicle camping, as well as not-for-profit leases such as youth camping and sailing facilities. It is not the objective of this Plan, however, to expand dedicated lease areas to the detriment of the public use of the land. The total land lease area under this Plan remains below the 25 percent cap imposed by City Charter. The total water lease area also remains below the City Charter cap, which is 6.5 percent. What this Plan does promote is the intensification of certain existing leases in order to maximize their revenue potential.

### **Environment**

In recognition of this generation's increasing attention towards environmental issues, and of this region's concern over the quality of the Bay's natural environment in particular, this Plan incorporates a decisive commitment to environmental health. This commitment is supported by comprehensive proposals aimed at improving the Bay's water quality and continuing the conservation and enhancement of the Park's wetland and upland habitats for the benefit of both wildlife and people. Key environmental recommendations include the establishment of an 80-acre wetland area at the outfall of Rose Creek, and the creation of an overflow parking lot in South Shores. If properly designed, the wetland will help filter pollutants entering the Bay through Rose Creek, which drains a 58-square mile area, provide increased habitat for wildlife along the Pacific Coast Flyway, and provide the setting for nature-oriented recreational activities such as bird-watching and canoeing. The overflow parking lot will help reduce automobile traffic in the Park, which reduces harmful emissions and congestion, and helps preserve more of the land for recreation, commercial, and upland habitat functions.

## **“PARKS WITHIN A PARK”**

Because the Park’s land and water resources are finite, achieving an optimum combination of recreational, commercial, and environmental functions depends strictly on the efficient use of the Park’s land and water areas. In other words, the Park must yield “maximum sustainable benefit” out of a limited set of resources. This efficiency depends in part on the congregation of compatible uses in distinctive regions around the Park so as to gain multiple benefits from any given land and water area. This approach, in effect, creates distinctive recreation areas within the Park, or “Parks Within a Park.”

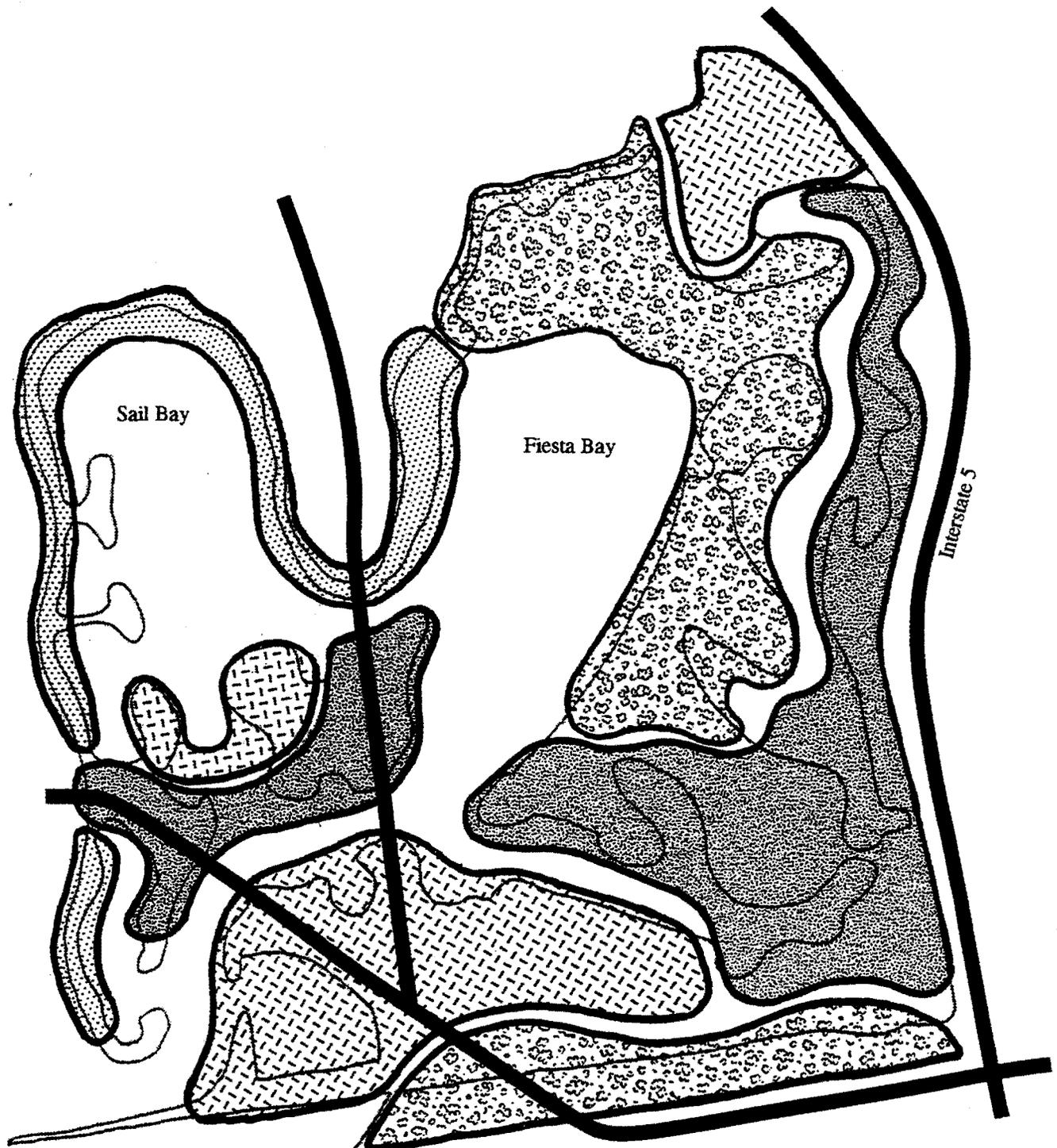
One of the main features of the “Parks Within a Park” concept is the consolidation of natural resources in the northeast quadrant of the Park, partly in Fiesta Island (mostly upland habitats) and partly in the areas west of the Rose Creek outfall (mostly wetland habitat). Such a land use allocation augments the habitat value of both the existing preserves and proposed new habitats, and maximizes their potential function as a setting for passive, nature-oriented recreation.

## **KEY RECOMMENDATIONS**

### **i. Water Quality**

It is broadly recognized that the Park’s economic and recreational future depends on the quality of the Bay’s water. In response to fluctuating quality of the Bay waters, this Plan proposes a comprehensive set of measures involving state-of-the-art biological, mechanical, public education and recreation management programs.

- Biological measures include the establishment of salt-water marshes that can naturally filter pollutants as they enter the Bay through the creeks that drain the Bay’s watershed. The principal marsh area would be located generally west of the Rose Creek outfall; smaller marshes are proposed at the Tecolote Creek outfall and on East Shores south of the Visitor and Information Center.



**LEGEND**

-  Regional-oriented Recreation
-  Commercial-oriented Recreation
-  Neighborhood-oriented Recreation
-  Habitat-oriented Recreation / Preservation

**"Parks within a Park"**

(Main Recreation Orientation)

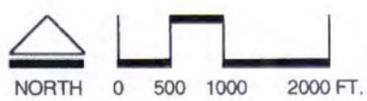
*figure 1*

- Mechanical measures include completion of the City's interceptor system, construction of upstream catchment basins, and the provision of additional sanitary flushing stations for boats and recreational vehicles.
- Public education and management measures include a program of watershed pollution awareness education and a specific pollution control campaign for boating, automobile, and park maintenance operations.

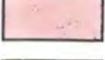
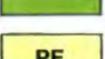
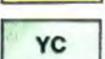
## **ii. Regional Recreation**

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

- This Plan proposes a 50 percent increase in new regional parkland. About 100 acres of regional parkland are proposed in Fiesta Island, mostly in the current sludge bed area. Another 40 acres are proposed in South Shores.
- The Over-the Line sand arena is proposed to be relocated from the western to the eastern end of Fiesta Island's main peninsula. This will expand its area, improve spectator facilities, and place it within walking distance of the Park's major future parking and transit facilities.
- New large group picnic facilities are proposed in South Shores and Fiesta Island in close proximity to wide, open turf areas suitable for related active games and sports. Existing group picnic events are to be phased out from Crown Point Shores and be transferred to South Shores and Fiesta Island once these areas are developed.
- League sports are proposed to remain in Robb Field and the Pacific Beach Athletic Fields. No additional



# Land Use

- LEGEND**
-  Special Study Area
  -  Lease Areas
  -  Open Beach
  -  Parkland
  -  Playfields
  -  Youth Camping
  -  Wetland Habitat
  -  Upland Preserve
  -  Coastal Landscape
  -  Salt Pan
1. Park Headquarters & Harbor Patrol/Police Station
  2. R/V Parking (Day-Use)
  3. Visitor/Information Center
  4. Overflow Parking
  5. Primitive Camping
  6. Boat Ramp/Trailer Parking
  7. Sand Arena
  8. Northern Wildlife Preserve
  9. Public Amphitheater & Promenade

areas for "league-play" are proposed, except for the potential use of the Ski Club lease area, which will be relocated to the new South Shores embayment.

### iii. Tourist Attractions

An important part of Mission Bay's recreational value lies in its tourist-serving facilities such as the resort hotels, special events and various camping facilities. This Plan recognizes and supports this diversity of tourist attractions, but without approaching the limit of land and water area devoted to dedicated leases as dictated by the City's Charter.

- This Plan provides from 350 to 950 potential new hotel rooms, largely within current lease areas in Bahia Point, Sunset Point, De Anza Point and Quivira Basin. An overall increase in revenue is thus achieved while minimizing the taking of land for commercial purposes.
- Overnight facilities for recreational vehicles are proposed as a potential use in De Anza Cove as part of the De Anza Special Study Area. At this location, recreational vehicle camping would enjoy optimum water access for swimming and watercraft rentals. Being well served by Interstate 5 and local commercial streets, this location also generates minimal traffic conflicts in surrounding residential neighborhoods.
- An approximately 16.5-acre commercial lease area is proposed in South Shores east of Sea World. This facility is suitable for several potential uses, including the expansion of Sea World attractions, a hotel, or other public recreation and tourist enterprise. The intent is for this parcel to serve a "best use" function that clearly contributes to the Park's image as an aquatic-oriented recreation destination.

**iv. "Natural" Recreation Areas**

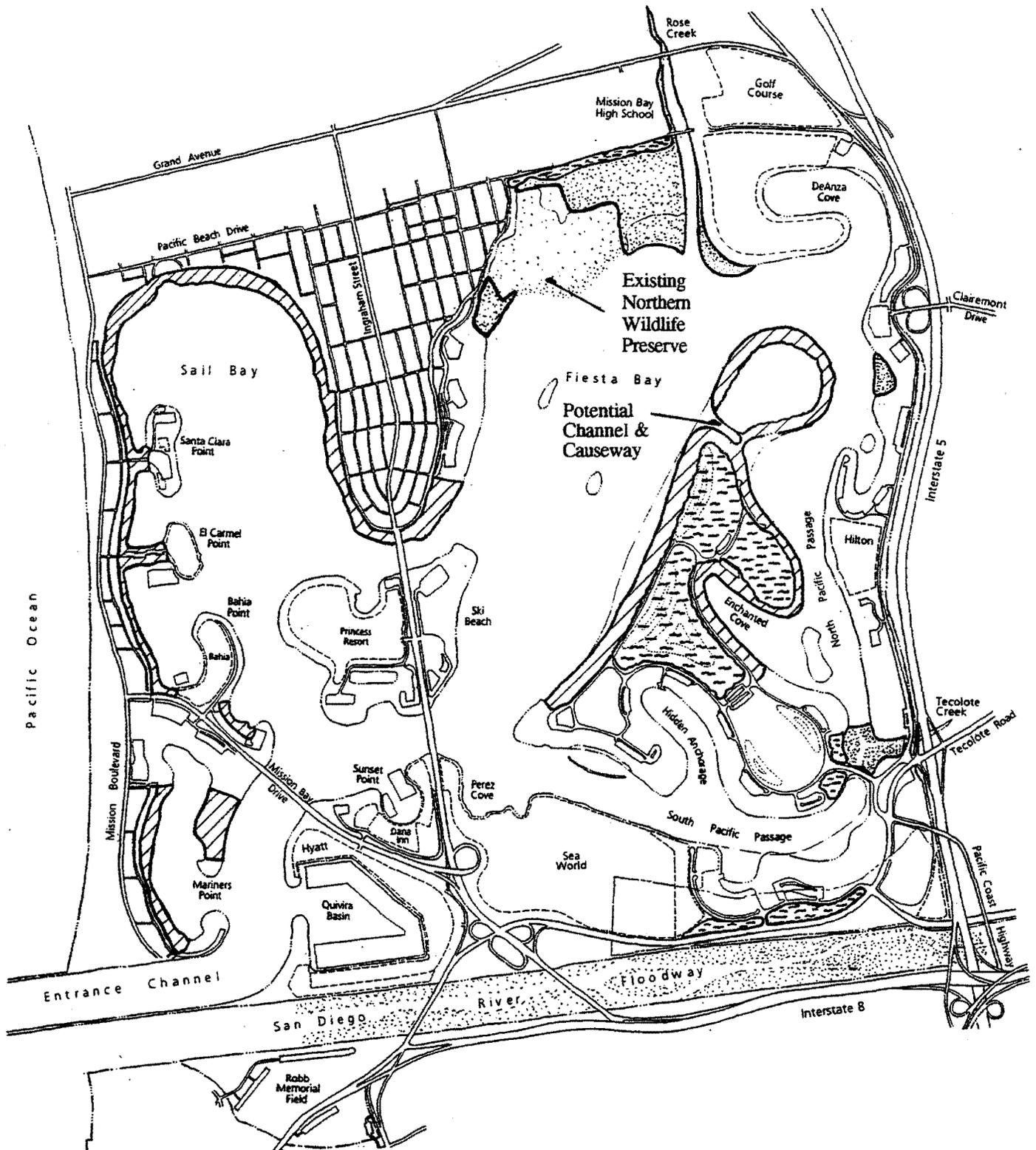
The rise of environmental awareness in recent decades has been paralleled by an increase in the desire for more natural recreation venues. The telephone survey conducted as part of the Master Plan Update revealed that a majority of San Diego residents would like to experience parts of Mission Bay in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

- The north half of Fiesta Island is proposed to remain essentially in a natural state, with large areas in coastal sage scrub available for hiking, jogging, bicycling, and primitive camping.
- The wetland areas proposed at the Rose Creek outfall would provide a natural setting for bird-watching, kayaking, rowing and canoeing.

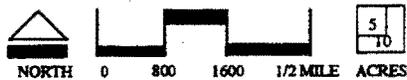
**v. Wildlife Habitats**

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

- An 80-acre saltwater marsh is proposed west of Rose Creek adjacent to the existing Northern Wildlife Preserve. This recommendation requires the relocation of the Recreational Vehicle Park (Campland on the Bay), possibly to the east side of the Creek as a potential use in the proposed De Anza Special Study Area. Smaller marshes are also proposed at the outfall of Tecolote Creek and in North Pacific Passage.
- About 40 acres of eelgrass beds are proposed in Fiesta Bay. These result from (1) the dredging of East Ski Island, which allows a desired shortening of the Thunderboats event, (2) the "shaving" of Fiesta Island's western shore to form a mile-long crescent beach, which improves the potential use of the beach for



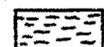
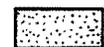
Note: Existing Northern Wildlife Preserve area is not intended as a recreation area beyond its aesthetic and educational values.



**"Natural" Recreation Areas**

figure 3

**LEGEND**

-  Upland Area
-  Wetland Area
-  Open Beach

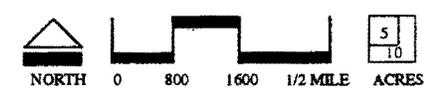
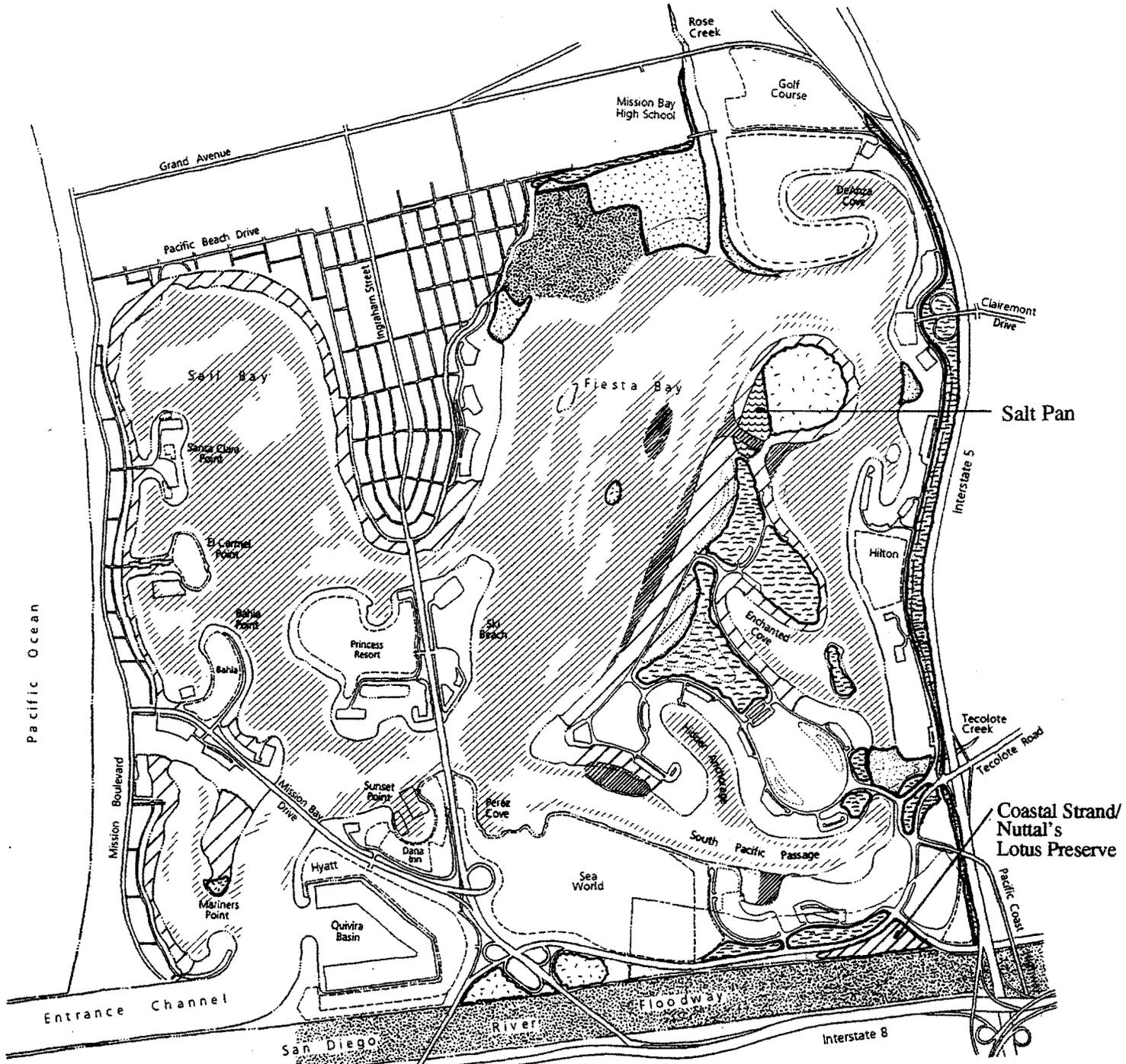
swimming and special events viewing, and (3) the potential implementation of a channel across the Island's north end, which enhances the viability of the existing Least Tern preserve in the northern peninsula.

- Another 4 acres of eelgrass beds are proposed as part of a new embayment in the south shore of Fiesta Island facing Sea World. Along with a protective jetty, the embayment would provide tranquil, south-facing waters for wading adjacent to new parkland. Should additional eelgrass beds be needed for mitigation purposes, this embayment could be doubled in size.

#### **vi. Water Recreation**

The aim of the Plan's water use recommendations is to maintain an adequate level of safety and recreation enjoyment in the Park's various water areas. The means to this end is controlling the access to the Bay waters, that is, the number and location of boat ramps and related boat trailer parking. Consultations were held with representatives of the City's Lifeguard Services Division and the Police Department in an effort to arrive, through experience and practical knowledge, at the Bay's water use capacity and corresponding level of access.

- Current time-use allocations in Sail Bay are proposed to be maintained. In South Pacific Passage, west of the planned embayment, a "no-wake" zone should be instituted for the benefit of early morning rowers.
- The Plan proposes parking for up to 631 boat trailers, distributed between the Dana Landing, Vacation Isle, De Anza, and new South Shores ramps. Due to the high congestion and related navigation hazards experienced in North Pacific Passage, the De Anza ramp is proposed to be regulated as access and safety considerations may dictate, particularly on peak days. Unused areas of the ramp could be dedicated for day-use recreational vehicles and for launching non-motorized watercraft.



**Key Environmental Recommendations**

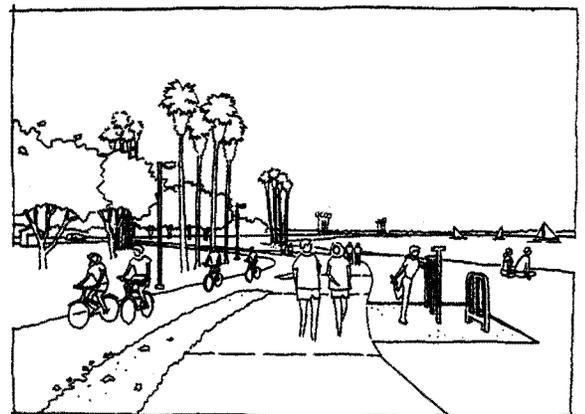
figure 4

<u>Coastal Landscape</u>		<u>Wetland Preserve</u>	
	Coastal Sage Scrub		Existing
	Beach and Coastal Strand Vegetation		Proposed
<u>Upland Preserve</u>		<u>Elgrass</u>	
			Existing
			Proposed

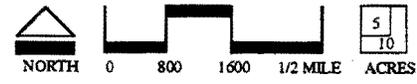
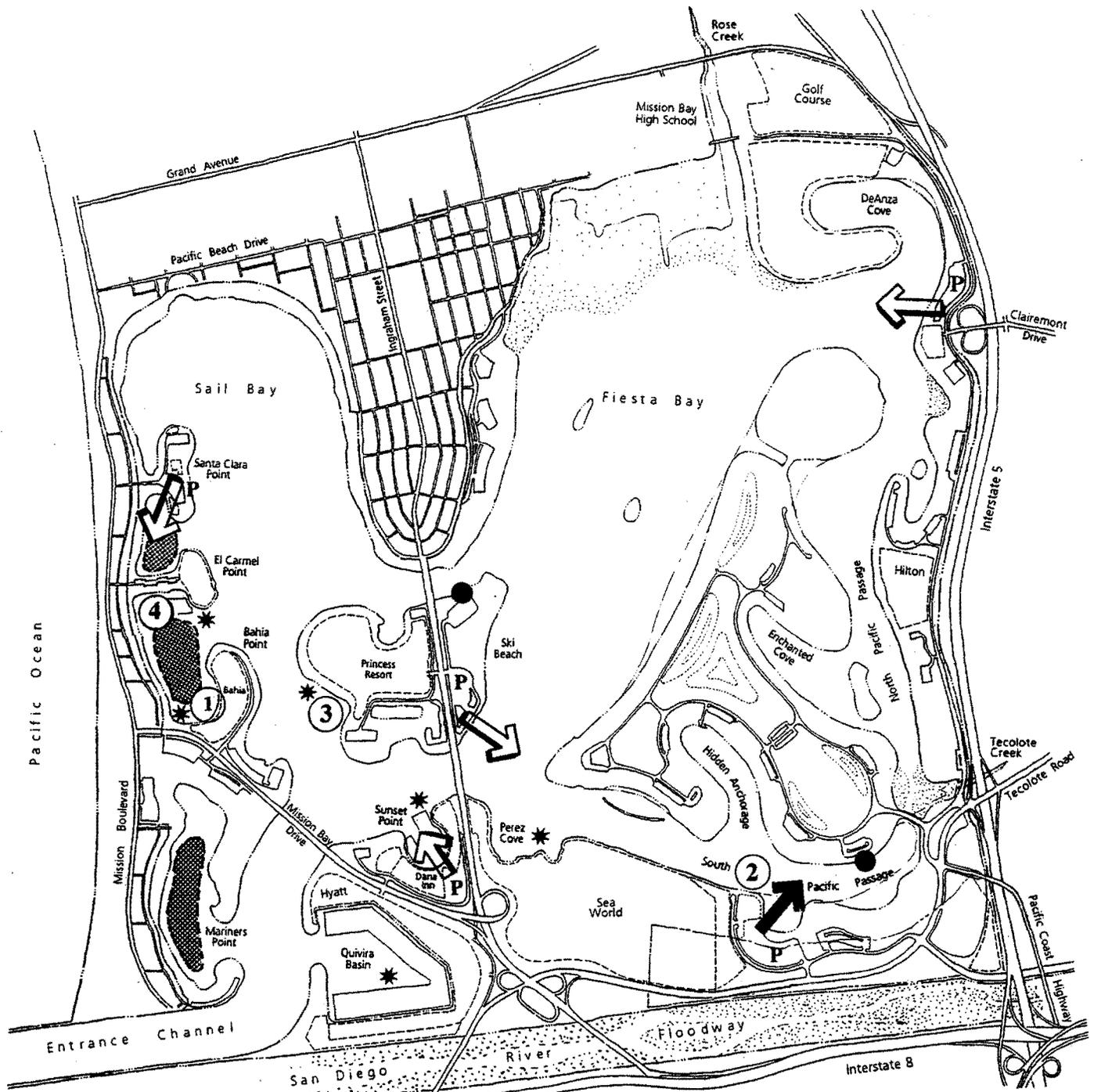
## vii. Access and Circulation

The Plan addresses vehicular, parking, transit, bicycle and pedestrian improvements with the aim of making efficient use of the regional roadway and transit network while minimizing the impact of cars in the Park. The Plan also promotes the expansion of the pedestrian and bicycle pathways around the Park, which, according to the telephone survey, rate second to picnicking as the preferred recreation venue.

- An overflow parking lot is proposed at the eastern end of South Shores. This lot would capture up to 2,900 vehicles coming from the regional freeway and collector network, minimizing traffic through the Park during peak use times. By concentrating parking in an area of the Park which has marginal recreation value, more of the waterfront parkland areas in Fiesta Island and South Shores (about 18 acres) can be dedicated for active recreation uses.
- A tram system, potentially a peak-day concession, is proposed to transport visitors from the overflow parking to Fiesta Island, and possibly other areas in the Park and beyond to Mission Beach and Pacific Beach. The telephone survey indicates resident support for the tram concept and for paying a nominal fee for its use.
- The completion of the bicycle/pedestrian path is proposed, allowing users to circle the Park uninterrupted. This will require the construction of a bridge over Rose Creek, an overpass at Sea World's entrance roadway, and a raised path or boardwalk under Ingraham Street connecting Sail Bay with Crown Point Shores. In addition, over 5 miles of waterfront pathways are proposed in Fiesta Island.
- To enhance the use of the paths, separate but adjoining courses for pedestrians and bicyclists/skaters are proposed. It is recommended that existing paths be retrofitted to the new standards to the extent possible.



*Bike & Pedestrian Path*



**Water Access**

figure 5

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

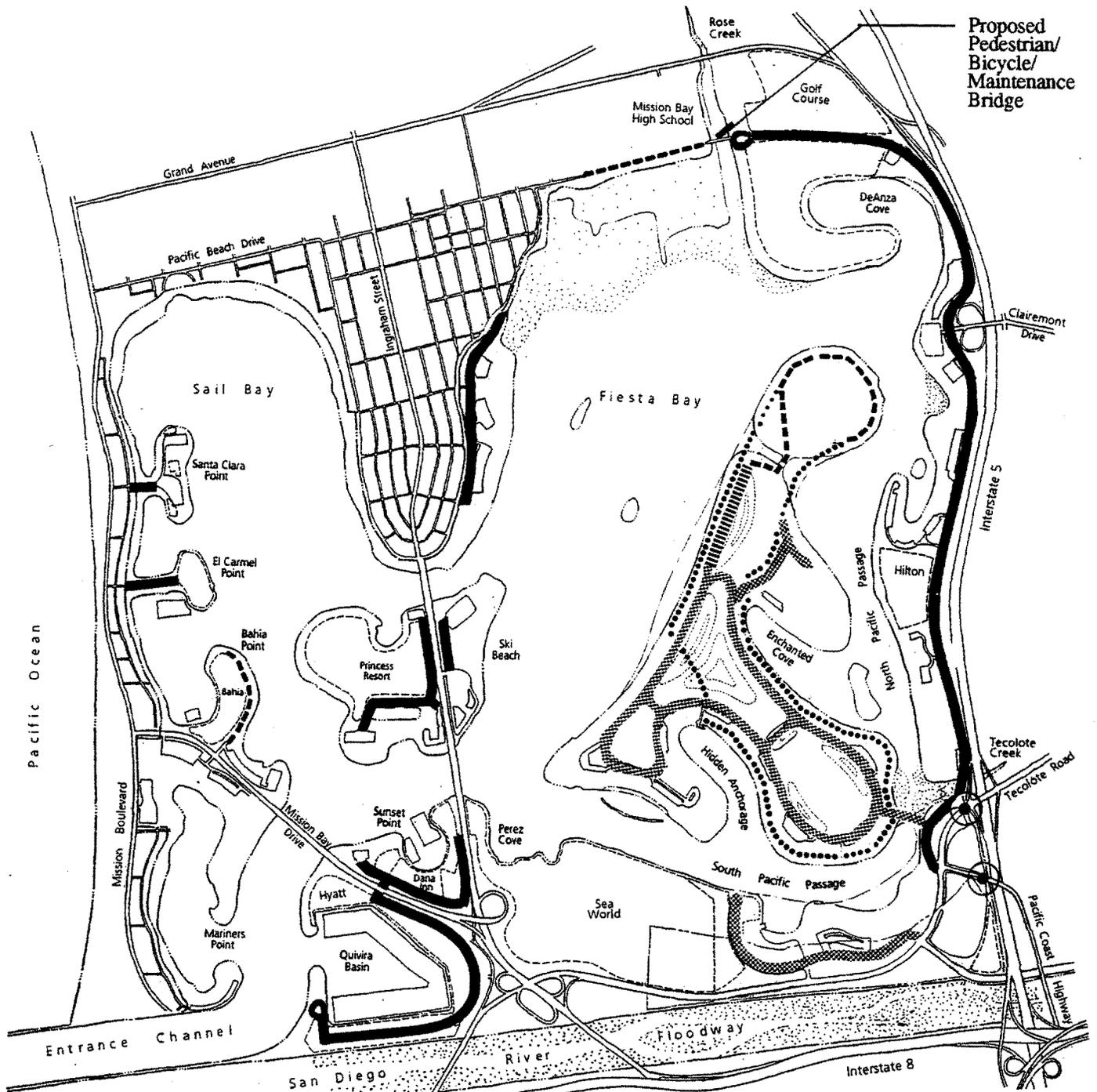
**viii. Aesthetics and Design**

Design Guidelines are included as Appendix G in this Master Plan Update. The Guidelines aim to steer the design and implementation of future Park improvements, both public and private, towards an aesthetic that captures and manifests the Bay's aquatic environment.

Existing facilities undergoing renovation should adhere to the intent of the Guidelines to the greatest extent possible. It is recognized, however, that existing conditions may not permit the full implementation of the Guidelines in all cases.

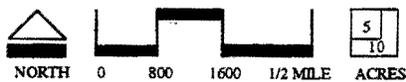
- Reinforcement of the Park's coastal setting is proposed as a broad landscape objective. Specific recommendations include turning the boundary of the Park, the areas between the Park road and the major regional roads in particular, into a coastal sage scrub landscape.
- To ensure continued public access to the shore, minimum setbacks from development areas are proposed: 50 feet from the mean-high water line in bulkhead conditions; 150 feet in beach conditions.
- In an effort to promote a uniquely appropriate building architecture that responds to the Bay environment, the Guidelines discourage overtly and excessive thematic styles.
- To gain more interesting roof forms, a special 10-foot "rooftop design allowance" is proposed as an addition to the current 30-foot coastal height restriction. An additional 5 feet in height in Quivira Basin and the Dana Inn lease area is proposed to permit the provision of one level of underground parking and thus enhance the redevelopment potential of these sites. These recommendations would require a simple majority vote by the citizens. The overall redevelopment of these sites does not depend on this vote, however; they are only enhanced by it.

Specific recommendations for the incorporation of art into the Park are included under this Plan document.



**LEGEND**

-  Existing Park Road
-  New Park Road
-  Removed Park Road
-  Special Event Access & Parking
-  Maintenance/Emergency Access
-  Proposed Underpass



**Proposed Roadway System**

figure 6

**ix. Capital Costs and Funding**

The proposed Park improvements represent a public investment of about \$171 million (1992 dollars). New and additional private investment in the Park could reach over \$200 million over the next 20 years. These improvements will generate substantial revenue for the City in the form of lease revenues, Transient Occupancy Tax (TOT), sales taxes, employment taxes, development fees, etc. Part of the success of the Park will depend on an adequate, sustained level of both public and private improvements.

Three basic funding strategies are available to pursue the implementation of the proposed Park improvements:

- All Park-generated revenues including land lease revenue, TOT share, Sludge Mitigation funds, and tax increment are reinvested in the Park through an enterprise account. This scenario produces an estimated \$52 million funding shortfall over this Plan's 20-year life.
- Only the incremental revenues from intensified leases, plus the other sources mentioned above, would be used to fund improvements. This scenario yields a \$85 million funding shortfall.
- No land lease, TOT, or tax increment revenues are dedicated for Park improvements; only Sludge Mitigation funds would be available. This scenario would generate a \$154 million funding shortfall.

Clearly, the first option yields the most revenue towards the development of the Park and is recommended for consideration. However, in light of the City's historic reluctance to accord such funds to an enterprise account, the second option should receive alternate consideration.

Both new and existing revenue sources are proposed to bridge the gap in funding shortfalls, no matter which enterprise account option, or none, is ultimately chosen. These include State and Federal Grants, Wetland Mitigation Funds, Certificates of Participation (replenished by new revenue sources), and an Open Space Financing District Bond.

## LOCAL COASTAL PROGRAM

### Introduction

The California Coastal Act of 1976 established a coastal zone boundary and mandated that all jurisdictions within that boundary prepare a Local Coastal Program (LCP). The LCP brings the jurisdiction's planning process into conformance with the 1976 Coastal Act.

The entire Mission Bay Park is located within the Coastal Zone. Consequently, this Master Plan has the responsibility of including planning and development standards to protect and preserve the state's coastal resources pursuant to the adoption and certification of the City of San Diego's LCP.

This Mission Bay Park Master Plan Update/LCP Land Use Plan has incorporated the coastal issues that have been identified by and for the community, and has developed policies and recommendations in the various elements of the Master Plan Update as summarized below:

### Public Access

The Master Plan Update incorporates recommendations for improving vehicular, emergency, bicycle and pedestrian access to the Park. Over 5,000 new parking spaces are being recommended along with a tram system serving the principal recreation areas, new pedestrian walkways around Fiesta Island and South Shores, and completion of a bicycle path around the Bay. In all, the Park will contain over 12 miles of paths along the waterfront. Provisions for waterfront access for persons with disabilities is also recommended in the Plan, including dedicated parking in close proximity to the shore and paths leading directly to the water.

The Master Plan Update also recommends implementation of the previously planned South Shores boat ramp, and the regulated use of the existing De Anza boat ramp to ensure continued, safe and enjoyable access to the Bay by motor, sail, and human-powered craft.

### Recreation and Visitor Serving Facilities

Mission Bay Park offers a myriad of recreational opportunities to the public at no cost including tourist information, parking, Park Rangers for a safer and more enjoyable experience while in the Park, close,

convenient access from all major freeways, and many sporting events including professional volleyball, personal watercraft, waterski, and Over-the-Line tournaments.

Other free park facilities include picnic shelters, barbecues, designated swim zones staffed with Lifeguards during the summer months, basketball courts, children's play areas including a new accessible playground located at South Tecolote Shores, a horseshoe court located at Hospitality Point, sand volleyball courts, fire rings, recreational vehicle pump-out station located at the Visitor's Information Center, public boat launches, a fitness course, and extensive bicycle/pedestrian paths throughout the entire Park. In addition to all these amenities, Mission Bay is also the home of several wildlife preserves providing bird watchers an opportunity to observe a variety of sea birds including the federally endangered Least Tern, the Brown Pelican, and the Light-footed Clapper Rail.

The Master Plan Update recommends the expansion of guest housing facilities in the Park. Over one thousand new hotel rooms are envisioned in the Plan, located in Marina Village, Bahia Point, Sunset Point, and, potentially, in De Anza Point in a specially designated, 171-acre Special Study Area. As they do today, these facilities will likely range in services and amenities so as to provide accommodations to a wide sector of the public. Overnight accommodations for recreation vehicles are also possible under the Plan as part of the De Anza Special Study Area.

The Master Plan Update also proposes the incorporation of a 16.5-acre parcel in South Shores for commercial purposes in accordance to a "best-use" objective from a recreation standpoint. An expansion of Sea World and a water-oriented theme park have been raised as possible uses for this parcel.

It should be noted that the above mentioned commercial facilities do not raise the dedicated lease areas of the Park above 25 percent of the Park's land area or 6.5 percent of the Park's water area, which are the maximums allowed under the City Charter.

### **Community Park and Recreation Areas**

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

of Fiesta Island and in South Shores. These areas are optimally served by public transit facilities and by regional roadways, helping to minimize vehicular congestion in the Park and on surrounding city streets. New playgrounds, fields for informal sports, picnic grounds, and an upgraded sand arena for the Over-the-Line Tournament are proposed as part of the new recreation development.

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

Provisions for private housing are inconsistent with the public use of Mission Bay Park and are therefore not proposed in the Master Plan Update. In accordance with the Kapiloff Bill, and as confirmed by the City Attorney, the current lease for the De Anza Mobile Estates in De Anza Point is scheduled to expire in 2003. Disposition of this lease area will follow the overall disposition of the De Anza Special Study area as City Council may mandate at a future date. The Plan does not recommend specific uses for the 171-acre Special Study Area, except for a minimum of 80 acres of new wetland habitat.

### **Preservation of Water, Marine & Biological Resources**

The Master Plan Update incorporates a comprehensive water-quality improvement program for Mission Bay, including the creation of nearly one hundred acres of salt marshes, eighty of them at the mouth of Rose Creek to help trap contaminants before they enter the Bay's main water bodies. Most of the new marshes will be located either contiguous or in close proximity to the Northern Wildlife Preserve, which under the Plan is retained in its present configuration. The Plan also proposes about 20 acres of new eel grass beds, resulting from the reconfiguration of the west shore of Fiesta Island and from a proposed channel cut across the Island on its northern section. The marsh and eel grass areas will help enhance the Bay's marine and biological resources by augmenting the availability of habitat for shore birds and invertebrate populations, and by helping improve the Bay's overall water quality.

Under the Plan, existing least tern preserves are proposed to be retained and/or relocated to alternate sites once such sites are proven, by breeding terns, to be demonstrably suitable. The Plan also proposes extensive areas of coastal landscape containing coastal sage scrub and dune plant communities. These landscapes are envisioned mainly in the mid and western sections of Fiesta Island.

### **Beach and Coastal Bluff Preservation**

The Master Plan Update recommends the preservation of all of the Park's natural bluff areas, namely the bluffs on Riviera and Crown Point Shores. Existing beach areas are recommended to be preserved, except for the small beach south of the Visitor Center, which the Plan envisions as marsh to help improve the water quality in that area of North Pacific Passage. This loss, however, is mitigated by the addition of a larger and protected beach area in the southern end of Fiesta Island facing South Pacific Passage.

### **Impact of Buildout on Coastal Access**

The Master Plan Update recommends the addition of new dedicated lease areas facing the Bay: one acre in Bahia Point; 2.5 acres on Sunset Point; and 16.5 acres in South Shores. Commercial uses are also possible in the De Anza Special Study Area. In all of the above lease areas, and in Marina Village, the Design Guidelines, prepared as part of the Master Plan Update, recommend the retention of public access along the waterfront. A 150-foot setback is proposed from the mean high waterline where such leases face a beach area; a 50-foot setback is proposed where a dedicated lease faces a bulkhead or rip-rap revetment.

### **Visual Resources**

The Design Guidelines recommend the preservation of significant views into the Park from surrounding hillside development and roadways, such as Interstate 5, and from the main entrance roads such as Pacific Coast Highway and Tecolote Road. In addition, the Guidelines call for specific landscape and architectural standards to ensure the compatible integration of any new development, private or public, with the Bay environment.

To enhance the visibility of the Park from high vantage points (surrounding hillsides, Sea World's tower and airplanes) more varied roof profiles are recommended for strategic areas of the Park, by relaxing the coastal height limit mandated by City Ordinance. This "roofscape variance" would require a majority vote of the people to implement.

### **Public Works**

The Master Plan Update recommends new infrastructure in terms of roadways, emergency service, restroom facilities, paths and parking to meet the anticipated needs of future Park visitors.

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## II. INTRODUCTION



Mission Bay Park celebrates in its landscape the interface of life's four essential elements: land, water, air and fire (Southern California's sunshine!). The coincidence of these four elements gave visionary civic leaders the inspiration for the Park's original conception, a great water-oriented urban park providing recreation for the region and an economic tourism boon to San Diego's economy. That the Park has been substantially realized is a testament both to the determination of San Diego's leaders and citizens, and to the wonder of the place itself.

This Master Plan Update is a vital part of the continued evolution and development of Mission Bay Park. As history unfolds and times change, so too must a great park like Mission Bay. Its layout and management must respond to new challenges, new ideas. It must address unforeseen problems like congestion and pollution. It must adapt to demographic changes, new forms of recreation, and new conceptions of our relationship to our outdoor environment.

## **MISSION BAY PARK: A BRIEF HISTORY**

Juan Rodriguez Cabrillo's expedition discovered in 1542 what they called "False Bay": a vast tidal marsh coursed by the braided outflowing channels of the San Diego River. Little changed in the Bay until 1852, when personnel of the United States Army built a dike on the south side of the San Diego River, eliminating its outfall into San Diego Bay. Late in the 19th century, the Bay's first recreational development occurred — a ramshackle collection of hunting and fishing buildings which was later obliterated by a flood.

In 1944, a San Diego Chamber of Commerce committee recommended developing Mission Bay into a tourist attraction, as part of an overall effort to diversify the City's largely military economy. In the late 40's the conversion of Mission Bay into an intensively used aquatic park began in earnest through massive dredging and filling operations.

By the early 1960s most of the dredging to create the water and land bodies evident today had been completed. Twenty-five million cubic yards of sand and silt had been dredged and used as fill to create the land forms, making the Bay a virtual artificial environment.

## **WHY A PLAN NOW?**

The Park's celebrated history has engendered a very well used, highly valued recreational resource that is enjoyed by millions of people each year. So why is there a need for a new plan?

### **Changing Values**

Mission Bay Park was conceived at a time when nature was viewed primarily as a resource to be exploited for the betterment of human life. In keeping with the earlier pioneer spirit, "wilderness" was something which awaited taming for a better use, to be subjected to the metaphorical plough of progress. Early accounts of Mission Bay's "improvement" praise the achievement of transforming the "useless marsh" into a public benefit.

According to the 17th century American Puritan John Eliot, wilderness was the place "...where nothing appeareth but hard labour, wants, and wilderness-temptation." During the 18th century, Romanticism

blossomed in America and intellectuals and poets began to perceive nature very differently, appreciating its aesthetic qualities. By the late 19th century, men like John James Audubon and Henry David Thoreau were actively seeking the preservation of nature. But the fact that they felt compelled to do so reveals how strongly Americans still adhered to the pioneers' attitude.

Until well into the 20th century — well into the time of Mission Bay's transformation into a park — there was still a pervasive belief, especially in the Western United States, that there was a boundless amount of "nature out there" and that we could freely and without consequence convert as much of it as we wished to serve our own purposes. Since that time we have discovered acid rain, toxic pollutants, the "greenhouse" effect, and ozone depletion. We have learned, through the painful mistakes of yesterday's ignorance and myopia, that we cannot view the natural environment as something apart from the human race, but that we must find sustainable ways to coexist with it.

As a microcosm and symbolic statement of our relationship to nature, the future of Mission Bay Park must reflect our contemporary environmental values.

### **Water Quality Degradation**

There is a more compelling reason to examine the future of the Park than simply a change in societal values, and that is that the very life of the Park is threatened by the contamination of its waters. As the watershed which drains into the Bay has become more and more urbanized, the flow of pollution into the Bay's waters has progressively increased. High levels of coliform bacteria are causing closures of portions of the Bay for swimming and other water-contact forms of recreation. Unless substantially remedied, this situation will drastically reduce the Bay's recreational value, as well as its reputation as an attractive tourist destination.

### **New Recreation Demands**

A third major impetus for a new plan has come from the development of new forms of recreation which were not, and could not have been, foreseen even a decade ago. In the water, the advent and explosion in the use of personal watercraft (jet skis) has presented a new and fast growing challenge to the safe and equitable distribution of limited water area among various water sports groups. On

land, in-line skating has added a high-speed dimension to use of the Park's network of paths. Another significant change lies in the public's increasing demand to recreate in more natural landscape settings — to watch wildlife, hike through coastal vegetation, or paddle a canoe through a coastal wetland.

The combination of a fluctuating water quality, new forms of recreation, and a change in how people view the natural environment has given the Master Plan Update an urgent purpose.

### **A PUBLIC/PRIVATE PARTNERSHIP**

The Park, as it stands today, is the result of an unusual and significant level of effort involving both the public and private sectors of San Diego's economy.

Through 1970, the Park was the recipient of over \$64 million in private and public investments. (This figure represents the actual dollars spent; in today's dollars the sum would be substantially higher). With additions to Sea World and to several of the resort hotels, this figure is well over \$100 million. Much of the public investment has been financed through general obligation bonds, which demonstrates the level of public commitment to the Park.

Over the next 20 years it is estimated that another \$370 million will be invested in the Park, with as much as \$200 million potentially contributed by the private sector. The Park is, in effect, a very successful public/private partnership and, as a result, a significant player in San Diego's economy. As with any major public/private partnership, its future rests in the willingness of both sectors to continue their cooperation and support.

### **PUBLIC OUTREACH AND PARTICIPATION**

The support of both the private and public sectors for the continuing development of the Park rests on a common vision for the place, one which must be drawn from the needs, aspirations, and values of the citizens of San Diego. To gain this fundamental support, an extensive program of public outreach and involvement was introduced at the outset of the planning process. The various components of public input described below were promoted through a concentrated media campaign which sought to heighten public awareness and advance notice of opportunities for public input.

### **Public Outreach Program**

In preparation for the Master Plan Update, the City commissioned the Mission Bay Master Plan Update Community Outreach Report (1990). This outreach program targeted community groups to elicit views about the Park and how it should be improved further.

*"Not a Disneyland..."*

In general, the Report stresses the importance of Mission Bay as a passive public park oriented towards recreational uses that take advantage of the water setting and cautions against the excessive commercialization of its resources. One statement read "...Mission Bay Park is not a place for T-shirt and trinket shops or a Disneyland."

### **Telephone Survey**

A statistically valid, random telephone survey of over 800 County of San Diego households was commissioned to secure a balanced and comprehensive view on who uses the Park, what they value of it, what improvements should be made, etc., but also to learn who does not use the Park and why.

*Natural Resource Enhancement...*

Among the significant survey findings, which are described in more detail in subsequent sections of this Plan, is the overwhelming concern for the Bay's natural environment. Of the respondents surveyed, 86.5 percent rated water quality as a critical issue, while 71.7 percent rated the preservation and enhancement of the Park's natural resources as "very important." Furthermore, more than half of the respondents favor dedicating areas of the Park for natural enhancement purposes. These responses assume special significance in light of the fact that 16 percent of the population do not visit the Park because it is either too polluted or does not meet their recreation needs.

### **Mission Bay Planners**

The Mission Bay Planners was formed as a Council-sanctioned citizen advisory group to help guide this Plan in accordance with the general public will. Throughout the planning process, the Planners held regularly scheduled public meetings to elicit views

about the Park, record and mediate the debates on key issues, and advise the consultant team on preferred land use, water use, circulation, economic, environmental and design concepts. This forum was converted twice into an open public workshop format to secure commentary and opinions from as broad a group of constituencies as possible.

To expedite the review and resolution of the issues, the Planners organized seven subcommittees which addressed, respectively, the land use, water use, environment, circulation, economics, Fiesta Island and South Shores, and the aesthetics and design aspects of this Plan.

### **Steering Committee**

In addition to the Mission Bay Planners, regular meetings were held with directors and management staff from key City departments: Park and Recreation, Planning, Police, Property, Engineering and Development, Water Utilities, and the Manager's Office. These meetings provided the planning process with an essential "reality check" while also contributing valuable options for implementation.

### **GOALS AND OBJECTIVES**

Under the direct advice and with the full participation of the Planners and the Subcommittees, a comprehensive set of goals and objectives for the Park were drafted. These goals and objectives, which are included in full under Appendix A, were prepared prior to the formulation of specific planning concepts. They became, in effect, the "guiding light" steering this Plan and, on more than one occasion, a mediating agent between conflicting interests and demands.

A summary of the goals pertaining to each Section of this Plan is included at the beginning of each Section in bold, italicized text.

### **A DIRECTION FOR THE FUTURE**

The traditional ideas about Mission Bay Park are all still present and valid. It is, and will remain, a place for water recreation of all sorts, a place for picnicking and enjoying the quality of the water's edge, and as San Diego's premier resort destination.

Added to all these ideas, however, is the emergence of the environment as a key generational concern. In the words of Steve Alexander, Chair of the Mission Bay Planners, "we live in an 'environmental' environment." In no previous planning process have environmental concerns been so earnestly and clearly voiced. Through public outreach programs, meetings and telephone surveys, radio coverage and newspaper editorials, concerns about water quality, noise and air pollution, the conservation and creation of habitat areas, have risen to the frontline of the public debate.

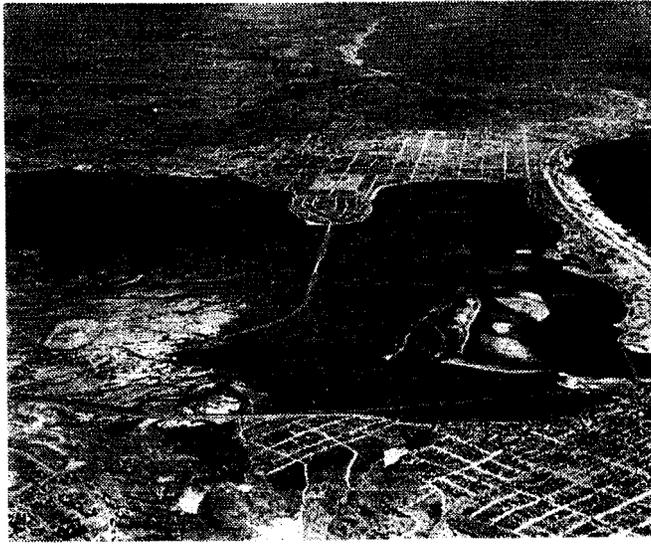
At the most fundamental level, shifting the direction of Mission Bay Park to account for its long-term ecological health is a choice for the future. The city is grappling with maintaining its image as a place which offers "quality of life" opportunities — outdoor living, a clean environment, a beautiful natural setting, wonderful recreation. Pursuing environmental health with vigor will allow the Park to continue in its role as one of the jewels in San Diego's "quality of life" crown.

#### **ORGANIZATION AND SCOPE OF THE PLAN**

The proposals that follow represent the starting line on the course that can realize the collective vision for the Park. The proposals are organized following the division of issues facing the Park as they were analyzed, presented, and discussed before the Mission Bay Planners: Land Use, Water Use, Environment, Circulation, Fiesta Island and South Shores, Aesthetics and Design, and Economics. Two additional Sections are included: Planning Approach and Implementation.

To facilitate its use in the preparation and review of actual improvements, the Aesthetics and Design Section is included under separate cover as the "Mission Bay Park Design Guidelines."

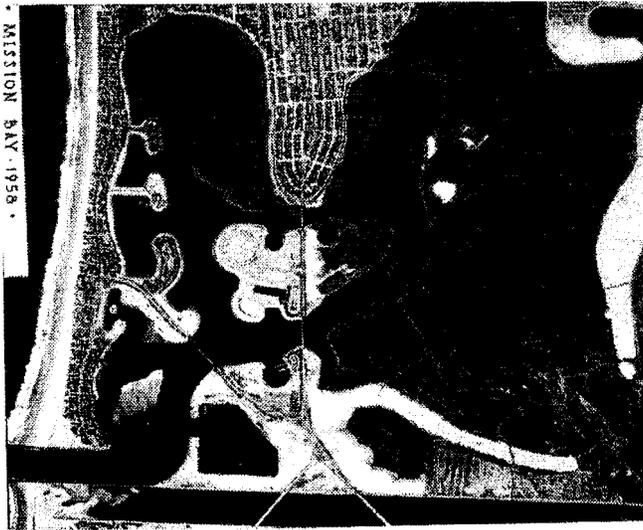
It should be acknowledged that by its very nature, a plan is a statement of intent, not of specific solutions. It is a framework, a tool with which to work towards an end. Due to the more comprehensive scope of the improvements proposed for Fiesta Island and South Shores, more detailed concepts are included for these two areas of the Park.



1935



1954



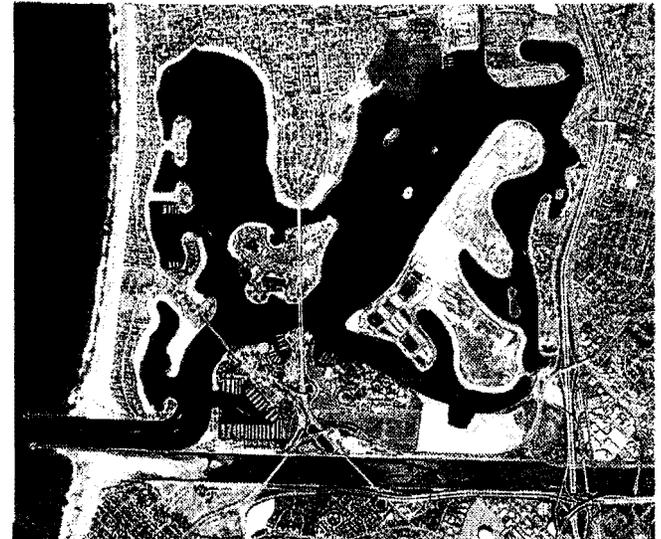
1958



1960



1966



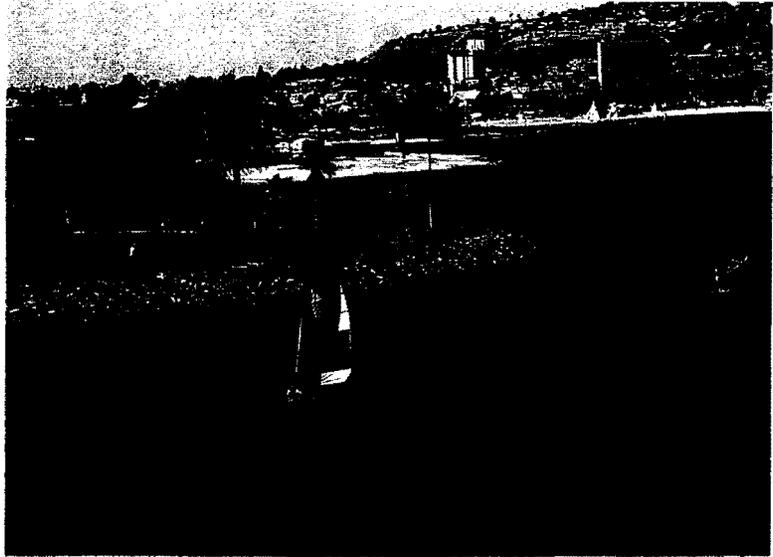
1994

## Historical Development

figure 7

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### III. PLANNING APPROACH



#### **“PARKS WITHIN A PARK”**

The Park's land and water resources are limited. They cannot expand further, except by taking from one to add to the other. As more people flock to Mission Bay Park in the future, these resources will be increasingly taxed in delivering a quality recreational experience.

Any situation involving a limited resource in high demand requires an efficient management approach, one that can render a “maximum sustainable benefit.” In Mission Bay Park, maximum sustainable benefit means ensuring that the greatest possible number of users continue to enjoy the Park without compromising its ability to meet the recreational choices and needs of the future.

To achieve this goal, every square foot of the Park's land and water should be planned to yield the most benefit for as many functions as possible. For example, Sail Bay currently serves multiple user groups including sailors, rowers, and water skiers, youth water-sport camps and swimmers. Designating seasons and hours of use based on speeds helps each water user derive maximum benefit from Sail Bay.

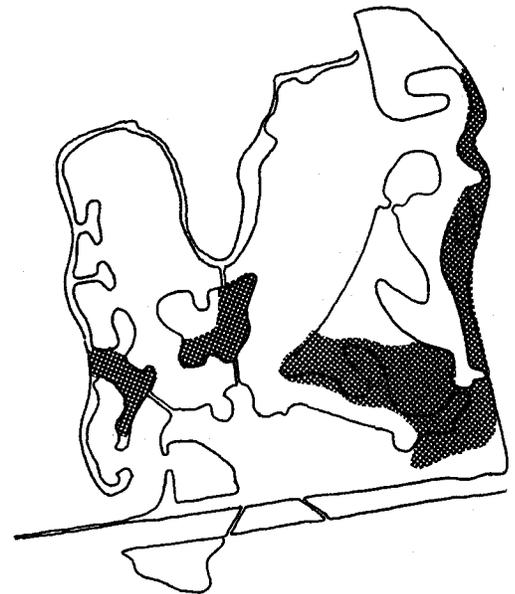
In addition to programming hours of use, other measures can further enhance the efficient use of the Park's resources: separating conflicting uses, allocating special areas for special uses, and, perhaps most importantly, concentrating compatible uses so as to develop a recreational and environmental synergy among them.

### ***Recommendations***

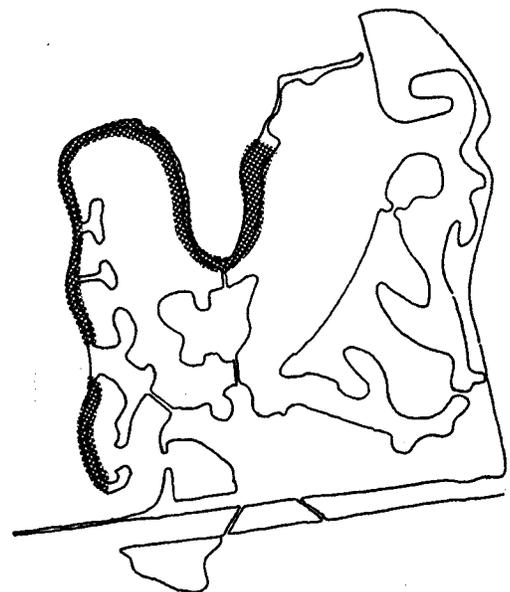
1. **“Park Regions”**: In the pursuit of a “maximum sustainable benefit” approach, the Park should be organized according to “regions” of compatible uses. For example, regional parkland areas should be located where best served by the transportation infrastructure; this would make efficient use of roadways, public transit, and parking facilities. Similarly, natural habitat areas should be consolidated to the extent possible so that their wildlife, mitigation, water quality improvement, and recreational functions can perform synergistically, maximizing their value to the Park.

More importantly, by allowing recreational areas to coalesce as distinctive “regions” around the Park, a sharpened perception of the landscape emerges, which enhances the overall recreation experience. For example, by consolidating habitat areas in one place, a more pronounced feeling of being “immersed” in nature is experienced. Similarly, concentrating regional parkland around an active body of water magnifies the Park's functions as a regional, water-oriented playground.

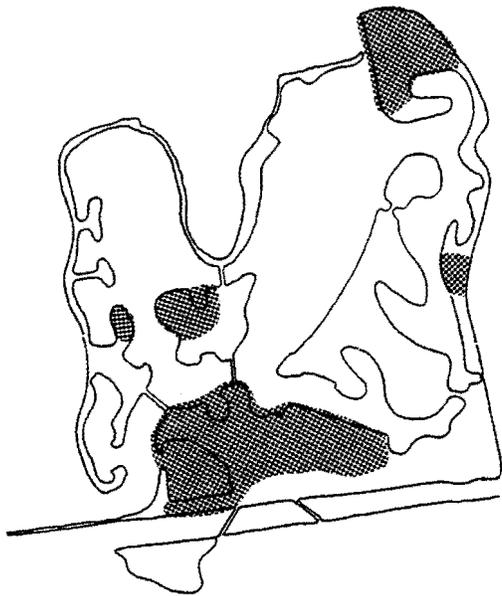
Because it yields distinctive recreation areas within a single Park, this approach has been labeled the “Parks Within a Park” concept. “Parks Within a Park” essentially means that Mission Bay Park will comprise an integrated diversity of recreational experiences – each with its own integrity.



***Regional-oriented  
Recreation***



***Neighborhood-oriented  
Recreation***



**Commercial-oriented Recreation**

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

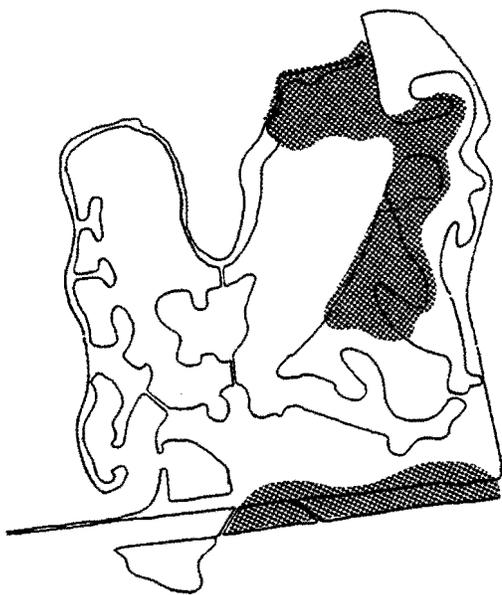
Regional-oriented recreation refers to regional parkland activities such as group picnicking, bicycling, and attendance of special events, such as the Over-the-Line tournament.

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

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

Habitat-oriented recreation refers to wetland and upland habitats serving more passive activities, including trails for hiking and jogging, or wetland areas for rowing and canoeing.

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



**Habitat-oriented Recreation/Preservation**

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

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

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

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

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

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

#### IV. LAND USE



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

*...Mission Bay Park should be an aquatic-oriented park which provides a diversity of public, commercial, and natural land uses for the enjoyment and benefit of all the citizens of San Diego and visitors from outside communities.*

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

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

## AQUATIC ORIENTATION

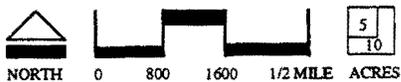
The uniqueness of Mission Bay Park lies in its aquatic setting. Fundamentally the Park was shaped out of the water and it remains focused upon it. It is deemed essential, therefore, that land use allocations in the Park be defined and arranged so as to maximize public access and enjoyment of the water.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

### *Recommendations*

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

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

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



**Aquatic Orientation**

figure 8

**LEGEND**

 300-Foot Depth Public Waterfront Zone

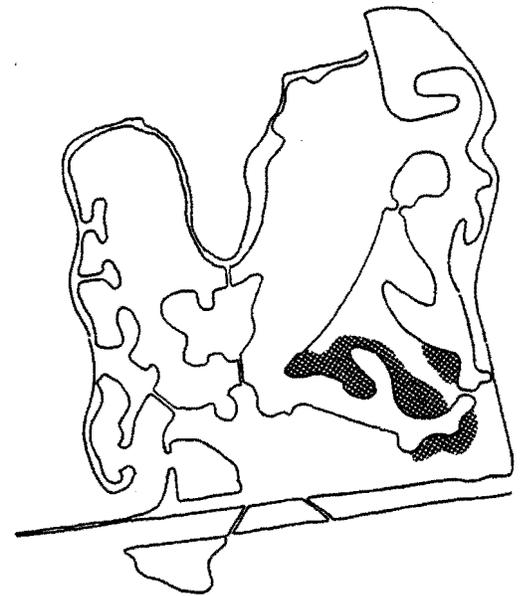
## REGIONAL PARKLAND

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

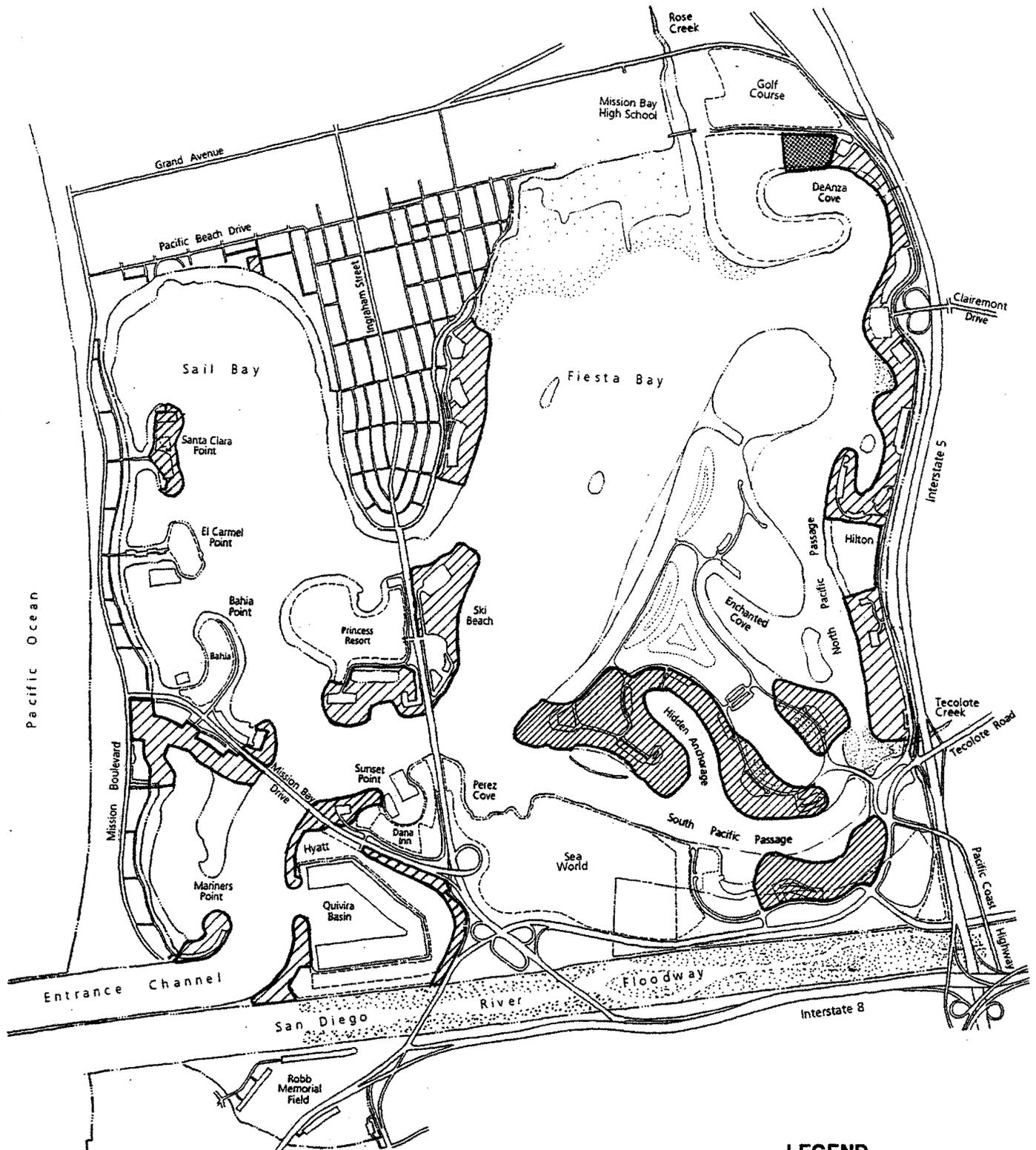
### *Recommendations*

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

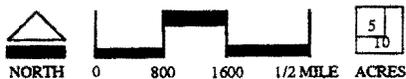
8. **Fiesta Island:** About 100 acres of new regional parkland should be developed in Fiesta Island, most of it in the current sludge bed area in the southern end of the Island. Replacing the sludge beds with parkland constitutes the only opportunity in the Park to gain net new land for recreation. This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



*New Regional Parkland of  
Fiesta Island & South Shores*



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



**Regional Parkland**

figure 9

**LEGEND**

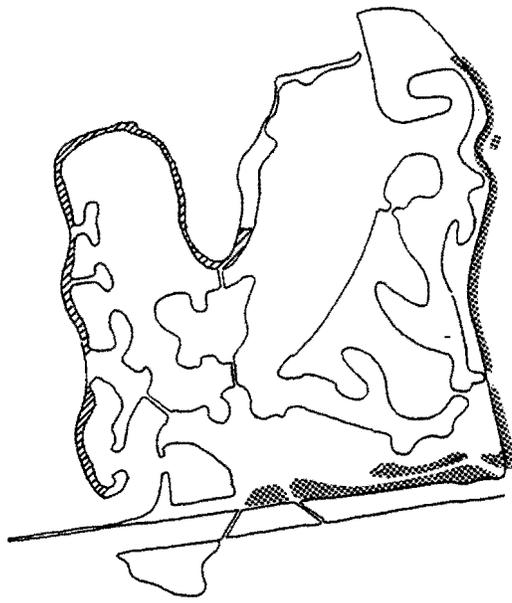
-  Area to Remain (228.6 Ac.)
-  Proposed Area (130 Ac.)
-  Potentially Removed Area (15 Ac.)

### ***Recommendations***

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

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

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



***“Rustic” Perimeter***

-  Beach
-  Coastal Vegetation

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

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

## DEDICATED LEASE AREAS

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

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

### *Recommendations*

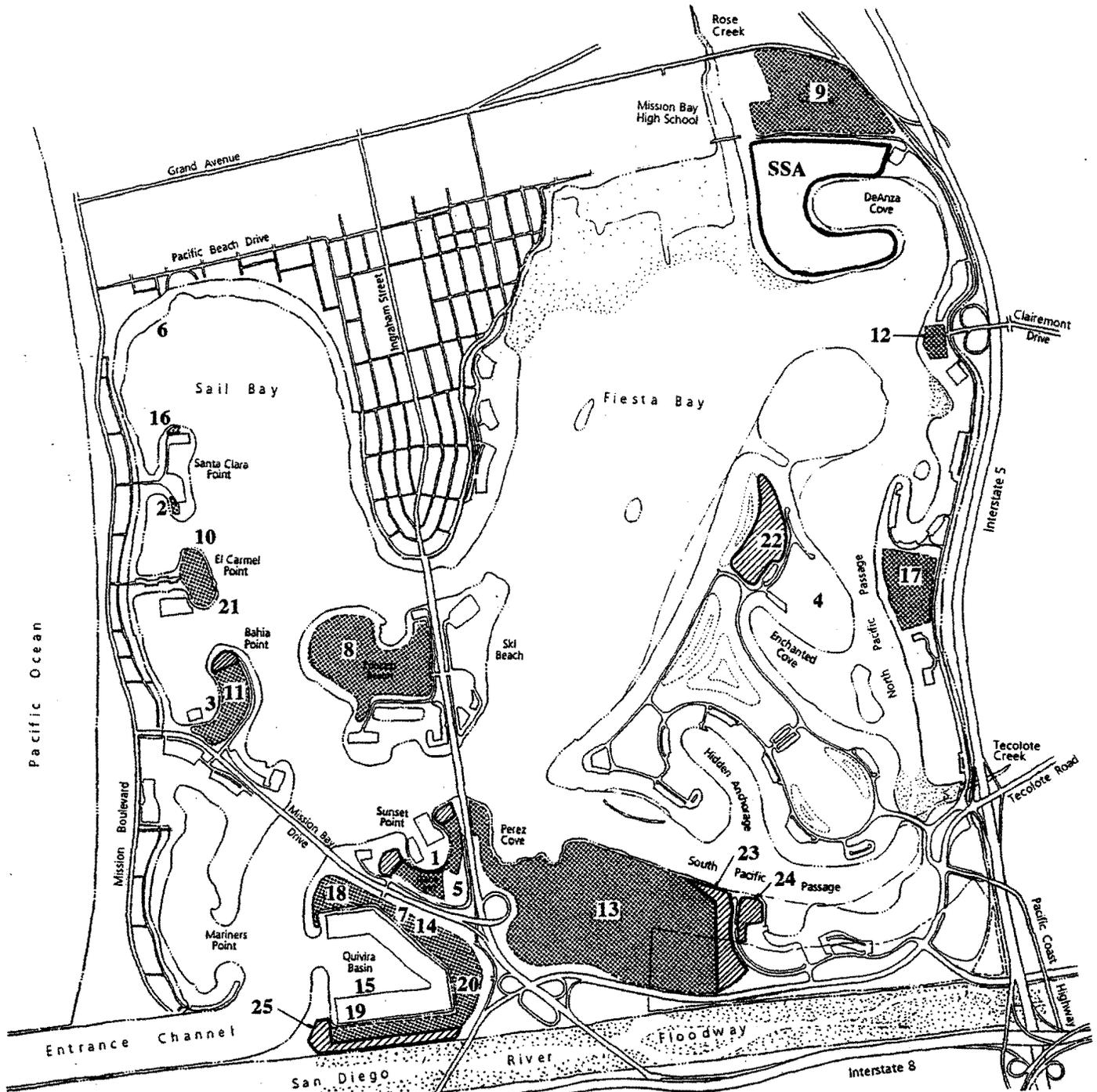
The following new dedicated lease areas, are proposed:

**15. Marina Village:** 500 hotel rooms, limited retail, conference facilities. The redevelopment of this existing lease should include the unimproved parking strip facing the San Diego River Floodway as an addition to the lease area (4.0+/- acres), creating a 19-acre redevelopment site. Expanding the lease area would allow the implementation of a wider public promenade on the north side of the development, taking full advantage of marina views. Vehicular public access to Hospitality Point through the site should be maintained.

**Table 1**

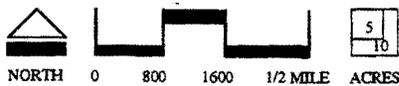
### **PROPOSED COMMERCIAL & NON-PROFIT(NP) LEASES**

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



**LEGEND**

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



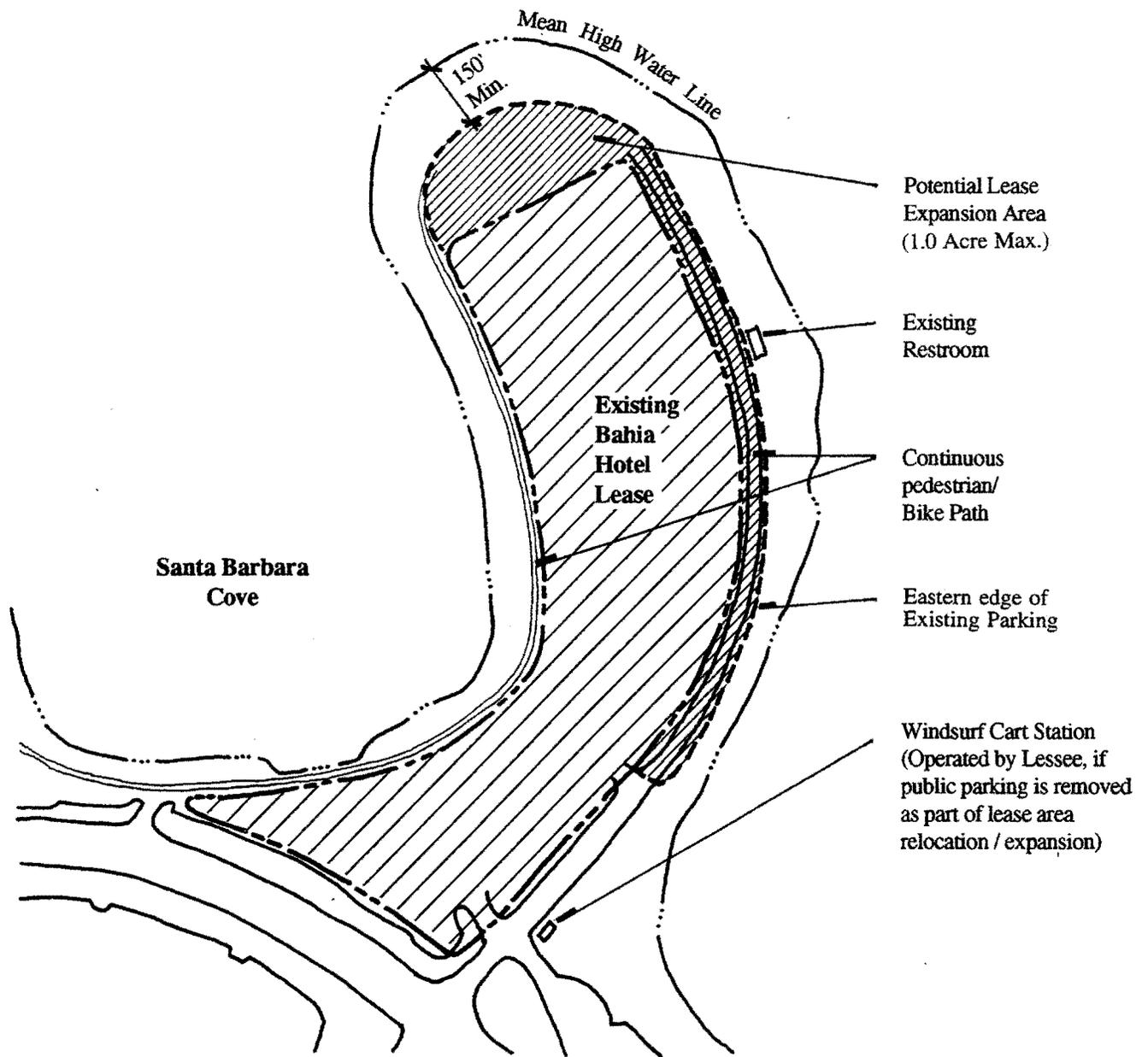
**Dedicated Lease Areas**

*figure 11*

**16. Pacific Rim Marine Enterprises, Inc. (Mission Bay Marina):** Optional hotel redevelopment. Should market conditions warrant, part or all of the Yacht Center leasehold should be permitted to redevelop into a guest housing complex similar in character to that proposed in Marina Village. Provisions for boat maintenance and servicing should be maintained as part of the redevelopment to the extent feasible. As in Marina Village, the unimproved parking area opposite the Yacht Center, plus a portion of Hospitality Point, should be added to the commercial lease area for redevelopment purposes (about 6 acres total).

**17. Bahia Hotel:** 600-room resort hotel. In accordance with the objective of intensifying existing leaseholds, the Bahia Hotel lease, at the lessee's option, should be expanded towards the point of the peninsula, and shifted eastward to the eastern curb of the existing parking. Such an expansion and shift could potentially permit the addition of 120 hotel rooms to the complex, above and beyond the current 484-room redevelopment plans. The following criteria should guide the redevelopment of the Point:

- The lease expansion should not exceed approximately one acre in area. An adequate public use zone should be maintained at the point itself in accordance with the Design Guidelines (150 feet to the mean high water line).
- Every effort should be made as part of any redevelopment effort to implement a continuous pedestrian and bicycle path around the Point in accordance with the Design Guidelines.
- Any loss of public parking resulting from a lease expansion and/or relocation should be mitigated.
- If the Bahia Hotel is to expand into Bahia Point's public parking areas, the lessee should be required to provide alternate means of carrying board sailing equipment to the tip of the Point from a drop-off area at the entrance of the leasehold.



**Bahia Point Development Area**

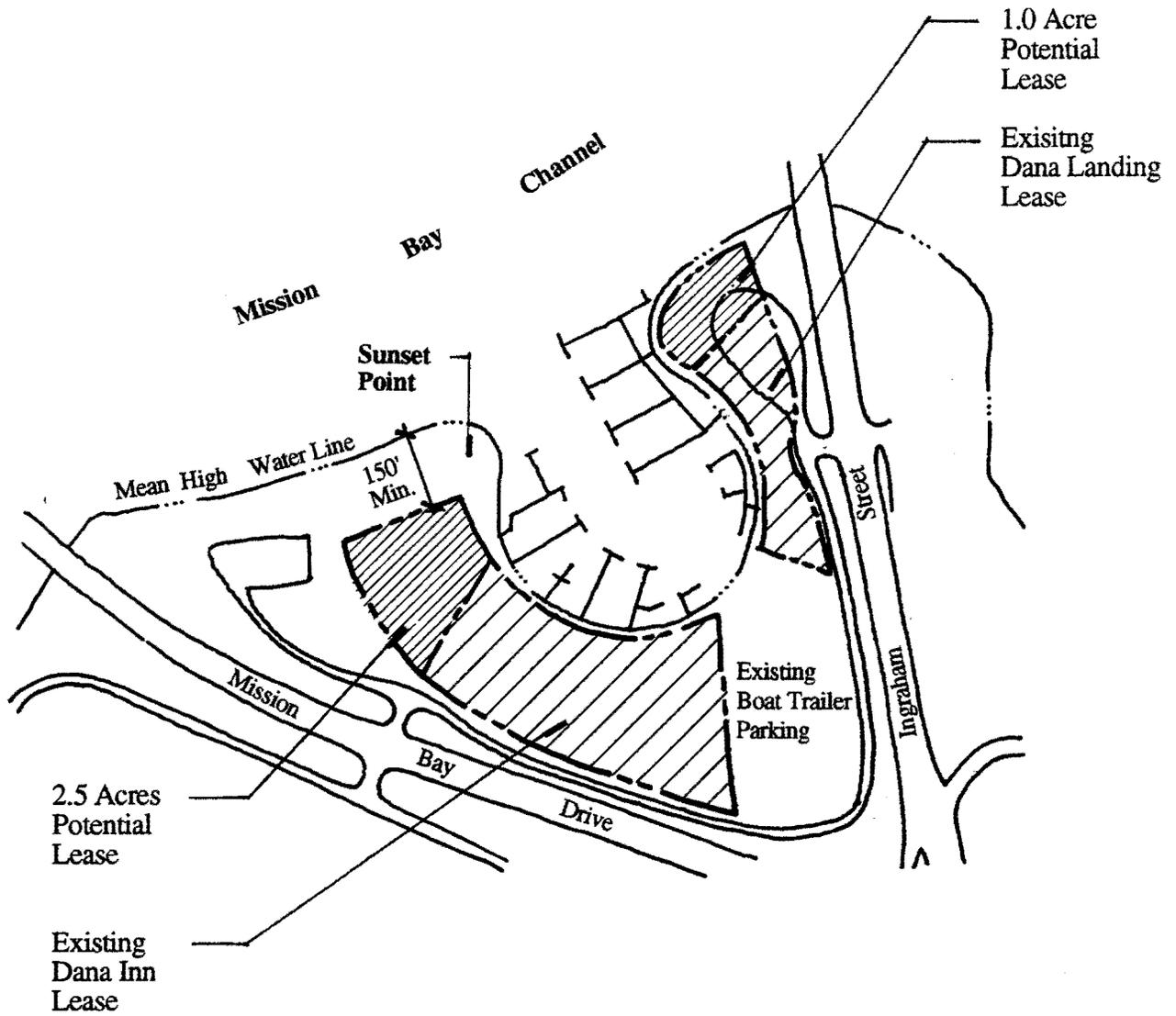
*figure 12*

**18. De Anza Cove (Special Study Area):** This area is planned as a Special Study Area (SSA) potentially involving any one or all of the following uses: guest housing; regional parkland; beach; boating concessions; wetland; wetland-related hydrologic improvements; paths and trails. Recommendation 24 describes in more detail the intent of this SSA and its development criteria.

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

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

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



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



**Sunset Point/ Dana Landing  
Development Area**

figure 13

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

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

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

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

**24. Resulting Dedicated Lease Area:** The City Charter currently imposes a maximum of 25 percent of the land area in Mission Bay Park to be devoted for commercial and non-profit leases. At present, such leases total about 404.42 acres, or about 21.4 percent of the total land area of 1,887.74

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

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

**Table 2**

**LAND LEASE CHANGES**

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

Net Dedicated Lease Gain = 15.04  
 Current Lease Total = 404.42 Acres  
 Proposed Maximum Lease Total = 419.46

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

## DE ANZA SPECIAL STUDY AREA

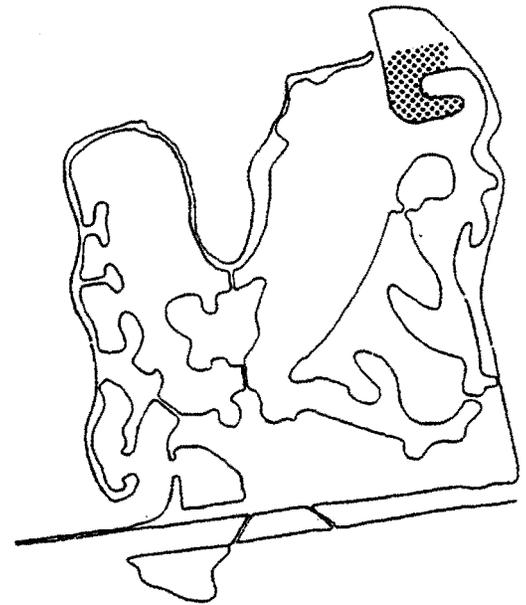
The De Anza Special Study Area (SSA) is envisioned as a flexible planning area in which a number of potential uses, both public and private, can be accommodated under varying intensities and configurations. The SSA designation allows more informed decisions to be made about the disposition of the land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

### *Recommendations*

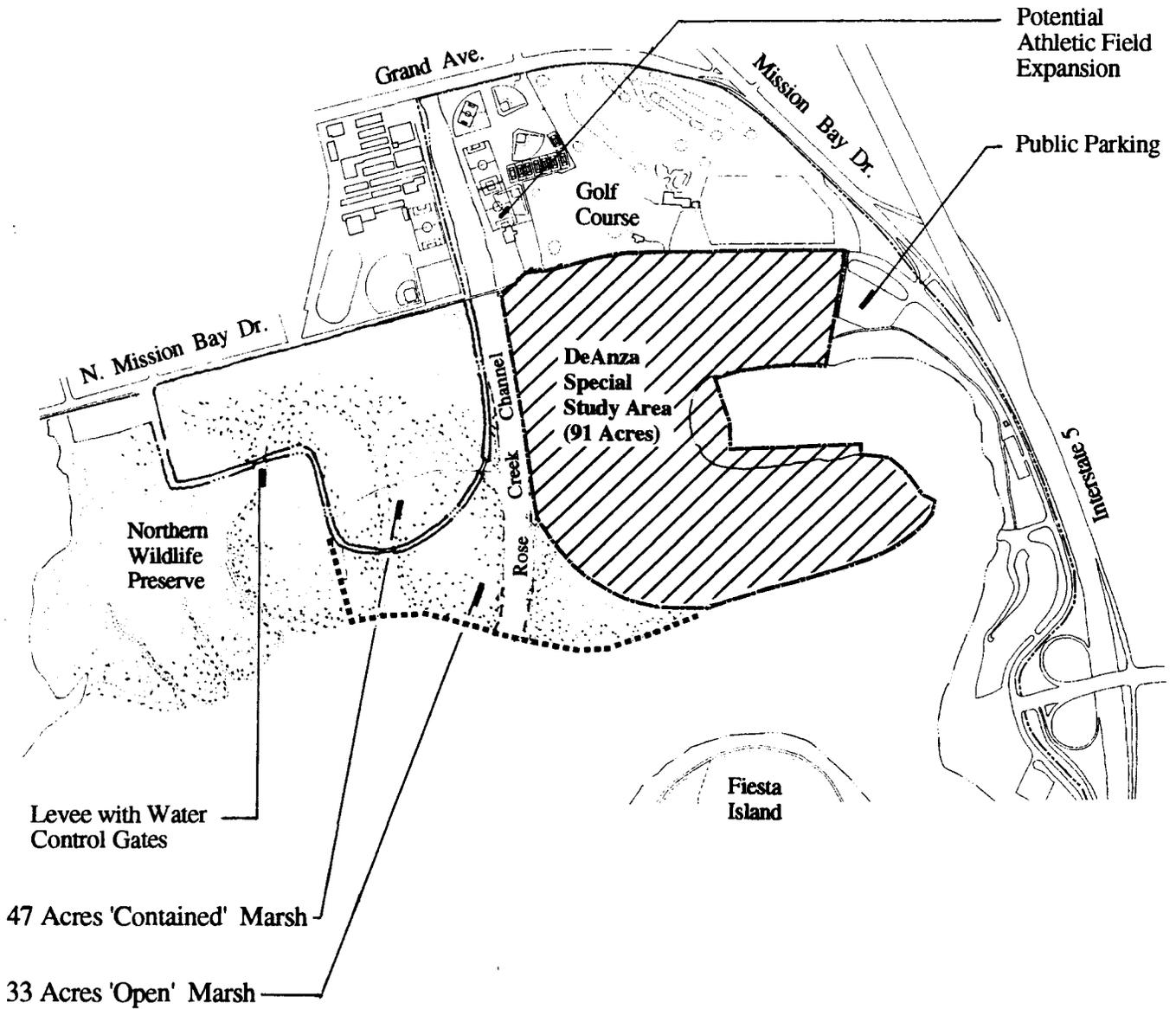
The De Anza Special Study Area remains subject to the goals and objectives established for the Park. Accordingly, specific criteria should govern the conception, preparation, evaluation and approval of development proposals in the SSA.

#### **25. De Anza SSA Development Criteria:**

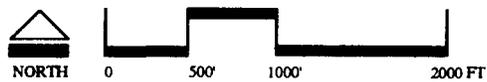
- The SSA shall be 91 acres in area to include the totality of the existing land and water leases of DeAnza Mobile Home Park and 15 acres of adjacent public parkland, of which up to 60 acres can be developed as guest housing. (Figure 14 describes the proposed SSA configuration).
- The SSA should not be developed to the detriment of existing and/or future adjacent habitat areas. Foremost in consideration, should be the extent to which the SSA can contribute to the Park's water quality. In fact, some wetlands mitigation may be required as part of the SSA.
- The SSA should facilitate the implementation of hydrologic improvements aimed at safeguarding the viability of marsh areas in its vicinity.
- The SSA should be developed to enhance the public use of this area of the Park. Recreational features such as waterfront trail, picnic areas, overlooks, canoe launching sites, etc. should be considered as an integral part of any development.



*Special Study Areas*



- Note: (1) The contained marsh is intended to function as a pollution filtration system.
- (2) 'Open' marsh area does not include 34 acres Northern Wildlife Preserve.



### DeAnza Special Study Area

figure 14

## RECREATIONAL VEHICLES

Overnight Recreational Vehicle (RV) facilities are currently provided at Campland on the Bay and the De Anza Trailer Resort. The latter is scheduled to be abandoned in the year 2003, or be redeveloped in accordance with De Anza Special Study Area development criteria. RV facilities are essential to Mission Bay Park, as they provide access to the Bay to a sector of the population that cannot afford hotel accommodations, and/or prefer the comfort and flexibility of a motor home. Such facilities should, therefore, remain as an integral part of the Park's diverse recreation matrix.

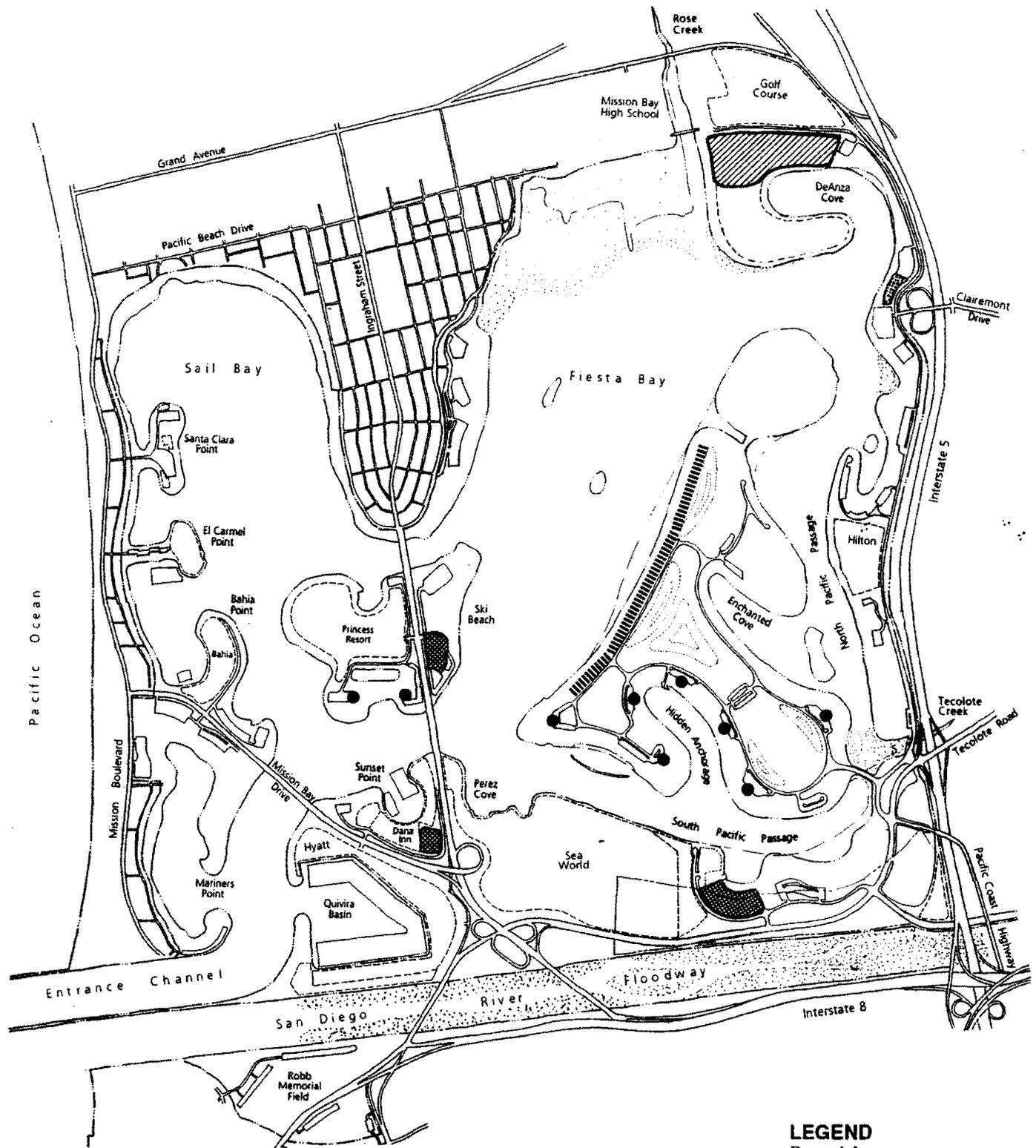
### *Recommendations*

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

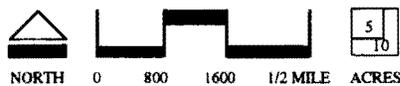
- Convenient beach access for swimming and boating
- Convenient access to the freeway, without travel through the neighborhood streets.
- Relative isolation from more intensive recreation areas.
- Optimum proximity to the nine-hole golf course.

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

**27. Day-Use RV Facilities:** In addition to Campland on the Bay, Mission Bay Park should provide adequate areas for temporary, or "day-use" RV's. As part of the overall water-use recommendations, the De Anza boat ramp and trailer parking are proposed to be regulated, which includes the potential transfer of some of the existing trailer parking to the new South Shores ramp facility. Therefore, a portion of the De Anza trailer parking stalls could become available to RV's on a "day-use" basis. RV's should be concentrated in the



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



**Recreational Vehicle Facilities**

figure 15

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

southern part of the parking, where they will interfere the least with the operation of the ramp. In this area RV's would also be the least visible from Interstate 5. Beach for the launching of non-motorized, non-trailerred boats, restrooms, concessions, and RV clean-up stations should be provided at this site.

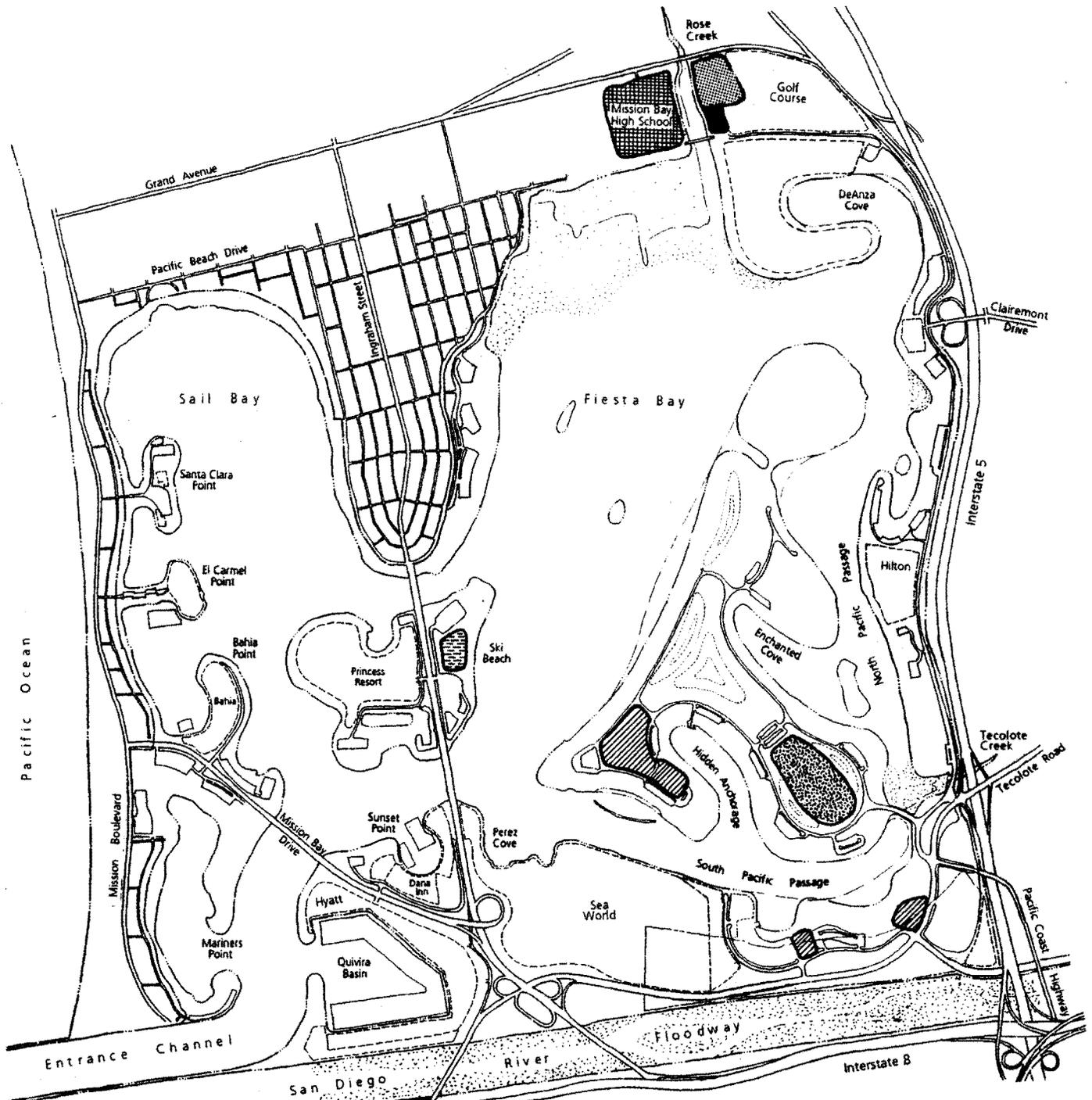
**28. RV Clean-up and Disposal Stations:** Since many RV users park in boat trailer parking areas, all of the Park's boat ramp facilities should include RV clean-up and disposal stations, for a fee.

## ACTIVE RECREATION

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

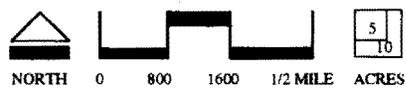
### *Recommendations*

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



**LEGEND**

-  Existing Dedicated Athletic Fields
-  Potential Athletic Field Expansion
-  Proposed Informal Play Area
-  Informal Play Area
-  Sand Arena
-  Potential Joint Use Area



**Active Recreation**

figure 16



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## V. WATER USE



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

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

*...Mission Bay Park's water areas should be allocated and maintained to support the diverse aquatic interests of those visiting Mission Bay, ensuring adequate access to, and the safety and enjoyment of, the Park's aquatic resources. In the interest of sustaining a desired level of recreation, the Park waters shall be so used as to preserve an appropriate level of biological quality, benefiting both human activities and the interests of wildlife.*

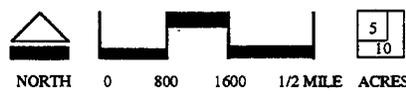
The Master Plan Update contains key water-use management recommendations, including water-use space and time allocations, and water access limitations. Special features enhancing the viability of special aquatic events, such as Thunderboats, are also proposed.

#### **MANAGEMENT STRATEGIES - TIME AND SPACE ALLOCATIONS**

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



Pacific Ocean



**Water Use Allocation**  
(Excluding Marinas & Mooring Areas)

figure 17

**LEGEND**

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

### *Recommendations*

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

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

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

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

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

## WATER USE CAPACITY

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

### *Recommendations*

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

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

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

## WATER ACCESS

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

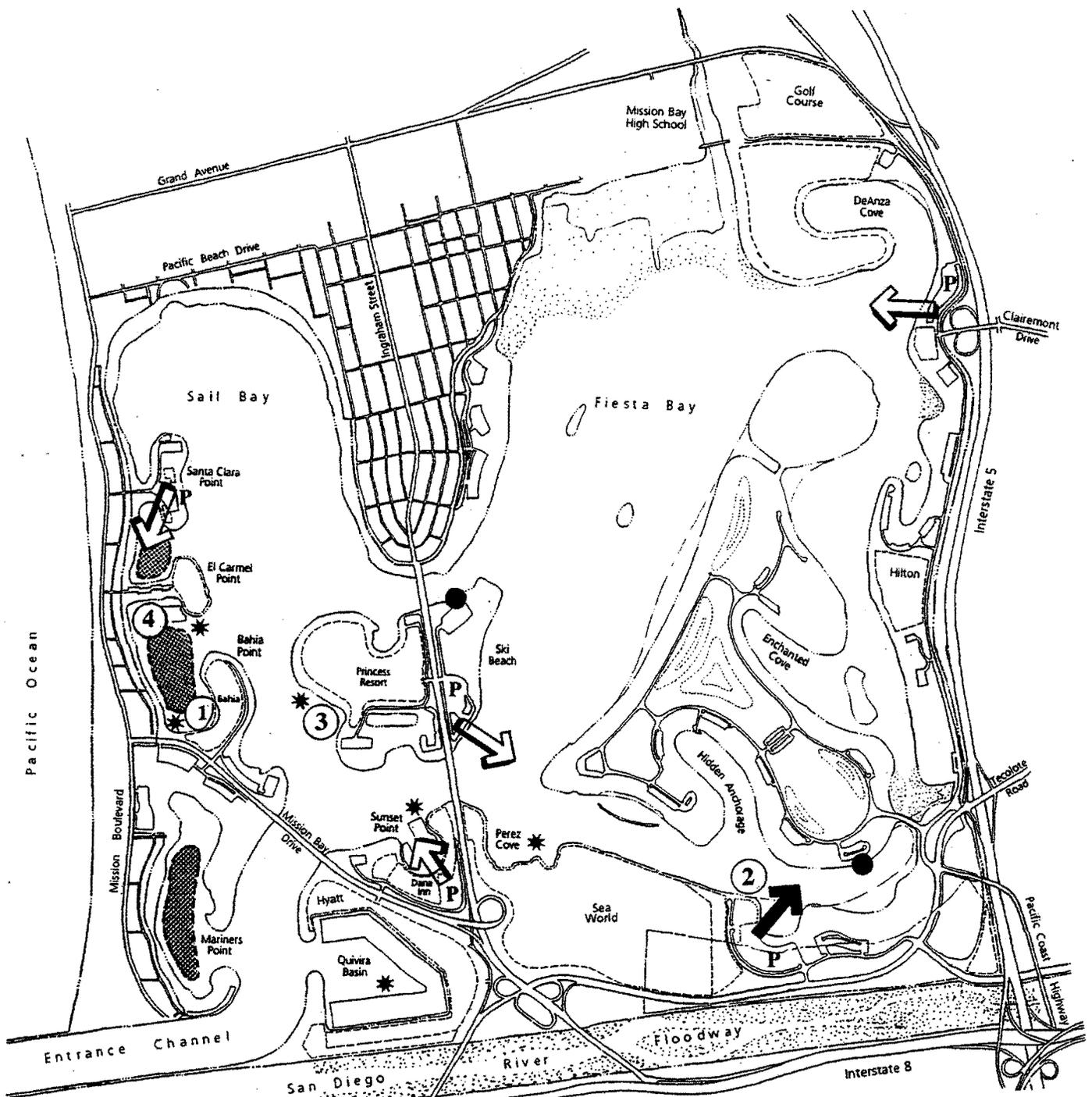
### *Recommendations*

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

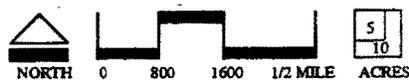
**41. Regulation of the De Anza Ramp:** In consideration of the high level of watercraft congestion that is currently experienced in the north end of North Pacific Passage, the Plan proposes to regulate the De Anza ramp. Such regulation could entail:

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

**42. Potential Ramp in Quivira Basin:** In public forums it has been suggested that a boat ramp be considered in Quivira Basin to reduce the cruising time of fishing and other recreational craft from the Bay to the ocean. Most of the Park's ocean-bound boats currently are launched from Dana Landing. However, given the cost of such a ramp compared to the



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



**Water Access**

figure 18

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

modest reduction in cruising time that it would yield, the ramp's implementation is not considered cost-effective. In addition, a ramp in Quivira Basin would disrupt current slip provisions and/or affect the harbor police facilities. This ramp, therefore, should not be pursued.

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

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

(240 parking spaces / 0.40 = 600)

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

**44. Personal Watercraft Trailer Parking:** A dedicated personal watercraft (PWC) area is recommended at the east end of South Pacific Passage. Access to this water body, which under this Plan is expanded by about 8 acres, would be available from the South Shores ramp and from a proposed dedicated PWC parking and launching facility in the eastern end of Fiesta Island. Based on discussions with lifeguards and police, up to 45 PWC vehicle/trailer spaces should be provided in the Fiesta Island site in order to maintain an adequate

level of use in the designated PWC use area. Another 20 standard parking spaces should be provided for friends and relatives. This facility should be designed to permit backing of the trailers into the water along the entire edge of the parking lot.

**45. Beach Launching:** The Park should contain a variety of beach launching sites for board sailors, kayakers, canoeists and rowers. Board sailors in particular would benefit from a diversity of sites in order to capitalize on changing wind conditions. To this end, existing beach launching sites should be maintained, except where in conflict with proposed habitat enhancement areas such as in the proposed Fiesta Island upland habitat preserve.

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

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

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

## WET SLIPS AND ANCHORAGE

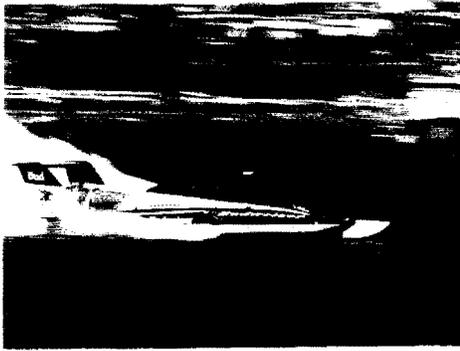
Several areas of the Park serve as mooring basins for overnight or longer term anchorage. In addition, 1,983 wet slips, existing and planned, serve as permanent berths for a variety of watercraft. Most of these slips are located in Quivira Basin and Dana Landing. There is wide demand for more marinas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

### *Recommendations*

**47. Additional Wet Slips:** The recreational and navigational use of the Bay waters are valued substantially more than the dedication of water areas for wet slips and anchorage. Accordingly, no new slip or mooring areas are recommended, with the following exceptions:

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

## SPECIAL EVENTS



*Thunderboat Race*

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

### *Recommendations*

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

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

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

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

## **WATER LEASES**

Mission Bay Park currently contains 83.74 acres of commercial and non-profit water leases, out of a potential 144.79 maximum acres as established by the Charter of the City of San Diego (6 percent of the Park's water area). Water leases play an important role in providing the public, as well as members of specific organizations, access to the water. As with dedicated land leases, however, a balance must be established between commercial revenue considerations, non-profit organization needs, and public recreation needs.

### ***Recommendations***

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

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

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

**Table 3**

**WATER LEASE CHANGES**

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

**Net Dedicated Lease Gain = 3.6 Acres**  
**Current Lease Total = 83.74 Acres**  
**Proposed Maximum Lease Total = 87.34 Acres**

(1) This is a potential use.

## SWIMMING

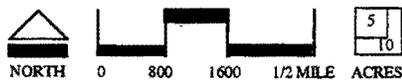
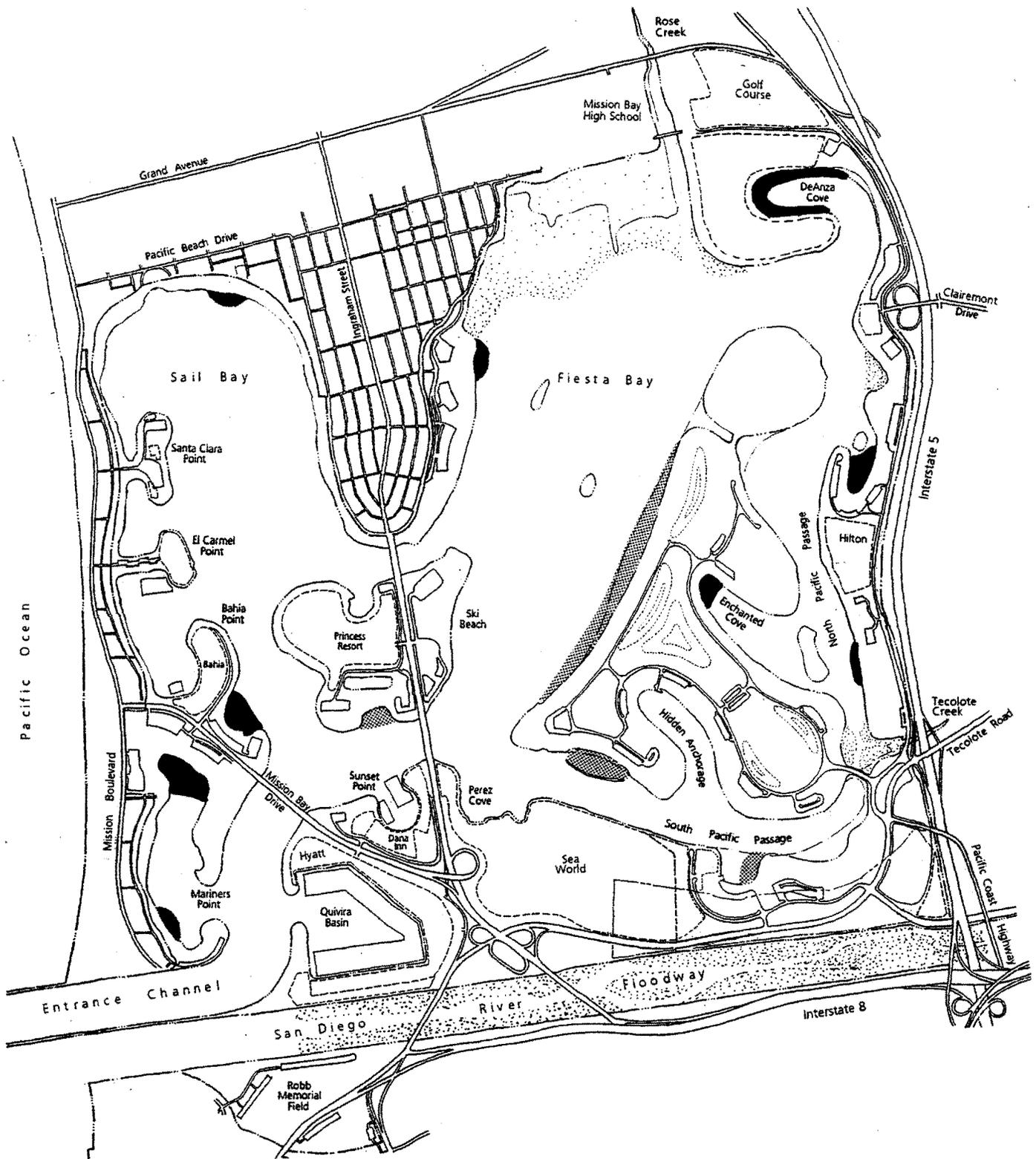
A variety of swimming sites are distributed around the Park. Most desirable are areas such as De Anza Cove, which offer tranquil waters suitable for wading and playing in the sand, as well as deeper waters for adult swimmers. Maintaining and expanding the variety of swimming venues would bring more people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

### *Recommendations*

**55. Existing Swimming Areas:** Sail Bay, Crown Point Shores, De Anza Cove, Leisure Lagoon, Tecolote Shores, the west end of Enchanted Cove, Ventura Cove, and Bonita Cove should be maintained as posted and supervised public swimming areas. Under the De Anza Special Study Area, most of the Cove's north and west shore could potentially face a guest housing leasehold.

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

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



**LEGEND**

- Existing Swimming Area
- Proposed Swimming Area

**Supervised Public Swimming**

*figure 19*

- West Vacation Isle, south shore. A small embayment already exists here. The addition of a jetty or breakwater would ease the water's chop and make the site suitable for swimming.

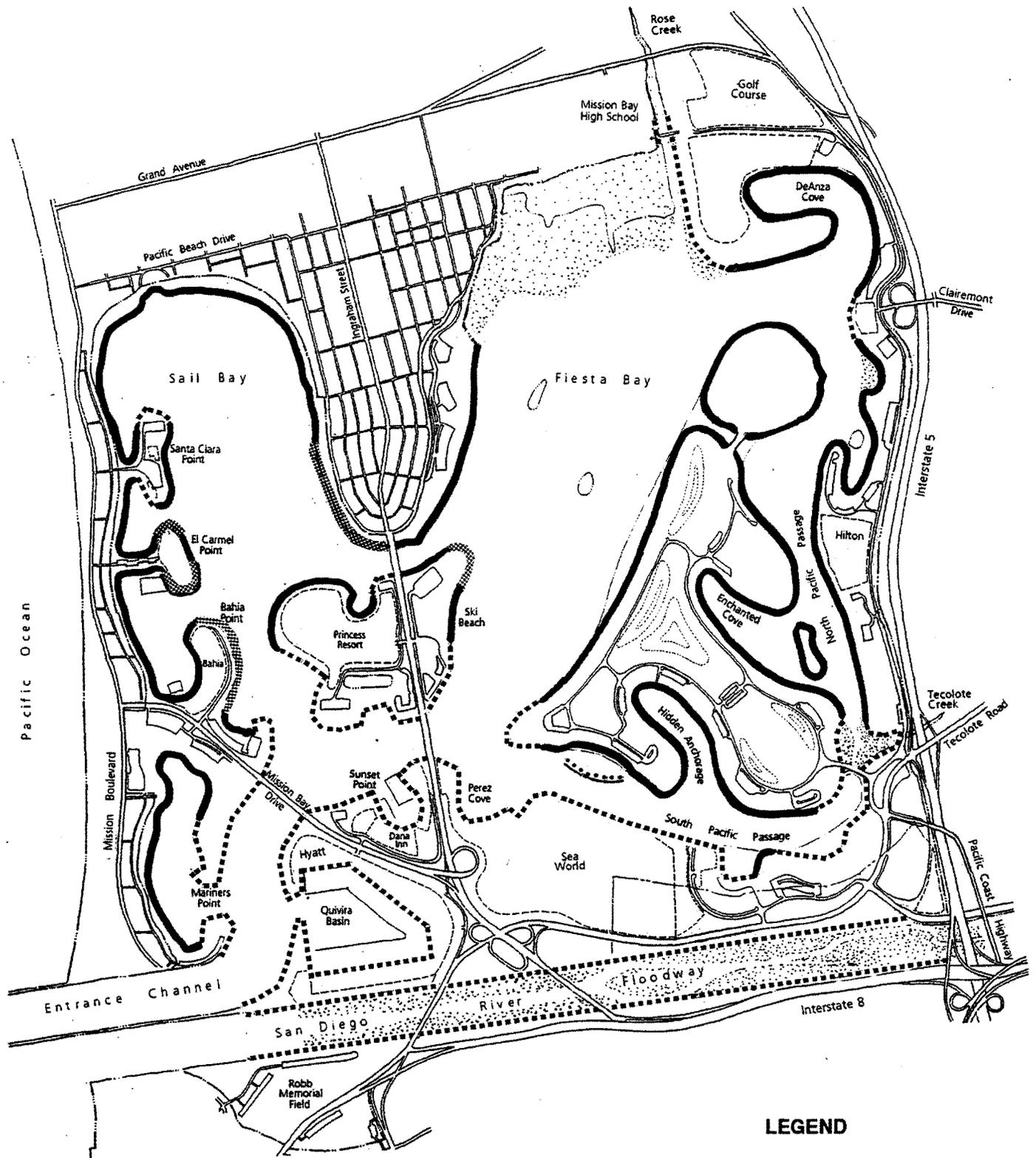
## SHORE TREATMENT

The Mission Bay Park Shoreline Stabilization and Restoration Plan (SSRP), adopted by City Council in May of 1990, prescribes several types of shore treatment for the Park, ranging from rock revetment to sand beach. These treatment proposals aim to reduce the amount of sediment generation from within Mission Bay while helping restore the stability of the Bay's shoreline for navigation and recreation purposes as illustrated on Figure 20.

### *Recommendations*

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

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



- Notes: (1) This plan includes the shoreline treatment as proposed in the Mission Bay Park Shoreline Stabilization and Restoration Plan, as modified
- (2) The Precise configuration of the marsh boundary will be determined by following further detailed studies.

**LEGEND**

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

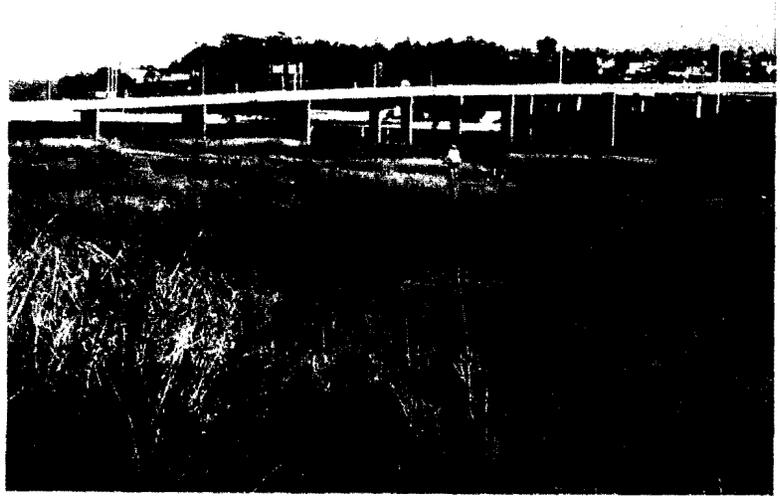


**Shoreline Treatment**

figure 20



## VI. ENVIRONMENT



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

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

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

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

## **THE NATURAL RESOURCE MANAGEMENT PLAN**

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

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

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

- No mitigation/habitat areas are proposed in the southern peninsula of Fiesta Island, with the exception of eelgrass beds associated with new embayments for swimming. Rather, this Plan proposes a substantial expansion of wetland areas immediately adjacent to the Northern Wildlife Preserve along with a smaller wetland at the outfall of Tecolote Creek.
- Expansion of upland preserves are proposed along the levee of the San Diego River Channel and, potentially, in De Anza Point and other upland areas associated with the wetland expansion adjacent to the Northern Wildlife Preserve.

These changes respond to the overall objective of maximizing the benefit of all habitat areas by placing such areas in as large and contiguous sites as possible. These and other Plan recommendations will supersede the NRMP once the EIR associated with this Master Plan Update is certified.

### **PUBLIC INTEREST AND CONCERN**

The adopted Natural Resource Management Plan constitutes the first comprehensive document to address the Park's ecology. As such, it can be considered a statement of public support for the environmentally sound management of the Park's land and water resources.

This support is reinforced by the results of a professionally-conducted telephone survey, commissioned at the outset of the Master Plan Update to gauge public opinion on key issues and desires (Appendix D).

The following questions concerning the Park's environment were asked.

Q: "How do you rate the importance of preserving and enhancing natural resources in Mission Bay Park?"

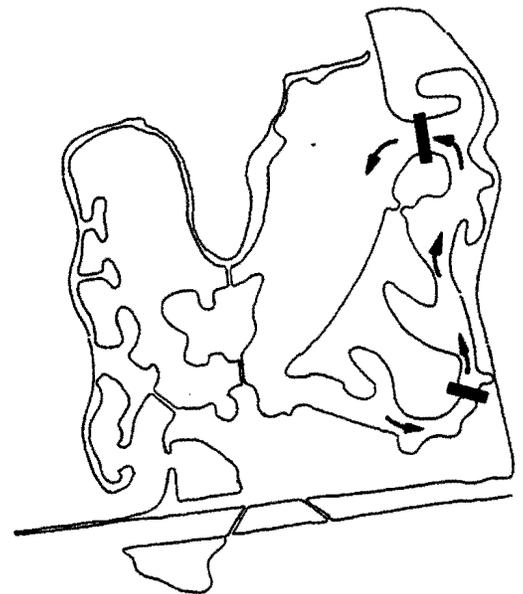
Over 70 percent of the respondents answered, "Very Important"; another 25 percent answered, "Somewhat Important." The remaining responses were tabulated as "Not at All Impor-

tion Agency (EPA), the City is currently implementing a "dry weather" interceptor system to prevent sewage spills from entering the Bay through the storm sewers. This program should measurably reduce the Bay's contamination.

**63. Upstream Controls:** Although as yet unquantified, a substantial amount of pollutants may be entering the Park through Rose Creek and Tecolote Creek. An investigation to determine the type and amount of pollutants should be initiated. In addition, measures that could curb the flow of pollutants into the Bay should be pursued, where proven feasible:

- Sediment traps or basins adjacent to the creek outfalls, or at a suitable upstream locations, that can be adequately maintained.
- Removal of concrete lining on Rose and Tecolote Creeks to slow down flood flows and allow contaminant to be absorbed by fresh water marsh and riparian vegetation. This would require approval from the Army Corps of Engineers.
- Flow equalization reservoirs (above or below grade) to reduce the incoming volume of flood waters.
- Control of storm sewer discharges, as addressed by the NPDES.

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



*Tidal Gates & Flow*



*Model of Tidal Gates*  
(Source: Clive E. Dorman, SDSU)

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

**65. New Tidal Channels:** As part of Dr. Dorman's study, opening channels through Fiesta Island and De Anza Cove was also evaluated. Tidal simulations conducted on a scaled model of the Park revealed that the Fiesta Island channel only marginally improved water circulation; the De Anza channel was more effective. The De Anza channel should therefore be pursued as part of the DeAnza SSA redevelopment. The Fiesta Island channel should be pursued only if the need to create eelgrass beds outweigh its capital cost and if proven technically feasible. Geotechnical studies should be conducted for all proposed channels to assess their feasibility.

**66. Wetland Filtration:** In this country and abroad there is wide use of fresh-water marshes as natural sewage filters. Marshes absorb contaminants in two ways: by trapping heavy metals in its sediments, and by absorbing coliform and other organic material in its leaf matter.

While relatively few salt-water or tidal marshes have been targeted and monitored as natural filtration systems, there is evidence that they perform as effectively as fresh-water marshes in the treatment of bacteria, nitrogen, phosphorus, and other sewage-related pollutants. Accordingly, the creation of wetlands in the Park should be pursued as part of a comprehensive program to improve the quality of the Bay waters.

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

- Places new wetlands in contiguity with the Northern Wildlife Preserve, which magnifies the combined waterfowl habitat value.
- Integrates proposed and existing upland and wetland habitats, enhancing their respective ecologies.
- Establishes integrated and distinctive "natural" recreation areas in the Park serving hikers, walkers, bird watchers, rowers, and canoeists.
- By removing the NRMP-planned wetland areas from Fiesta Island, about 70 acres of prime parkland become available for recreation once the sludge beds are abandoned. Such acreage is unavailable elsewhere in the Park.

Accordingly, the following wetland areas are proposed:

- Rose Creek outfall: 80+/- acres. This site requires the relocation of Campland to the east of Rose Creek. Additional wetland should be considered in the De Anza Special Study Area.
- Tecolote Creek outfall: 12+/- acres.
- Pacific Passage, south of the Visitor Center: 5+/- acres.

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

**69. Hydrologic Improvements:** Marshes naturally occur at the mouth of creeks, streams, and rivers where they periodically absorb flood events. Marshes are by nature capable of withstanding and recovering from such events. However, the creation of a marsh having storm sewer treatment functions will require safeguards from flood events.

Philip Williams & Associates, Ltd., hydrologic specialists, have provided a preliminary evaluation of the feasibility of creating a marsh at the Rose Creek outfall. Their report is included in Appendix B-1. Key recommendations include:

- Maintaining and extending the flood control channel through the marsh.
- Diverting a portion or all of the "first-flush" into the marsh by secondary channels or pipes, from a point upstream from the creek's outfall.
- Building levees around the marsh, with operable gates, to achieve the required retention treatment time (20 hours, ideally). The gates could be inflatable "bladder dams" that are activated only during flood events; the remainder of the time the dams could be deflated, permitting rowers and canoeists into the marsh channels. The levees could be designed as upland habitat areas, adding value to the ecology of the marsh.

Similar considerations apply to the proposed Tecolote Creek marsh.

**70. Testing:** In consideration of the scope of the proposed marsh areas, and in the interest of monitoring their effectiveness as pollution filtration devices, test plots should be considered as a pre-implementation measure. Suitable test plots are the 2-acre Frost property, which the City is expected to acquire for wetland expansion, and portions or all of the targeted Tecolote Creek wetland area.

- Fiesta Island Channel: 12+/- acres. The channel is proposed as a possible eelgrass mitigation area – if proven essential and cost-effective.

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

## UPLAND HABITATS

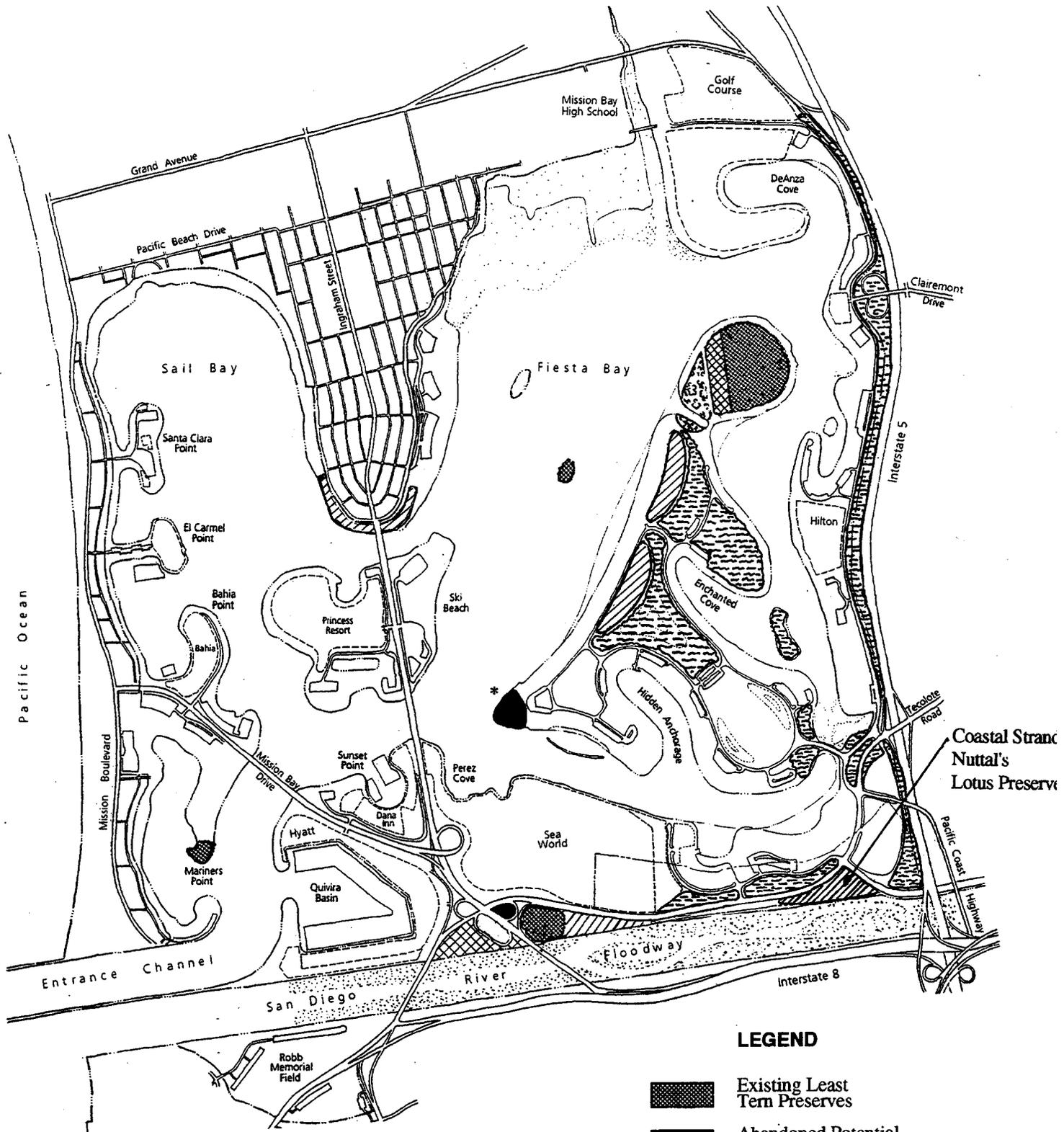
Upland habitats include both preserve areas for the California Least Tern and native vegetation areas available for public use. Several sites are identified in the NRMP as Least Tern preserves. These sites, with the exceptions noted below, are to remain. Non-preserve upland areas are viewed as recreational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

### *Recommendations*

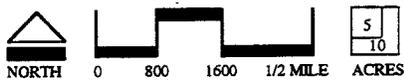
In pursuit of the “Parks Within a Park” concept, most of the upland habitat areas are proposed in the northeast quadrant of the Park, particularly within Fiesta Island.

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

This Plan proposes that Stony Point in Fiesta Island and the Cloverleaf site at the intersection of Sea World Drive and Ingrahm Street be abandoned and replaced at other locations. Stony Point, which was a historic breeding area, is proposed to be abandoned to permit the full utilization of the Island’s



\* The Stony Point site was a proposed reinstatement of a historical Least Tern breeding area.



**Upland Habitats**

figure 24

**LEGEND**

-  Existing Least Tern Preserves
-  Abandoned Potential Preserves
-  Proposed Least Tern Preserves
-  Beach Strand
-  Coastal Sage Scrub
-  Salt Pan

The nature center should provide interpretive and educational information and facilities for use by educational organizations and the general public, and serve as a research base from which to study and monitor the Bay's environmental health.

A program of continuing studies should be initiated to record the vitality of habitat areas, pollution, sedimentation and other aspects of the Bay's ecology.

**75. Hubbs-Sea World Research Institute:** Established in 1963, the Hubbs-Sea World Research Institute is a non-profit research foundation, supported by Sea World, and various research grants. The Institute has expressed interest in expanding their facilities into the existing "A Place to Meet" building. Environmental education programs and displays would be part of this new facility. While not duplicating the education/interpretive functions of the Park's nature center, the expanded education and research facility would enhance public awareness about the Bay and the region's coastal environment.

Should the Mission Bay Park Nature Center be pre-empted by the need to expand the wetland areas west of Rose Creek, the Hubbs-Sea World Research Institute should be targeted as a more significant venue for interpretive displays and educational programs.

**76. Interpretive Program:** Environmental education should not be restricted to the habitat areas of the Park. A program of Park-wide interpretive signs should be conceived and implemented, to inform the public of Mission Bay's unique environment.

## VII. ACCESS AND CIRCULATION



As one of San Diego's preferred recreation destinations, Mission Bay Park is subject to considerable motorist, bicycle and pedestrian traffic. At peak times, the current infrastructure of roadways, paths, and parking areas is over-taxed, resulting in congestion and reduced access to the Park. Contributing to the traffic problems is a significant volume of commuter traffic on Ingraham Street and Sea World Drive, which are major roadways serving the Park. The latter also becomes highly congested during peak weekends and holidays as thousands of visitors flock to Sea World.

Circulation problems are not exclusive to motorized vehicles. Bicycle travel, jogging and walking are highly valued as recreation activities in Mission Bay Park. Bicycle and pedestrian paths are interrupted in several areas around the Park and are too narrow to safely and conveniently accommodate these users.

Because of these conflicts, circulation in the Park currently contributes to a diminished recreation experience. Through land use planning, parking and access controls, the provision of convenient public transit, and enhanced bikeways and paths, this Plan aims to ameliorate the traffic problems facing the Park and further enhance its mission as a regional recreation attraction. As a goal...

*...Mission Bay Park should provide safe, efficient and enjoyable access to all of its recreation areas, minimizing circulation and parking impacts on adjacent residential areas. Traffic and parking should support, but not overwhelm, the Park's recreation areas, the regional parkland areas in particular. Bicycle and pedestrian paths should reach all areas of the Park and extend to adjacent open space corridors in as safe and enjoyable a manner as possible.*

## LAND USE GUIDANCE

Traffic and circulation efficiency is dependent on land use considerations as much as actual physical roadway improvements. Some areas of the Park, such as Crown Point Shores, generate substantial traffic movement through the adjacent neighborhoods. The resulting congestion creates a natural conflict between Park visitors and residents while causing a Park-access hardship. The opposite occurs in East Shores: there is convenient freeway access and no conflict with the neighbors.

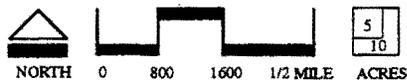
### *Recommendations*

**77. Regional Destinations:** Regional access to Mission Bay Park is provided by I-5 and I-8, the intersection of which defines the southeast corner of the Park. To make optimum use of this infrastructure while minimizing vehicular circulation through the Park and adjacent neighborhoods, intensive regional recreation and special event venues should be focused on the southern quadrant of the Park.

**78. Large Group Picnics:** Because they generate substantial vehicular traffic, large group picnics and events requiring permits and/or reservations should be targeted on South Shores and the southern area of Fiesta Island. Conversely, such activities should be scaled back and de-emphasized in Park areas adjacent to residential districts, such as Crown Point Shores.



Note: Refer to "Optional South Fiesta Island Development Plan" on page 126.



**Land Use Guidance**

figure 26

**LEGEND**



Primary Regional Recreation



Access from Freeway

## PARKING DEMAND

The Park's primary regional parkland, such as East Shores and Crown Point Shores, currently hold from 40 to 60 individuals per acre during peak times. About 25 parking spaces per acre currently support these primary parkland areas (including curbside parking on East Mission Bay Drive). Demand for parking is directly linked to the supply of parkland and to the level of use the parkland receives. The question is: what intensity of use should be assumed for new parkland areas?

### *Recommendations*

**79. Use-Intensity and Vehicle-Occupancy Assumptions:** Given that over 80 percent of Park users regard picnic and grassy areas to be at least somewhat crowded on peak days (see Appendix D, Table 27) the current 50-person per acre average use intensity should be used as a practical maximum.

At present, parking supply yields an average vehicle occupancy of about 2. This is a low ratio for a major regional park. Most urban parks across the country use ratios of 2.5 or more. However, as use of the auto remains the preferred mode of transport in the region, a 2.25 vehicle-occupant ratio is recommended for peak-day planning purposes.

**80. General Parking Demand:** About 340 acres of parkland are proposed under this Plan, representing a 50 percent increase over the current parkland area. Using the preceding assumptions for use intensity and vehicle occupancy loading, the parkland areas will generate a parking demand of about 7,555 parking spaces.

To this demand should be added about 1,066 spaces to serve the open beach areas of Fiesta Island. This figure is derived from National Recreation and Park Association standards, which call for a minimum of 50 square feet of beach per person, 4 acres of supporting area per acre of beach, and a 4-person average vehicle occupancy .

- 
1. Given its lesser attraction compared to Mission Beach, for example, a 3-person per vehicle occupancy has been assumed instead of 4. Other assumptions are: the northern half of the western beach will remain less intensively used, with vehicular access permitted only during special events; and the depth of beach areas will be 150 feet maximum from the mean high water line.

**81. Special Events Parking Demand:** During the Over-the-Line tournament, close to 2,000 vehicles have been recorded on Fiesta Island. The 864 spaces currently provided for this event are in unmarked, unpaved lots; the remaining vehicles park along the Park road and on the beach areas. For purposes of this Master Plan Update, 2,000 spaces have been assumed as the minimum necessary to satisfy the Over-the-Line event. An equal, although not overlapping, demand is assumed for the Thunderboat races.

**82. Overall Parking Demand:** The addition of the general and special event parking demands yields a combined demand for about 10,621 spaces.

$$(7,555 + 1,066 + 2,000 = 10,621 \text{ spaces})$$

At the height of the day during peak days, the Park experiences an average parking occupancy rate of 85 percent, although several lots reach over 95 percent occupancy. Given the high efficiency anticipated for the new parking areas, a 90 percent occupancy rate should be assumed for planning purposes. Accordingly, 10,621 net occupied spaces require the provision of about 11,801 actual spaces.

$$(10,621 / 0.9 = 11,801 \text{ spaces})$$

The 11,801 spaces represent the total anticipated demand serving land-based regional recreation. Boat trailer and other watercraft-related parking provisions are contained in the Water Use section of this Plan.

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

$$(7,295 - 601 = 6,694 \text{ spaces})$$

Accordingly, a total of 5,015 new spaces should be provided in Mission Bay Park to satisfy peak day use demand.

$$(11,801 - 6,694 = 5,107 \text{ spaces})$$

## **PARKING PROVISIONS**

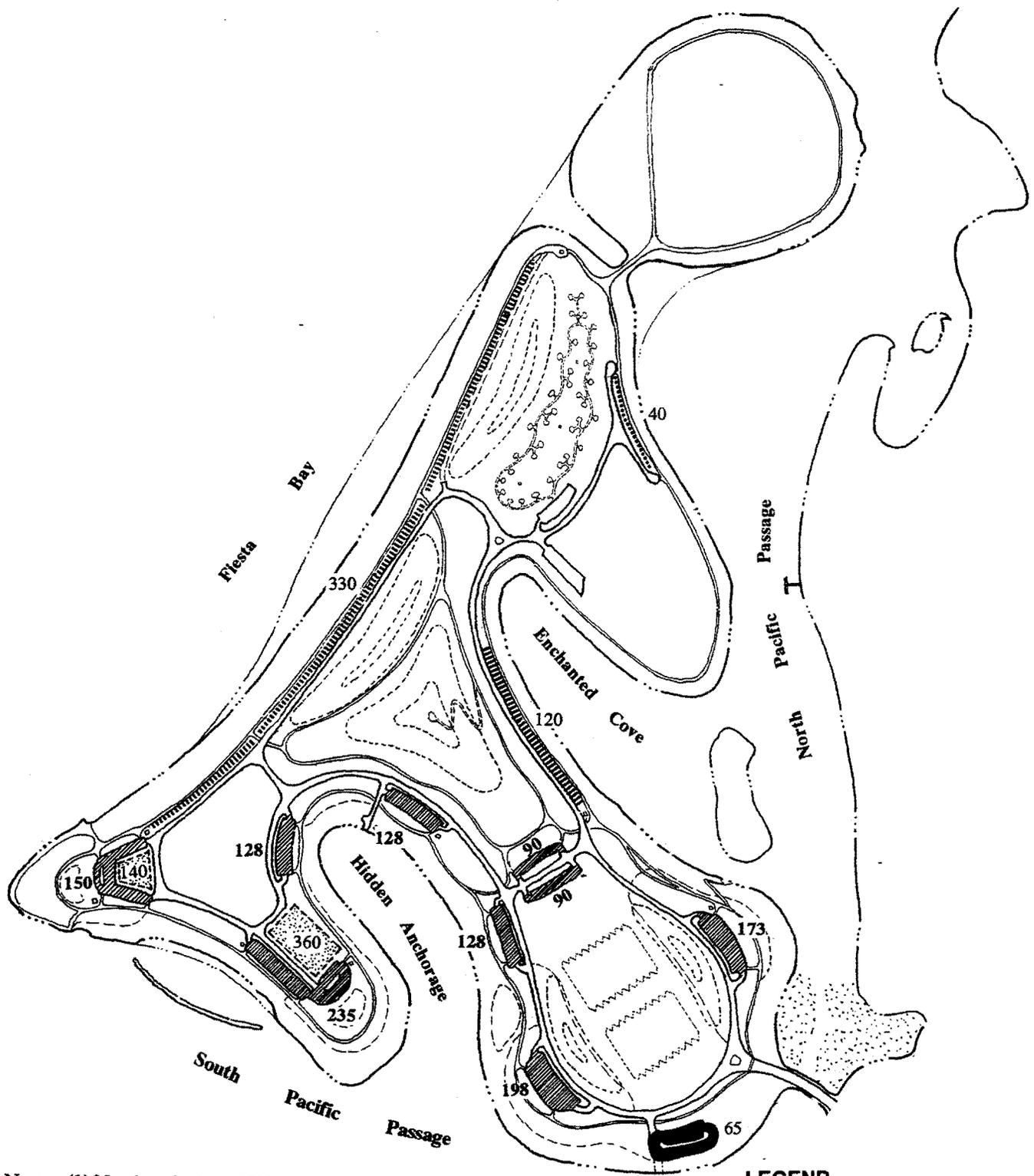
Since all of the new regional parkland is targeted for the southeast area of the Park, all of the additional parking needs should be met in South Shores and Fiesta Island. It is the intent of this Plan to maximize the utility of the land for recreation purposes. Therefore, the provision of new parking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

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

### ***Recommendations***

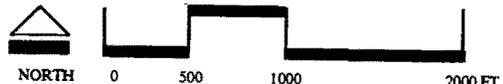
84. Fiesta Island/South Shores Parking: Following the standards set in the Design Guidelines, 2,570 parking spaces can be accommodated on Fiesta Island and South Shores for land-based recreation purposes. These spaces are distributed as follows:

• Paved parking lots	1,620 spaces
• Overflow parking in turfed areas	500 spaces
• Roadside gravel parking	450 spaces
<b>Total</b>	<b>2,570 spaces</b>



Notes: (1) Numbers include RV Parking and parking for persons with disabilities. Parking for new campground lease area and Youth Camp is not included.

(2) Refer to "Optional South Fiesta Island Development Plan" on page 130



**Parking and Circulation of Fiesta Island**

figure 27

**LEGEND**

-  Paved Parking: 1320
  -  Roadside Gravel Parking: 450
  -  Turf Parking : 500 (Special Event Overflow)
  -  PWC Parking and Launching: 65
  -  Board Sailing and Launching: 40
- Total: 2375

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

**85. Overflow Parking:** Given that 2,570 parking spaces can be accommodated within the recreation areas of Fiesta Island and South Shores, a deficit of about 2,445 parking spaces remains.

$$(5,107 - 2,570 = 2,537 \text{ spaces})$$

This deficit should be accommodated in an overflow parking facility at the eastern end of South Shores. Preliminary site studies indicate that about 2,900 vehicles can be accommodated in the overflow parking area, yielding a potential "surplus" of about 360 spaces.

With the proposed traffic improvement measures, providing an overflow parking facility accomplishes the following objectives during peak use times:

- Minimizes the amount of area dedicated to parking within the primary recreation areas in South Shores and Fiesta Island. This corresponds to a savings of about 18 acres, which supports over 1,000 park users.
- Reduces vehicular circulation around Fiesta Island, making the Island more open, and less congested.
- Reduces vehicular miles travelled within the Park, which reduces exhaust emissions.
- Permits the efficient collection and treatment of a large amount of contaminated runoff from parking lots, which helps improve the Park's water quality.
- Enhances the viability of a tram to distribute people around the Park by concentrating tram users in one location.

To make effective use of the overflow parking facility during peak days, access to Fiesta Island must be monitored and controlled. A simple solution would be to electronically

Table 4

**ACCESSIBLE PARKING REQUIREMENTS**

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

Source: ADA

register the number of vehicles entering the Island. Once the count reaches 90 percent of the assigned parking lot spaces, a Park ranger would place or activate gates restricting access to the Island and activate signage indicating the availability of the overflow parking as an alternate parking area.

**86. Parking for Persons with Disabilities:** Circulation and access facilities in Mission Bay Park must comply with the Federal Americans with Disabilities Act (ADA) of 1990. Among its provisions, the ADA requires a certain proportion of parking areas devoted to persons with disabilities. Each parking lot in the Park, including the overflow parking, must meet the ADA requirements. A future tram, or any other public transit vehicle must be equipped to carry individuals with disabilities.

In addition, the Park should provide paths and areas where persons with disabilities can access the shore. These facilities should include ramps, guardrails, and aprons for persons with disabilities to reach the water's edge.

**87. Recreational Vehicles:** Many RVs use boat trailer spaces to access the Park. It is estimated that up to 50 percent of all trailer spaces may be taken by RVs during peak summer weekends. The Water Use section of this Plan accounts for this estimate by assigning an adequate number of trailer spaces to serve both boaters and RV users. This RV parking demand is over and above the total parking demand calculations as described above.

However, dedicated RV parking should be provided to minimize conflict with boaters and to provide more amenable areas for RV use. The following is recommended:

- Where appropriate, new parking lots should be designed with a water-facing parallel parking lane such that day-use RVs can park alongside and immediately adjacent to the parkland. This measure could afford RV users the opportunity to park in a variety of sites within close proximity of the water and picnic areas, if found to satisfy safety, traffic, and visual quality concerns after analysis.

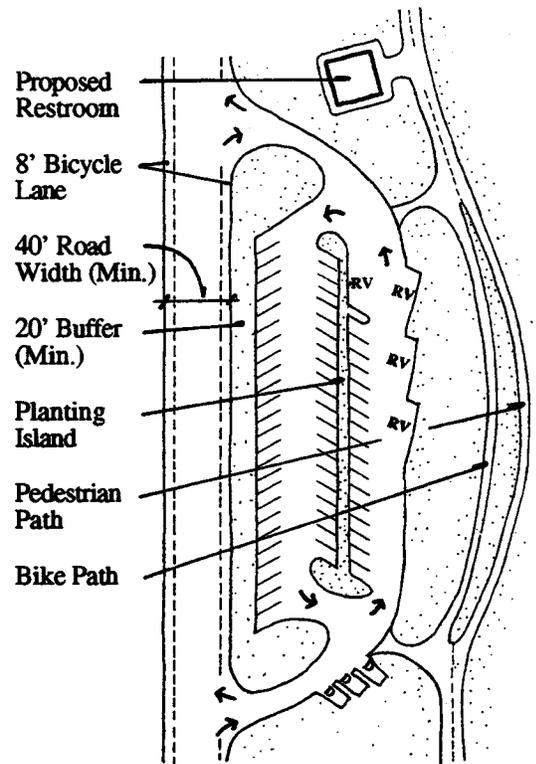
- About two-thirds, or 120 spaces, of the existing De Anza boat ramp trailer spaces should be maintained for day-use RVs (the ramp is being abandoned as part of the Water Use recommendations). The remaining spaces should be re-striped to serve full-size automobiles. The trailer spaces should be grouped in the south end of the parking lot to minimize the obstruction of water views from I-5.

**88. Curbside Parking:** In the interest of emergency access, pedestrian safety, Park surveillance, visual access to the water, convenience and safety of touring cyclists, and the operational efficiency of a potential future tram service, curbside parking on the Park roadways should be prohibited.

**EXCEPTION:** On East Mission Bay Drive, the removal of curbside parking should be subject to the following conditions:

- Priority given to the removal of vehicles from the eastern curb of the road
- Operation of a tram service along East Mission Bay Drive
- Replacement of the lost parking on the overflow lot, which can accommodate up to about 2,900 spaces, 360 more than is minimally required
- Consideration of the expansion of the Pacific Passage parking lot off East Mission Bay Drive and south of the Hilton Hotel to make up part of the loss in parking convenience

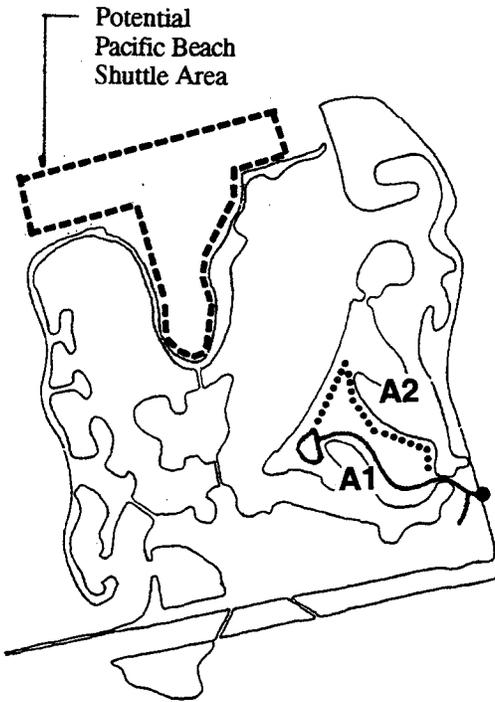
**89. Drop-off and Loading:** Curbside pull-outs should be provided at regular intervals on the water-side of the Park road to facilitate the loading and unloading of passengers and picnic ware. Permanent parking should be prohibited in these spaces.



RV: Recreational Vehicle Parking (5% of Parking Spaces)

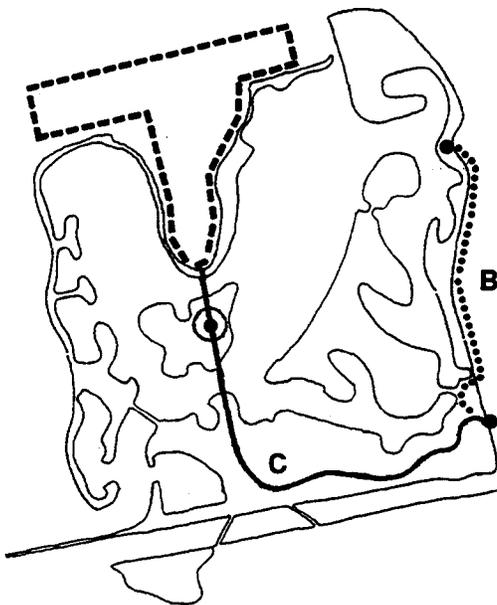
D: Parking for Persons with Disabilities

*Typical Parking Lot*



**Tram Routes A1 & A2**

- Tram Station



**Tram Routes B & C**

- ⊙ Potential Common Stop for P.B. Shuttle and M.B.P. Tram

**PUBLIC TRAM**

The proposed 2,800-space overflow parking lot is intended to satisfy the parking demand during peak summer weekends and holidays. During such times, a tram service should operate from this lot to the various regional parkland areas, and possibly beyond to Mission Beach. The telephone user survey revealed wide-spread support for a tram along with a willingness to pay a nominal fee for its use.

**Recommendations**

Several route options are available for the operation of a tram system. A more detailed evaluation of the potential routes is included in Appendix C, which contains a traffic study for the Park prepared by Wilbur Smith Associates.

**90. Fiesta Island Routes A1 and A2:** The first option recommends that the tram operate exclusively during peak days between the overflow parking lot and Fiesta Island. Given that it would operate only 50 to 60 days a year, the tram could be made available as a concession to private operators to minimize public costs. Or, at a minimum, the City could require the Thunderboat promoters or other special event organizers to operate a tram service during their particular events.

Route A2, reaching the north-central portion of the Island, would require more tram vehicles if the same head time is to be maintained as in Route A1, which is limited to the southern portion of the Island.

**91. Routes B and C:** These two routes are intended to expand the tram service northward and westward from the overflow parking area. It is not anticipated that the demand for these routes will prove feasible for a private tram concession. In all likelihood, these routes will require a public service, to be subsidized by general fund or revenue increments generated from within the Park.

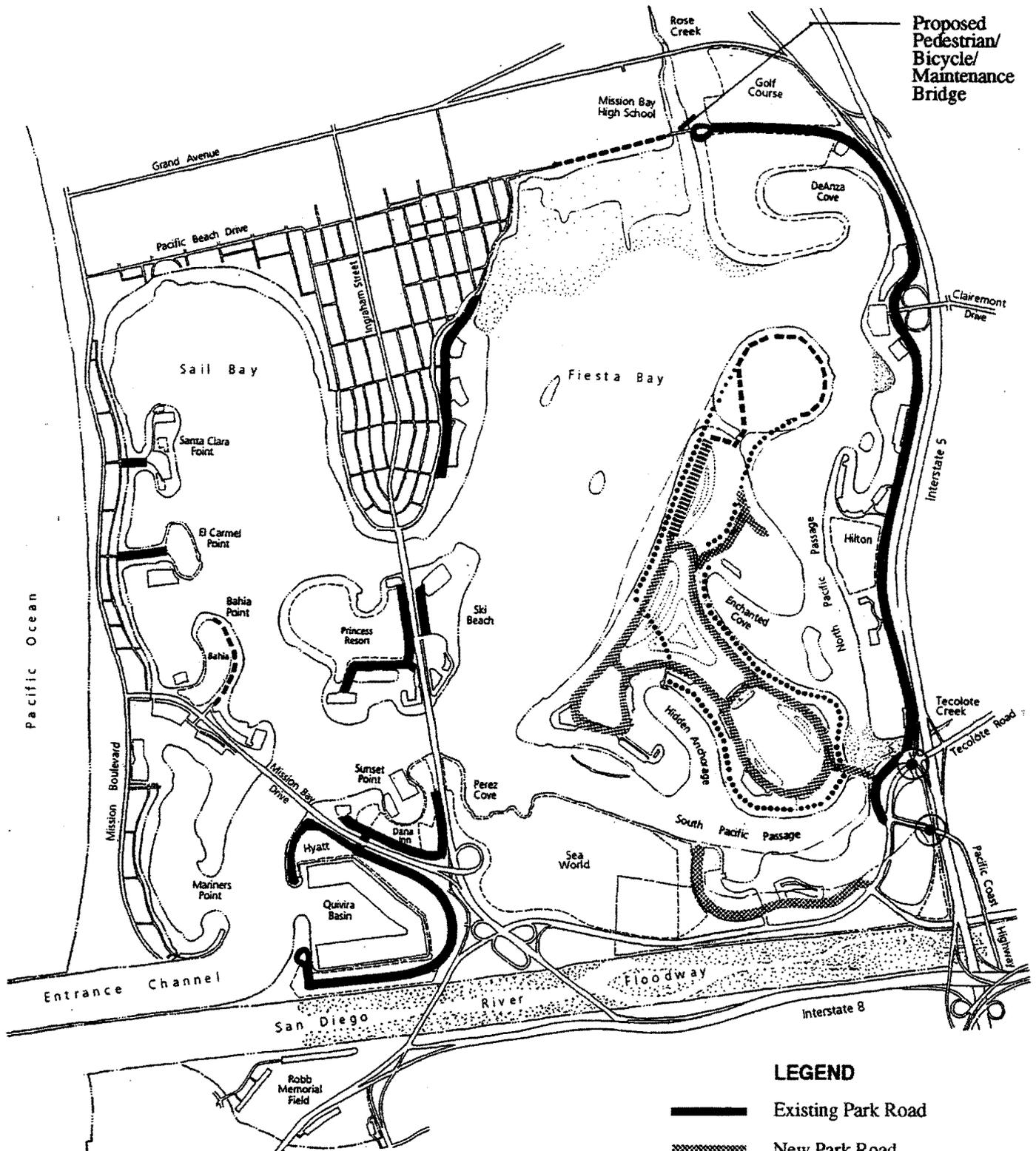
**95. Overflow Parking Access:** With the addition of a 2,900-space overflow parking lot, the capacity of Sea World Drive will be further taxed, very likely causing longer back-ups into I-5. To mitigate this potential congestion, it is essential that access to the overflow parking be as quick and efficient as possible. To this end, the following improvements are recommended:

- Building underpasses at Tecolote Road and Pacific Highway, as close to the Park boundary as possible. The underpasses should maintain minimum clearances as determined by the City.
- Widening Sea World Drive and the curving portion of East Mission Bay Drive by the Fiesta Island causeway to permit continuous, right-hand turns to East Mission Bay Drive and under Tecolote Road into the overflow parking lot.
- Providing signalized pedestrian crossings at the intersections of Sea World Drive with Friars Road and Pacific Highway.

Caltrans is already planning the widening of the Pacific Highway bridge over I-5, a project that can incorporate the recommended underpass serving the overflow lot.

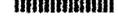
**96. New Park Roads:** A new loop road should be constructed on the southern half of Fiesta Island to serve the new parkland areas. In accordance with the Design Guidelines, the Park road should maintain a 300-foot clearance from the water's edge, except on selected areas as defined in the more detailed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

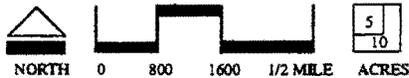
In South Shores, a park road separate from Sea World Drive should be implemented to the extent possible.



Proposed Pedestrian/Bicycle/Maintenance Bridge

**LEGEND**

-  Existing Park Road
-  New Park Road
-  Removed Park Road
-  Special Event Access & Parking
-  Maintenance/Emergency Access
-  Proposed Underpass



**Proposed Roadway System**

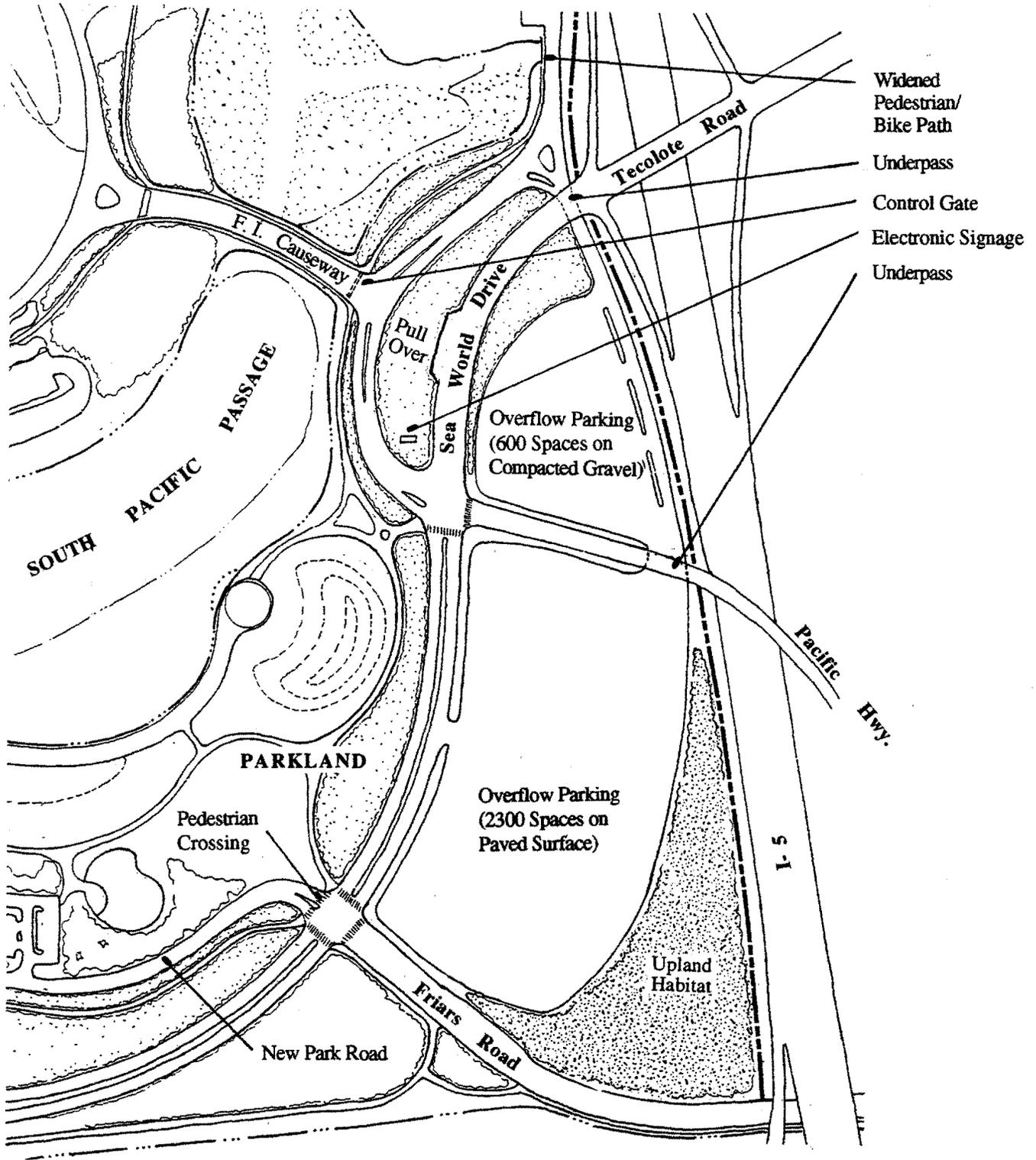
figure 28

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

**98. Emergency Vehicle Access:** To meet public safety concerns, the ultimate design of the Park roads must recognize emergency vehicle access needs. To this end, tram and emergency vehicle roadways may be combined.

**99. I-5, I-8 Interchange Ramps:** Several previous studies and reports, including the Midway Community Plan, have identified the need to complete the two remaining interchange ramps between Interstates 5 and 8. The two identified are the southbound ramp from I-5 west to I-8, and the eastbound ramp from I-8 north to I-5. These ramps would remove congestion from local streets and reduce the level of commuter traffic from Park roads.

Due to their expense, Caltrans is not anticipating implementing the ramps in the foreseeable future. However, as they would be of benefit to Park users and commuters alike, it is recommended that efforts to secure funding for the "missing" ramps be pursued.



**Overflow Parking  
Access and Circulation**

figure 29

## BICYCLE AND PEDESTRIAN PATHS

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

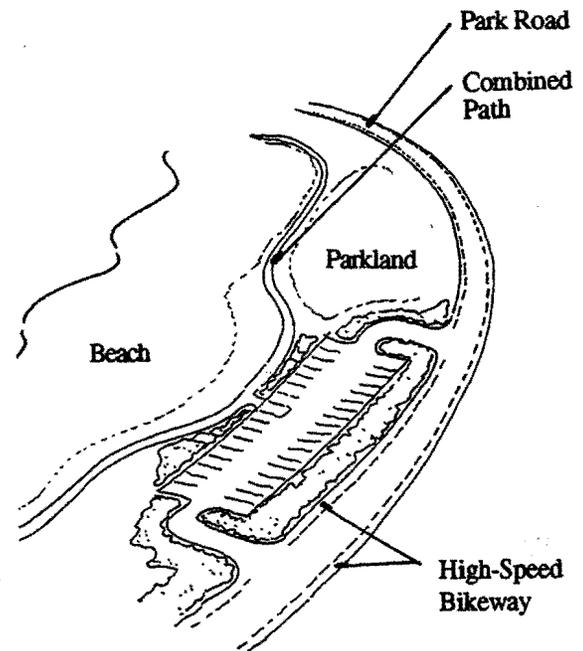
### *Recommendations*

**100. Combined Paths:** As detailed in the Design Guidelines, a combined path around the Park should be implemented, consisting of a clearly marked 8-foot walkway and an 8-foot bicycle and skating way. These standards apply where both courses adjoin each other. Where desirable to separate the courses, the bike/skating course should be 9 feet in width to allow circulation by Park maintenance and emergency vehicles. These courses are not intended to accommodate "first-in" emergency responders.

The combined path is intended to serve the casual recreation user. Accordingly, a 5 mile-per-hour speed limit should be maintained on the bike/skating portion of the path.

**101. Key Linkage Improvements:** To maintain safe and convenient continuity of the paths around the Park, four key improvements should be implemented:

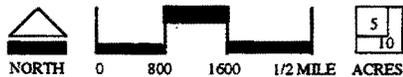
- A grade-separated pathway spanning Sea World's exit roadway. This overpass would allow pedestrians and bicyclists to safely cross from the entrance roadway and continue along its south side to Ingraham Street.
- A pedestrian and bicycle bridge over Rose Creek, designed also to accommodate maintenance and emergency equipment. This bridge would allow Park users to conveniently circle the northern edge of the Park.



*Bikeway & Pedestrian Path*



Note: Refer to "Optional South Fiesta Island Development Plan" on page 130



**Pedestrian / Bicycle Path Improvement**

figure 30

- LEGEND**
- Existing Pedestrian/Bicycle Path
  - Proposed Pedestrian/Bicycle Path
  - Roadside Bicycle Lane
  - Boardwalk (Under Bridge)
  - Existing Under-Bridge Connection
  - Special Improvement
  - A** Overpass on Sea World Exit Road
  - B** Widened Pedestrian/Bike Path @ Existing Bridge
  - C** New Bridge

- A raised path, or boardwalk, under the Ingraham Street Bridge at Crown Point Shores. The path would permit uninterrupted movement from Fiesta Bay to Sail Bay.
- Widening of the East Mission Bay Drive Bridge. The combined path is currently inadequate at this location. A widened bridge or separate path along its west side is recommended.

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

**102. High-Speed Bicycle Path:** To accommodate the higher speeds of touring cyclists and skaters, dedicated bicycle lanes should be provided on the Park roads to the extent possible.

If curbside parking is removed from East Mission Bay Drive, the parking lanes should be converted to bicycle lanes (this also facilitates emergency vehicle access). Alternatively, a dedicated bicycle path could be provided between the Park road and the boundary with I-5.

Extending a dedicated bike lane along the eastern edge of the Park next to the overflow parking lot, and bridging the path over Friars road, linking it to the San Diego River pathway should be considered. This improvement would create a nearly uninterrupted high-speed bikeway between De Anza Cove and Hospitality Point.

**103. Regional Linkages:** The Park should be viewed as a key destination of the regional system of recreational paths. To this end, studies should be conducted to determine the feasibility of connecting the Park's bikeways and pedestrian paths to the regional network, particularly along Rose Creek Canyon to San Clemente Canyon and across I-5 to Clairemont Boulevard. Coordination with MTDB should be exercised to ensure the optimum pedestrian and bicycle access to the Park (possibly over I-5 from future planned light rail station).

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## VIII. SOUTH SHORES AND FIESTA ISLAND



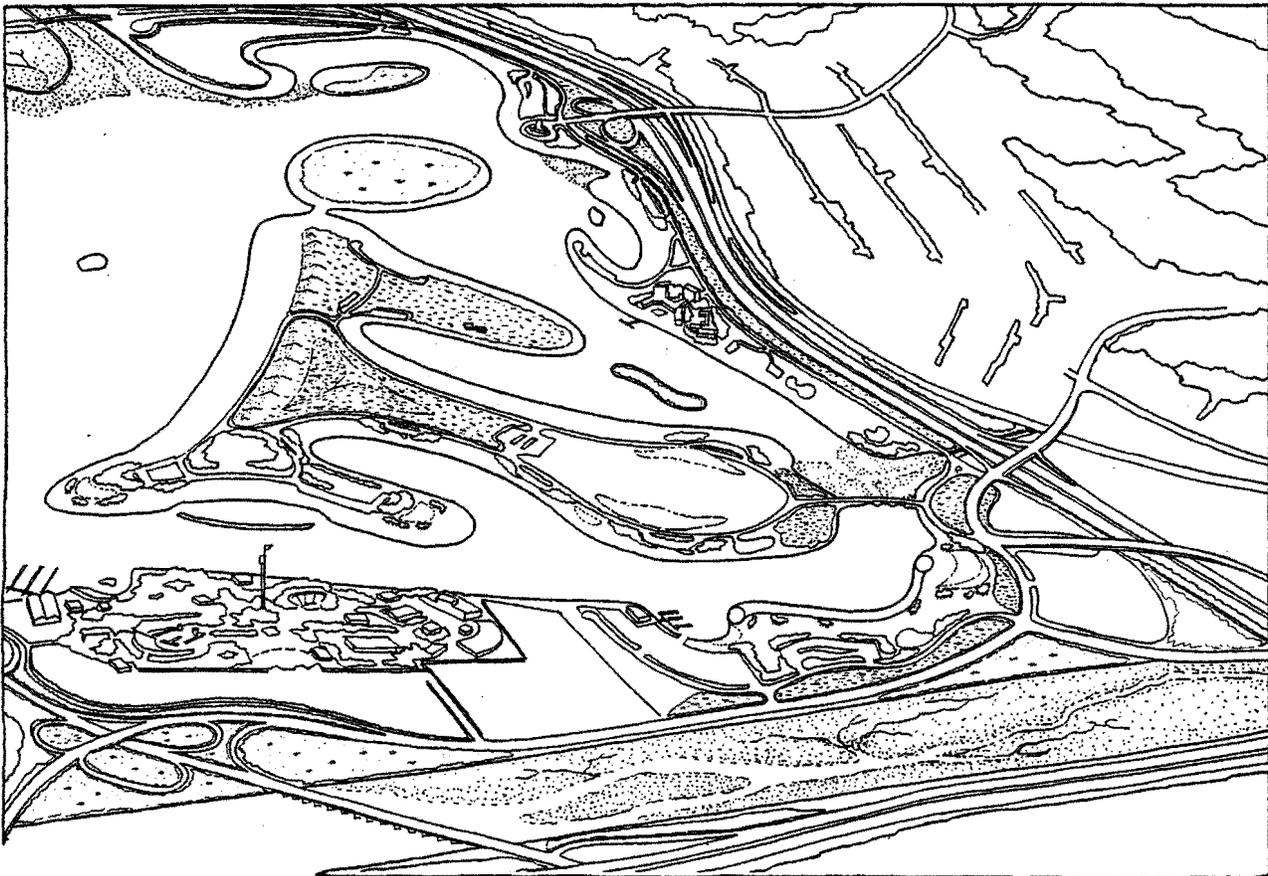
Encompassing over 600 acres of land area, South Shores and Fiesta Island represent a significant part of the future of Mission Bay Park. One third of regional-oriented recreation, the largest naturally landscaped upland areas, major sport and cultural event venues, and the Park's parking and transportation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

*...South Shores should be an intensively used park area that attracts visitors to a variety of public and commercial recreation venues yielding, in aggregate, a summary view of the Park's grand aquatic identity. For its part, Fiesta Island should remain essentially open yet supportive of a diversity of regional-serving public and low-key, for-profit recreation and natural enhancement functions.*

The key to meeting these goals is the dedication of the Island's southern peninsula, the current site of sewage treatment sludge beds, as a regional parkland area. This site enjoys

unequaled access to clean Bay waters, outstanding Bay views, and is conveniently served by Park and regional roadways. This area of the Island also faces South Shores, which achieves the concentration of regional parkland uses to the benefit of transit, public facilities, and commercial services.

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



*Aerial View of  
South Shores & Fiesta Island*

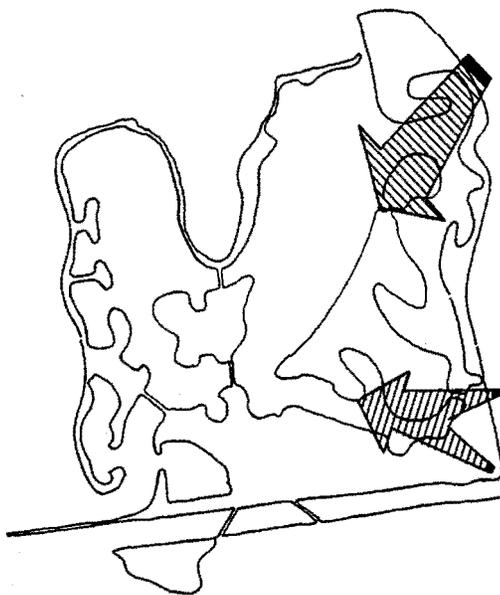
## SOUTH SHORES

More Park visitors are likely to be exposed to South Shores, if only from Sea World Drive, than any other area of the Park. For this reason, South Shores is envisioned as a landscape "overture" or summary view of the Park's grand aquatic identity. To meet this vision, the site must contain a variety of features, from natural landscapes to parkland, and from more active play areas to passive waterfront settings.

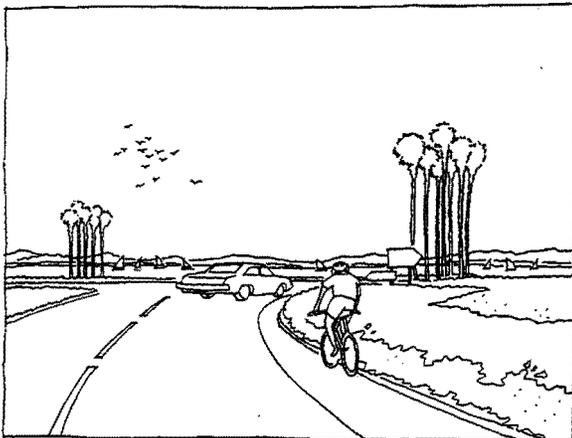
### *Recommendations*

**104. Gateways/Views:** As a "landscape overture," South Shores should afford wide and open views of the Park from the entrance roadways – namely Tecolote Road, Pacific Highway, Friars Road, and Sea World Drive. To meet this objective, two design concepts are essential:

- The "gateways" into the Park should be defined by the Bay views themselves, rather than by "designed" entrance features. Signage and vegetation that detracts for the Bay views should be discouraged.
- Commercial development and parking (excluding the overflow parking) should be located toward the western end of South Shores. This location is the farthest from the entrance roadways and, therefore, can afford to be more intensively developed without affecting the views into the Park.



*Major Views into Park*



*Gateways*

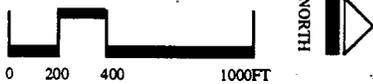
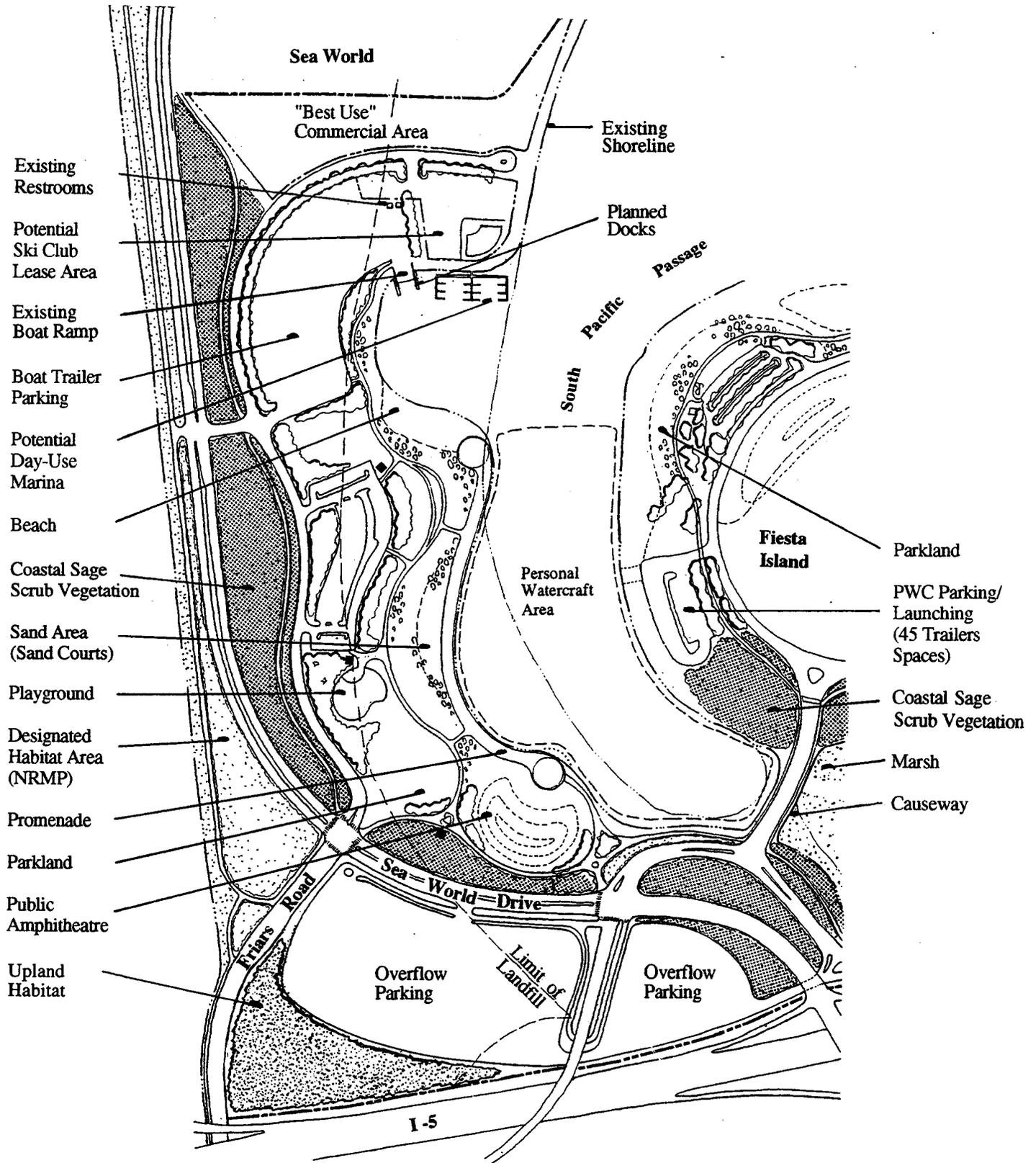
**105. Coastal Landscape Boundary:** The Design Guidelines call for the Park to be bounded by a more natural, coastal-oriented landscape. The intent is to clearly "mark" the passage from the urban to the Bay environment. As in East Shores, the boundary zone corresponds to the area between the Park road and other roadways such as I-5 and Sea World Drive. These boundary areas should be predominantly landscaped with natural coastal sage scrub species. The landscape treatment within and around the overflow parking, therefore, should be of this type. While the width of these boundary areas may vary, they should be sufficiently wide to be credible landscapes, not merely buffer strips.

**106. Shoreline Modifications:** Being nearly one quarter of a mile in depth, South Shores can afford partial dredging of its shore to enhance views of the water from the entrance roadways, add interest to the shoreline for recreation purposes, and, more importantly, to expand the personal watercraft use area in South Pacific Passage. A total of 8 acres are proposed to be dredged, which will be up to 250 feet in depth from the current shoreline. All of the dredge areas are proposed outside the limits of the existing landfill.

**107. Parkland:** 300 feet from shore has been established as the primary waterfront influence zone. Accordingly, roadways, parking areas, restroom buildings, and other non-recreational facilities should be placed outside this zone to the extent possible, leaving the area open for parkland. To further magnify the presence of the water within the parkland area, the grade should be gently sloped towards it, to the closest grade possible from the high-water line. Run-off containment measures should be included to prevent the loading of the Bay waters with fertilizer and other chemicals.

**108. Active Play Areas:** Within the parkland area of South Shores, two sites are proposed as flat, open areas suitable for informal active sports such as soccer or softball; one being south and east of the planned embayment, and the other directly across from the Friars Road/Sea World Drive intersection. Both of these sites face embayments, which, coupled with their openness, allows for wider and closer proximate views of the water from major Park access roads.

**109. Beach Areas:** Due to the dedication of the east end of South Pacific Passage for Personal Watercraft use, which imposes a safety hazard with bathers, the shore facing the PWC zone should be stabilized with rip-rap rather than sloped and covered with sand to form a beach. However, the recently completed beach in the South Shores embayment will provide water access for bathers and sand for shore recreation.



**South Shores Concept Plan**

*figure 31*

**LEGEND**

- Proposed Restrooms

**110. Sand Courts:** In addition to the beach in the embayment, patches of "upland beaches" or sand courts should be provided for volleyball play and other sand games, including playgrounds. Such areas will also help reduce the amount of turf-maintenance chemicals that would otherwise need to be contained.

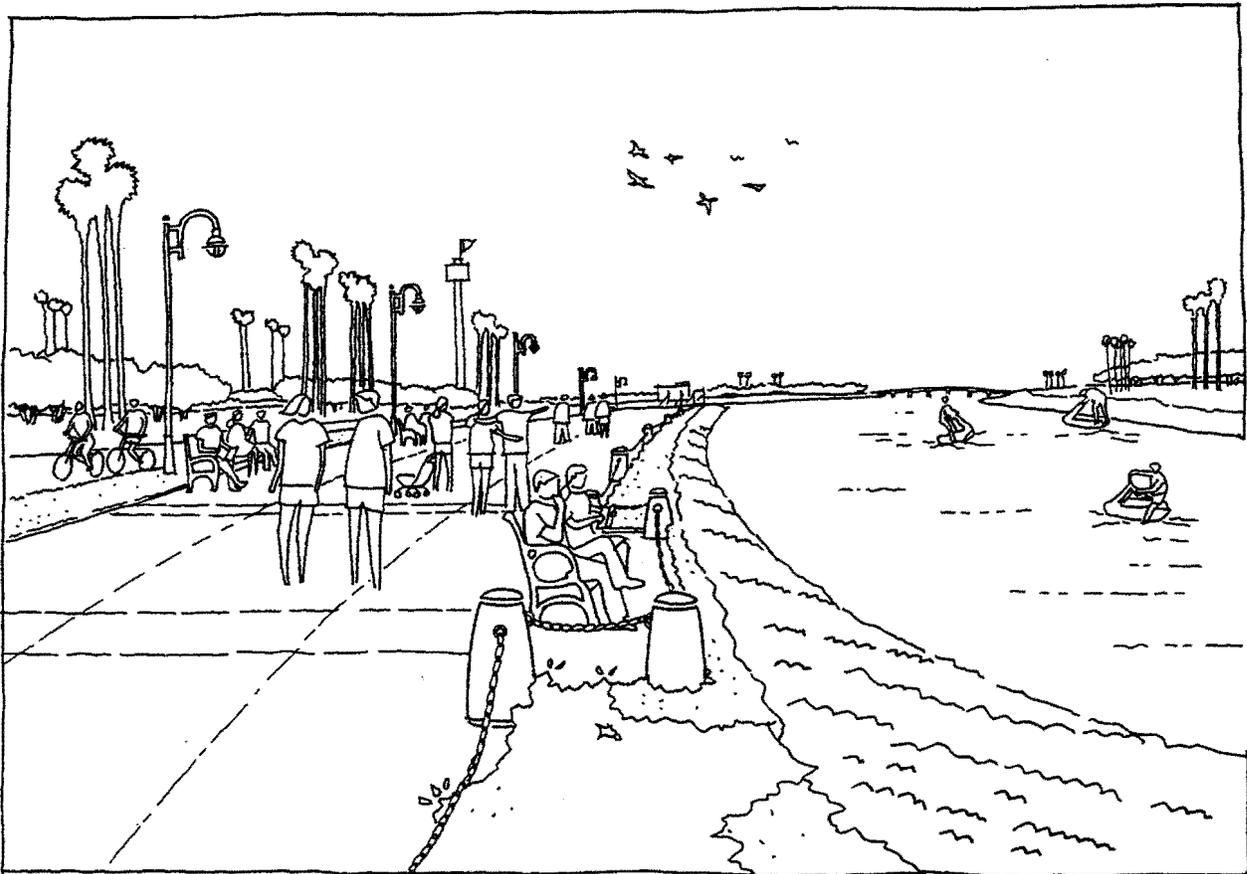
**111. Public Amphitheater:** This facility is envisioned as a turfed, gently sloping mound capable of informally seating several thousand people. Its location should be directly at the east end of South Pacific Passage. From this location a full view of the Passage is obtained, which would act as a backdrop to any performance, including potential water-sport events in the PWC designated area.

A flat, paved apron should serve as a stage area for the temporary installation of platforms, sound, and other equipment. Temporary gates and fences could be erected during performances for security and access purposes. Otherwise, the amphitheater area should remain open and available for general public recreation.

**112. Waterfront Promenade:** There are no places in the Park where large crowds can gather alongside the water to parade, stroll, watch water sports, or participate in staged cultural events like arts and crafts fairs. Accordingly, a one-quarter-mile promenade is proposed along the shore, spanning from the proposed amphitheater to the planned embayment opposite Hidden Anchorage. The promenade should be about 40 or 50 feet in width to allow flexible use of its surface. This width should not include the Park's bikeway. As with the amphitheater, special cultural events could be scheduled during evening hours and in the fall and spring months to expand the use of the Park during non-peak periods. A narrower extension of the promenade should continue along the planned embayment and beyond for the remainder of the public shoreline.

**13. Commercial Parcel:** The proposed 16.5+/- acre "best-use" commercial parcel is configured to take maximum advantage of the waterfront while still allowing the relocation of the Ski Club to the planned embayment. Its configuration also permits the retention of the existing restrooms. The actual boundary of the lease parcel should depend on the Ski Club area and shore public access requirements, but should not be less than 300 feet; this depth is the minimum necessary for a guest-housing, motel-type development as an optional commercial use.

**114. Boat Ramp and Trailer Parking:** To implement the relocation of the Ski Club and commercial parcel as described above, the currently planned trailer parking should be shifted eastward along the embayment and southward toward Sea World Drive. Sufficient distance from Sea World drive should be maintained to permit the placement of the Park road, bikeway, and a coastal landscape buffer area between the trailer parking and Sea World Drive.



*Promenade in South Shores*

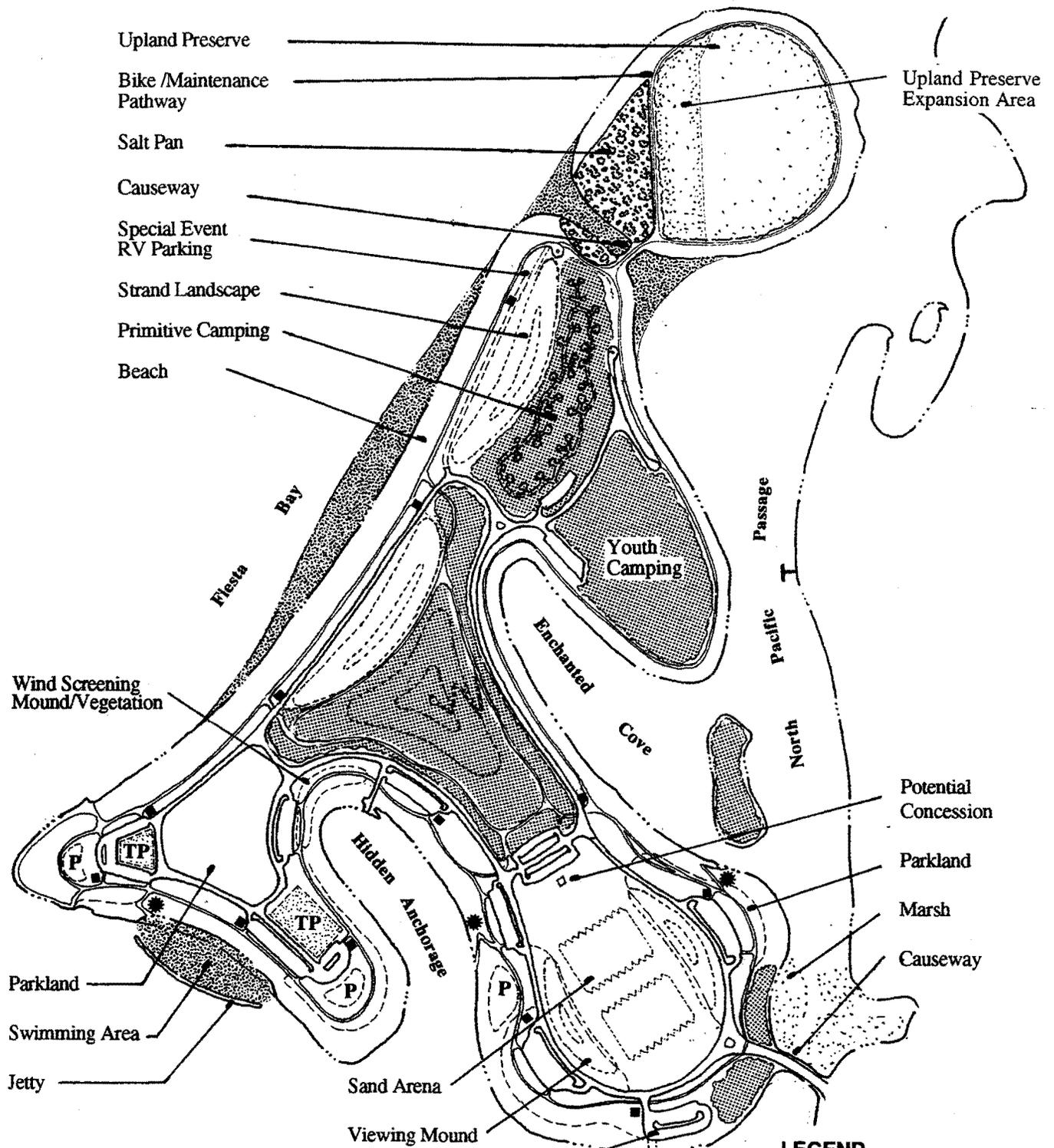
## **FIESTA ISLAND**

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

### *Recommendations*

**115. Island Causeway:** In accordance with the circulation objectives, Recommendation 97, the Island's causeway should be expanded to three lanes from its current two. Upon crossing the causeway, the open sand arena will come into view, framing more distant views of the Island and Bay beyond. Coastal sage scrub and sand dune vegetation should be planted at both ends of the causeway to reinforce the coastal qualities of the Island, much like the "rustic" boundary reinforces the coastal qualities of the entire Park.

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



Upland Preserve

Bike /Maintenance Pathway

Salt Pan

Causeway

Special Event RV Parking

Strand Landscape

Primitive Camping

Beach

Upland Preserve Expansion Area

Fiesta Bay

Passage Pacific North

Enchanted Cove

Hidden Anchorage

Sand Arena

Wind Screening Mound/Vegetation

Potential Concession

Parkland

Marsh

Causeway

Parkland

Swimming Area

Jetty

Sand Arena

Viewing Mound

PWC Trailer Parking

**LEGEND**

P

Playground

TP

Turf Parking (Special Event Overflow)

[Hatched Box]

Coastal Landscape

[Dotted Box]

Proposed Eelgrass Expansion

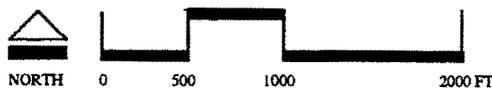
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Shore Access for Persons with Disabilities

■

Proposed Restrooms

Note: Refer to "Optional South Fiesta Island Development Plan" on page 130



**Fiesta Island Concept Plan**

figure 32

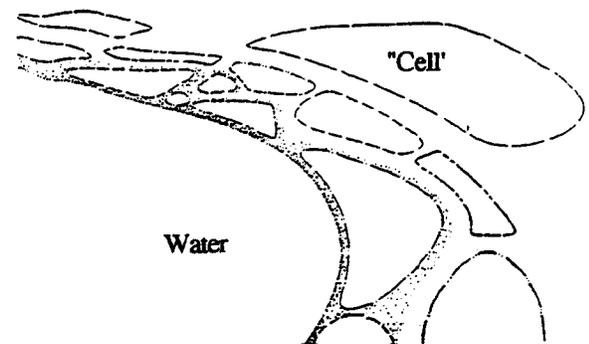
**117. Shore Integrity:** From a design standpoint, the Island should maintain the integrity of its shores; that is, if a person were to stand on any given stretch of shore, there should be visual and landscape continuity from end to end. The intent is to preserve the integrity of different types of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

- The southern shores – beach backed by ornamental turf and trees;
- The central shores – beach backed by coastal vegetation;
- The northern shores – beach backed by an upland preserve

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

**118. Parkland, or “Islands within an Island”:** Consisting predominantly of sandy shores backed by ornamental turf and trees, southern Fiesta Island will ultimately contain about 100 acres of new parkland within the primary waterfront influence zone, mostly in the current sludge beds site. Because of the lower grade elevation that will result from the abandonment of the sludge beds, this part of the Island should be a repository for fill material resulting from shoreline dredging operations. The dredging of the 4-acre embayment along South Pacific Passage, and the “shaving” of the Island’s western shore are two likely nearby sources of fill material.

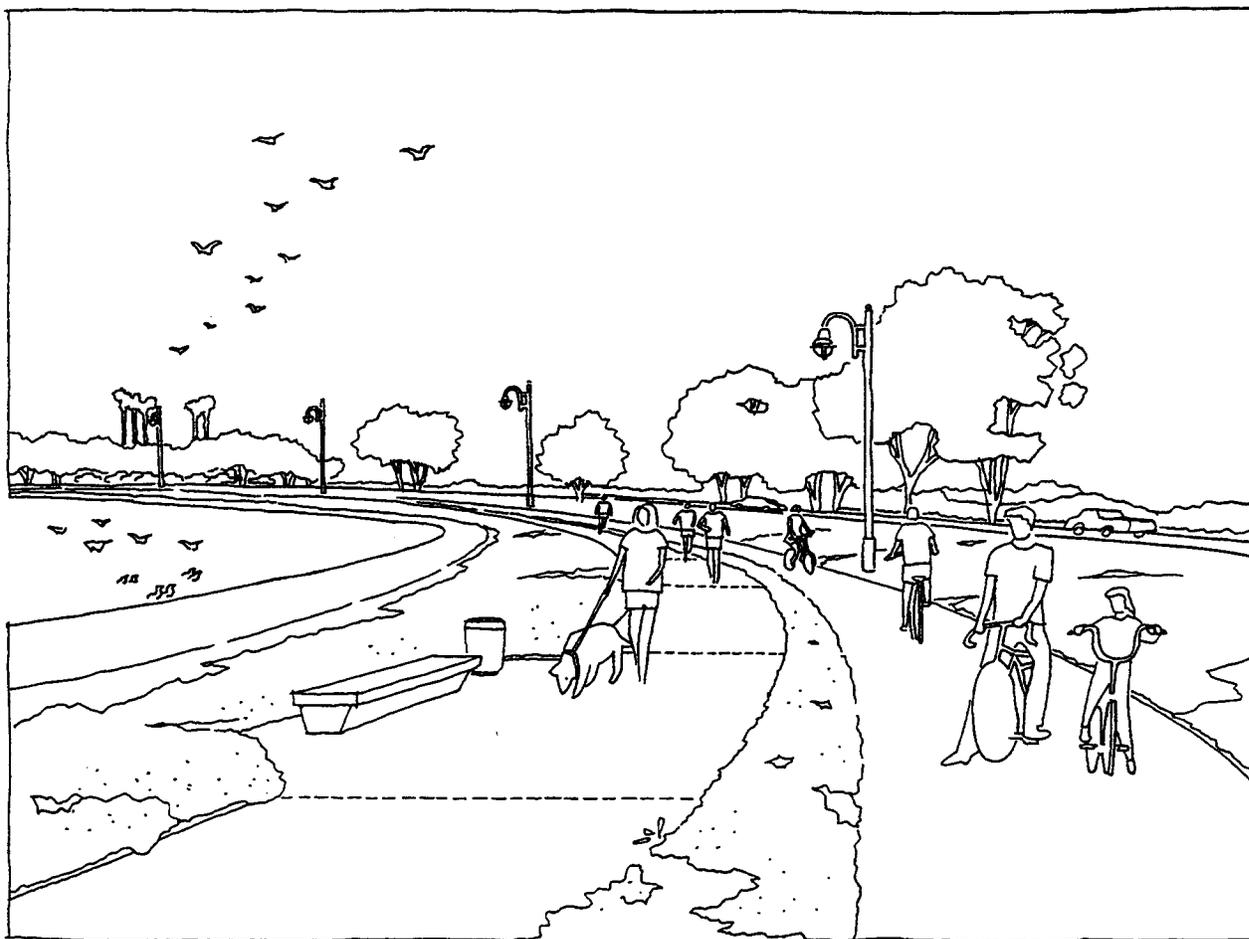
In accordance with the Design Guidelines, new parkland areas should be designed as “cells,” or distinctively defined areas emphasizing different functions, such as intimate picnicking or active sand play. In Fiesta Island, this concept should be stretched further, defining the turf areas as “Islands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



***Parkland***

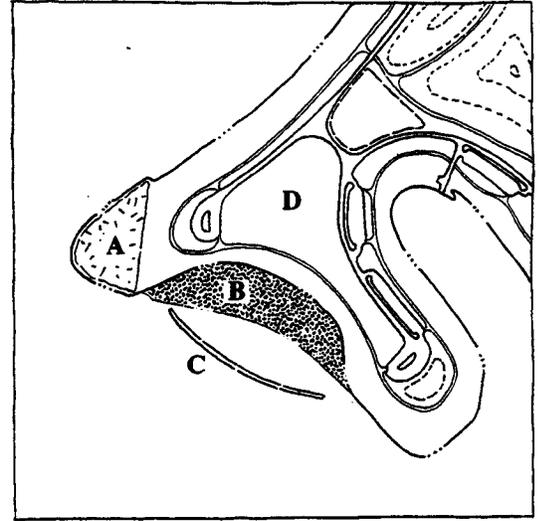
Island.” The intent is to maximize the variety of recreational landscapes within a single, continuous environment while reducing the amount of turf needing water and maintenance. This approach also reinforces the intrinsic “Island” qualities of the place.

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



*Fiesta Island Development*

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



***Optional South Fiesta  
Island Development***

- A: Stony Point  
Least Tern Preserve
- B: 9-Acre Swimming  
Embayment/Eelgrass
- C: Jetty
- D: Play Area

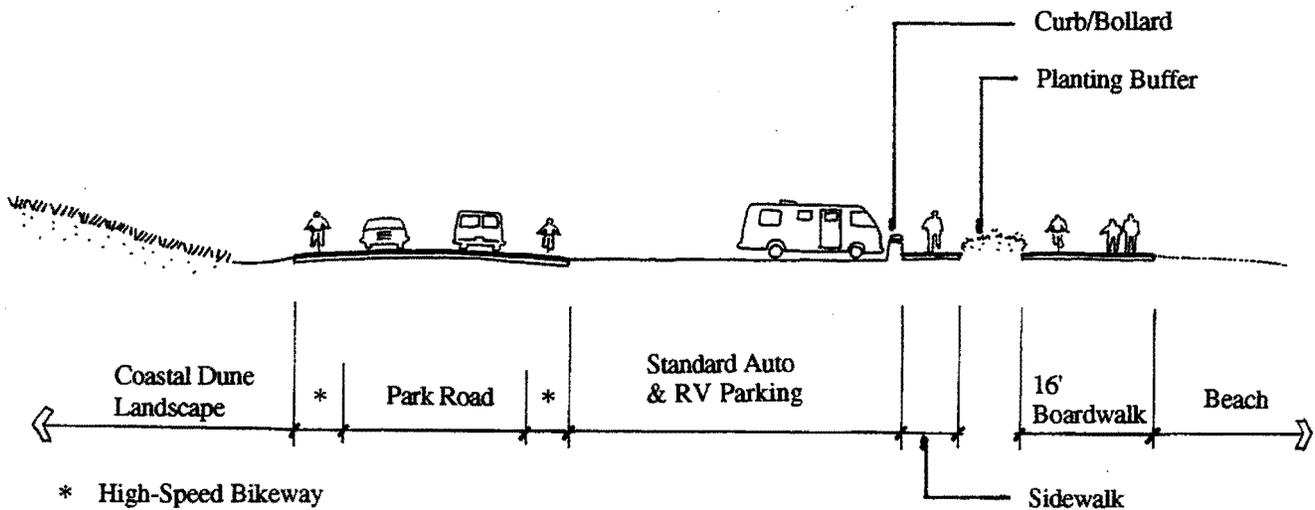
**121. Large Group Picnic/Overflow Parking:** A central area of turf and two smaller ones toward the western and eastern points of the southern peninsula are proposed for large group picnic functions. Lying mostly outside the primary waterfront influence zone, these areas are large enough to hold related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

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

**123. Beachfront Parking:** Most of the new parking proposed on the Island is in contained lots spaced along the Park road. This arrangement satisfies the need to access the parkland areas safely and conveniently. However, some visitors also desire parking in closer proximity to the shore to recreate as near to their vehicle as possible. Two sites are proposed for this purpose:

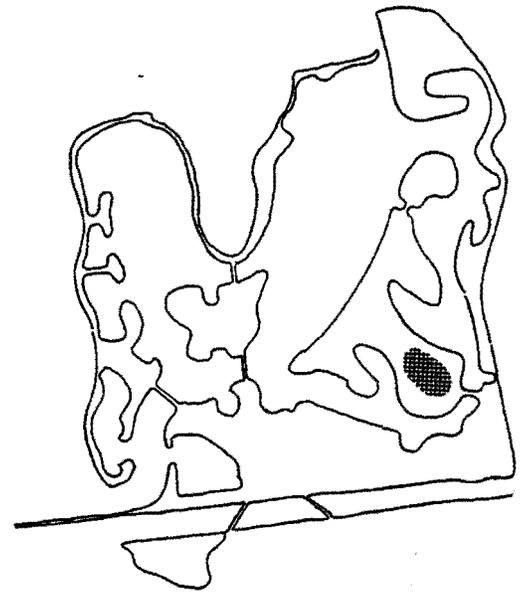
- Enchanted Cove, south shore – The Park road should be within 200 feet of the shore at this location, allowing for head-in parking in marked, curbed, gravel-surfaced stalls.
- Northern Cove, south shore – A small parking area, with head-in stalls facing the water should be placed here. The lot could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

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

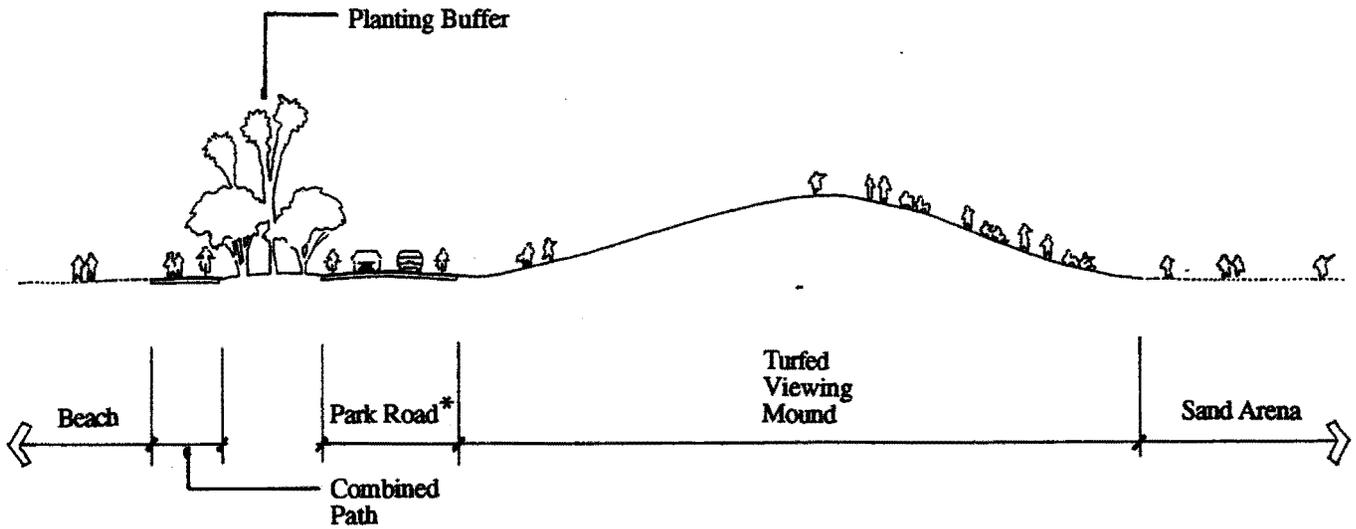


*Fiesta Island West Shore Development*

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



*Sand Arena*

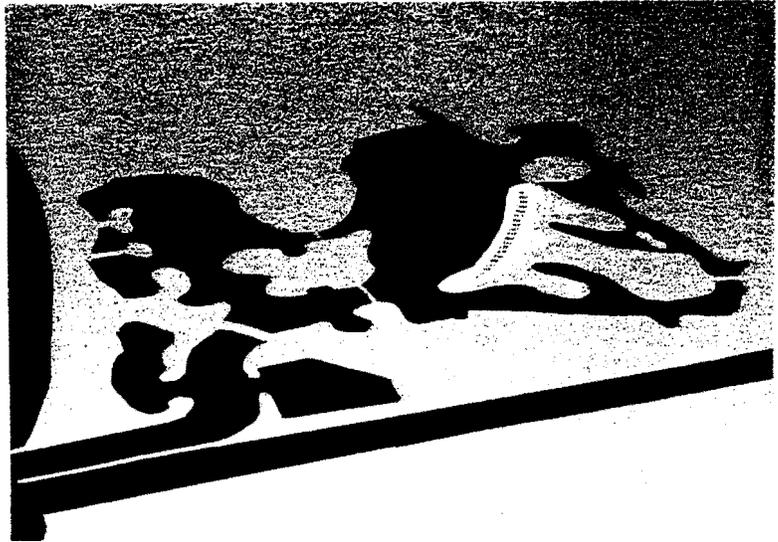


\* Including High-Speed Bikeway

***Sand Arena / Parkland  
Cross Section***

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## IX. ART IN THE PARK



### WHY ART?

The role of art in life is an elusive issue that remains captive to subjective perceptions and beliefs. Nevertheless, it is difficult not to accept the idea that art can, at a minimum, enrich our experience of the world, add meaning to our understanding of it, and possibly lead us to see "reality" in ways we had not conceived or imagined. It can also be fun. One thing is certain, however, since the first paintings in cave dwellings, art has always been part of the public environment. Accordingly...

*...As a preeminent public place, Mission Bay Park should be the recipient of a comprehensive art program which can reveal the special qualities, physical, historical, environmental, and cultural, of the Bay and its environs.*

One of the more traditional forms for art in public places has been the placement of sculptures in a prominent public place, such as a civic plaza. More recently, however, the definition of art in public places has been expanded to include "site-specific" works of art, or art works that are conceived with a specific site and user in mind. Artist Robert Irwin's "Fences"

at the University of California, San Diego, is a prominent local example of site-specific art.

To explore the full range of possibilities for art in Mission Bay Park, artist and poet David Antin was retained as an integral member of the consultant team. His contribution addresses the development of a comprehensive program for "Art in the Park," the identification of a Park-wide feature to be targeted for art, and the conceptualization of art for a specific feature in Fiesta Island.

## **ART PROGRAM**

The following is an approach to the development of a comprehensive art program for Mission Bay Park, as envisioned by David Antin.

*"Taking into account the diversity of environments of Mission Bay Park and the diversity of its uses and users, the art program for the Park should encompass a diversity of art work. The Park offers an opportunity for two fundamentally different and complementary approaches: permanent installations and temporary presentation. Permanent installations would be most reasonably some kind of sculpture, while the temporary presentations might include transient, sculptural installations, but, even more commonly, various forms of art performances, events or spectacles."*

### **Permanent Installations:**

*"The term sculpture has come to embrace a wide variety of standing, floating, flying, or acoustically resounding or luminous things that can range in scale from the architectural scale of small bridges to the micro scale of jewelry. If the permanent installations are to help make sense of the Park's variety, it will be appropriate to consider the full range of sculptural scales and styles.*

*A flamboyant scale and an appropriately playful style might be employed for a bridge or causeway leading*

*from east shores to Fiesta Island. More modestly sized art works might include a flying piece marking an area set aside for kite flying, artist-designed buoys marking variations in preferred water usage, concrete poems resembling signage and consisting of simple sequences of words, or emblems incised in paving to encourage foot traffic. Artists might design light works that could be both aesthetically interesting and functional for nighttime visitors. Sonic pieces could similarly be employed.*

### **Temporary Presentations:**

*“The temporary works, in some ways, are even more appropriate for an aquatic park, since the beach is, by its very definition as the eroded meeting place of land, air, and water, in a state of constant change. The openness to air and light and water make it a poetically rich environment for presentation and spectacles of all sorts. Moreover, the very variable pattern of seasonal and daily uses suggest many opportunities for art presentations during less intense use periods. This would bring a certain liveliness to the Park during periods when it is nearly deserted. Reasonable agreement could provide space for a wide variety of lively presentations.”*

### **“TERRAIN DRAMA”**

The preceding discussion of permanent installations and temporary presentations are general ways in which art can be introduced in the Park. But, as with the landscape itself, a unifying, more specific feature is necessary in the Park to establish a strong sense of identity and continuity around the Bay. Being the only improvement common to all of the Park's landscapes, as well as one of the most used, this unifying feature should be the Park's pathways. To David Antin the pathways afford the opportunity for “terrain drama.” He further suggests:

*“Since the nature of Mission Bay Park is a great diversity of land uses and terrains unified by the water itself, it seems a good idea to make this experience of diversity and unity available by providing a pathway that circles the entire Bay. To ensure the comfort and safety of the prospective users, the pathway should be divided into two separate courses, one for pedestrians, the other for cyclists, to allow each group to enjoy the theater of shifting terrains that the Bay provides at their own pace and pleasure.*

*Since the walking and strolling visitors will be making a slower and more reflective use of the pathway, it seems attractive to enhance their aesthetics pleasure by making use of variations in the paving material, color and texture that would correspond to transitions of terrain, helping articulate the progress from marshland habitat to beachfront to commercial or light industrial regions of the Park (e.g., the Quivira Basin boat-yards). So the paving materials could shift from a corduroy road effect of sequences of cut railroad ties or rough timber, evoking waterfront or rural industry, to Mexican tile evoking a garden walk, or patterned brick or crushed granite gravel suggesting in its sound and feel the decorous French park walks or Japanese gardens.*

*Even more playfully, it is possible to employ in small sections of the paving, transparent tile sandwiches enclosing liquid crystals that change color under pressure and would shift their color range from red-dish through blues and greens as people walked over them. Bollards bounding the paths could also be made of suitably variable materials. Rock boulders along the gravel sections, wooden posts along the timber sections, colored iron posts along the brick sections, molded concrete along the ceramic tile sections: some of these course boundaries or dividers might be designed to act as light or sound sculptures and periodically emit sequences of soft or mysterious sounds or murmuring voices or rhythmic pulses of light. The sound and light levels of such works would naturally fall within limits that would enhance the pleasure of the pathways — and the Bay.”*

**“WORD WALK”****FOEHN**

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

**SIMOON**

*“The promenade should be composed of a somewhat rougher, textured, and slightly darker concrete that emphasizes the materiality of the constituents in slabs 16 feet long and about 8 feet wide. For a path that is about 1 mile long, that would require about 330 slabs, each slab being conceived as a page.*

**SIROCCO**

*My proposal would run two sequences of words —no more than a word to a page with occasional skipped pages — one sequence along the eastern edge, running from south to north, and one along the western edge, running north to south. The words along the eastern edge, composed of characters approximately 3 inches in size, would be positioned for easy reading by pedestrians walking from south to north, while the words along the western edge would be positioned for north to south reading. The words would be cast into concrete and in form would resemble the kind of inscriptions sometimes encountered in sidewalks marking the construction company and date of a building.*

**SANTA ANA****MARLINE**

*The words would be somewhat more enigmatic and would be drawn from vocabularies of the flora and fauna of Mission Bay, from vocabularies of sailing and oceanography, of weather and of terrain, words describing the movements of birds and fish and people and qualities of air and water and light. As sequences the words would imply movements from serenity to excitement and back, from winter to summer and from morning to night. Because the letters would be no more than 3 inches in size, the words will not have a coercive effect on pedestrians, one word every 16 feet and not every 16 feet, because I propose to make the progressions more erratic, with occasional blank pages, using maximally 165 words in each direction (one word every two slabs of concrete).*

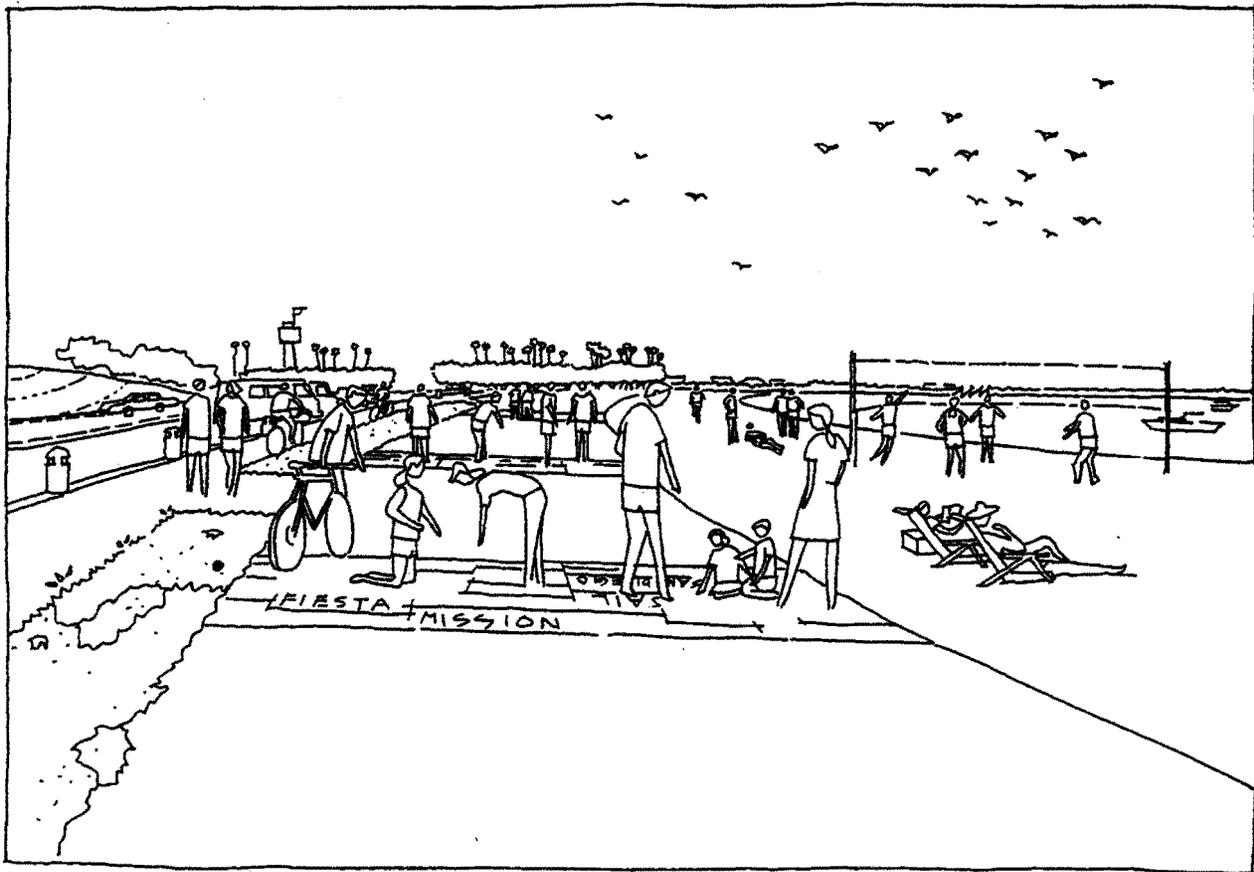
**SHEEPS SHANKS****BOWLINE**

*This should allow common single words like “wing” or “bank” to invite speculation and occasionally more obscure words like “yaw”, “marline”, or “hyaline” to stand out for meditative attention and to form parts of sequences. Only a walker-reader wants to bring words that are perhaps 16 to 32 feet apart into close conceptual connection. (The precise words and word sequences will take considerable time and experiment to work out). But the basic strategy will be to use words that are pregnant with meaning somewhat enigmatic in their reference but interesting to think about, which taken together form sequences that playfully engage the mind.”*

HITCH

GLIDE

The preceding description is an example of the kind of project that could be done to bring art to the Park. In this case, the words imprinted on the pavement add very little cost to what otherwise is a necessary, functional feature of the Park. Art, therefore, need not be expensive if planned concurrently with the development of specific recreation improvements.



**Word Walk on Fiesta Island**

## X. ECONOMICS



Mission Bay Park is at present the result of a very successful public/private partnership which has invested well over \$100 million in actual physical improvements. In 1992 dollars this figure would be substantially higher. To ensure the continued success and vitality of the Park, this partnership must remain solid and active. As a Goal...

*...Mission Bay Park should continue to encourage successful recreation-oriented commercial ventures, within appropriate designated areas, in the interest of generating revenues for the City to cover public operations and maintenance costs, and to help finance improvements within the Park. Of equal importance, the Park should maintain an appropriate and economically sound level of public investment as a means to attract visitors and tourists in support of the private sector investments.*

By provisions of the City Charter, not more than 25 percent of the Park's land and 6.5 percent of its water can be used for lease purposes, commercial and non-profit. In pursuit of a balanced approach to the future development of the Park, this Plan increases the overall lease area by a possible maximum

of nine acres, raising the percentage from 21.4 to 22 percent. This Section evaluates the economic impact of the proposed commercial leases, as well as suggests means to fund and finance the cost of the proposed public improvements as defined in the previous sections.

**Note:** All figures, unless indicated otherwise, represent a 1992 dollar value.

### **ESTIMATE OF PUBLIC IMPROVEMENT COSTS**

The following table describes the estimated costs for the Park's proposed public improvements. The figures represent 1992 construction and administration costs as derived from industry standards. The overall capital cost may vary, depending on the ultimate disposition of the De Anza Special Study Area.

Table 5

## ESTIMATE OF PUBLIC IMPROVEMENT COSTS

COST ITEM	(millions)	REMARK
<b>NORTH END</b>		
1. Rose Creek Bridge	2.0	500 Linear Feet (L.F.).
2. Wetland Expansion	12.5	100-acre (Ac.) overall area; includes \$1.5 million allowance for hydrologic improvements.
3. De Anza Cove Channel	1.5	Includes 300 Feet (Ft.) pedestrian bridge.
4. Nature Center	1.5	2,000 Maximum Square Feet (S.F.) + interpretive displays.
5. Pacific Beach Athletic Fields expansion	0.5	Potential addition of soccer & softball fields, game courts & parking.
<b>FIESTA ISLAND &amp; BAY</b>		
6. West Shore Dredging	2.0	18 Ac. crescent dredge area; suitable for eel grass bed.
7. E.F.B. Island Dredging	1.0	10 Ac. dredge area.
8. Upland Habitat Preserve	0.75	Expands Least Tern preserve per NRMP recommendations.
9. Fiesta Island Channel	1.5	Optional.
10. Regional Parkland	15.0	100 Ac. development area; includes parking.
11. Playground Areas	1.5	Three play areas
12. Coastal Landscape	3.0	40 Ac.area.
13. Sand Arena Relocation	3.0	55 Ac. area and viewing mounds.
14. Entrance Causeway	2.0	Three-lane, raised causeway.

Table 6

## COST ESTIMATE FOR GENERAL REHABILITATION

ITEM	COST (millions)	REMARKS
Landscape Retrofit	3.5	45 acres, turf to coastal plants.
Ingraham Street Landscaping	0.75	Coastal landscape along the roadway.
Ski Beach Pier	0.75	
Sail Bay Landscaping	1.5	Coastal Strand planting behind path.
I-5 Buffer Landscape	1.0	Coastal landscape between Park Road and I-5.
Restroom Repairs	1.5	
New Furnishings	0.5	
Parking Improvements	1.5	Retrofitting of selected parking to accommodate RV's
Existing Path Widening & Lighting	2.5	
Contingency	<u>10.0</u>	
<b>TOTAL</b>	<b>23.5</b>	

## REVENUE AND COST PROJECTIONS

In order to assess the City's ability to fund the \$171 million of proposed public improvements, a four-step analytical process was followed.

### Step 1: Forecast Baseline Lease Revenue

**Assumptions:** Based on existing lease terms and 1991 actual lease payments to the City, lease revenue for each year from 1992 to 2012 (the planning period) was projected. Given the current recession, the overbuilt hotel market, and the Park lessees' cautious view of near and mid-term market trends, a relatively stagnant growth rate for revenue was assumed until 1996, after which revenues were projected to grow with inflation during the balance of the planning period. Leases that expire during the planning period were assumed to be renewed under current terms (mostly minimums versus specified percentages of sales). Two land leases, the City Water Utilities Department and the De Anza Harbor Trailer Resort, were assumed to expire without renewing their current land use. This baseline analysis also assumes a status quo without the impact of major expansions or redevelopment of existing leases.

**Forecast:** An estimated \$215 million in baseline land lease revenues would be collected during the twenty year planning period. This analysis is presented in Table 7.

### Step 2: Forecast Incremental Lease Revenue

**Assumptions:** Next, incremental lease revenue from redeveloping, expanding existing leaseholds, or relocating existing leaseholds, and new lease revenue from new commercial development as proposed in this Plan were projected. In the case of redevelopments and expansions of existing leaseholds, total lease revenue from the redeveloped projects was estimated and projected lease payments from the existing status quo use were subtracted to estimate the net lease revenue gained or lost. Given expected difficult near-term market conditions, most of the redevelopment of existing leaseholds is projected to occur during the first half of the planning

- Mission Bay Park's dedicated share of Transient Occupancy Taxes;
- City Water Utilities Department's Sludge Mitigation Funds; and
- Tax increment from Transient Occupancy Taxes, sales taxes, and possessory interest taxes generated by expansions and new development in Mission Bay Park.

Various combinations of these sources were added to estimate total capital financing funds available each year during the planning period. The estimated public improvement costs (Table 5) were distributed over the planning period and adjusted for inflation. These capital costs were subtracted from total net revenue funds to estimate the cash flow for each year during the planning period. Different scenarios were assumed regarding the availability of the above funds. This analysis is presented in Tables 10A, 10B, and 10C.

## **FORECAST RESULTS**

Baseline land lease revenues are projected to increase from approximately \$12.02 million in 1993 to \$21.60 million in year 2012 (in inflated dollars). The baseline projection is premised on existing occupancy levels. Almost all of the increase in revenues is attributed to inflation. The 1992 present value of this income stream is \$215 million.

Incremental land lease revenue is projected to increase from \$10,000 in 1994 to approximately \$6.06 million in 2012 (in inflated dollars). Most of the incremental increase comes from expansion or redevelopment of existing leaseholds. The 1992 present value of this income stream is \$28 million.

### **Scenario A: Full Enterprise Fund**

Scenario A assumes that 100 percent of the land lease revenue from existing and new leases, (including baseline and incremental lease revenue), after funding operations and mainte-

nance costs, would be available to fund capital improvements in Mission Bay Park. This scenario is most closely associated with operating Mission Bay Park as an enterprise fund.

This scenario also assumes that, by 1999, Mission Bay would begin to receive an allocation of uncommitted Transient Occupancy Tax (TOT) revenue dedicated to Mission Bay and Balboa Parks.

Under this and the other scenarios, Mission Bay Park would receive \$2 million from the Water Utilities Department Sludge Mitigation Funds per year through 1998.

Finally, the Park would receive estimated tax increment from TOT, sales tax, and the City of San Diego's share of possessory interest tax generated in Mission Bay Park by expansions and new leases during the planning period. This dedication of tax increment funds would have to be authorized by Council Policy or a change in City Code.

Under this scenario, total land lease revenue from net lease revenue after operations and maintenance costs, dedicated TOT, Water Utilities Department Sludge Mitigation Funds and tax increment are projected to range from a low of \$6.03 million (in inflated dollars) in 1995 to \$15.87 million in 2012. Capital improvement costs are projected to total almost \$265 million after inflation, and would range from \$8.90 million in 1993 to \$18.75 million in 2012. Each year, the funds earned during the year would not be able to cover all of the capital costs incurred during the same year if the costs are evenly distributed during the planning period. Annual deficits range from a low of \$1.57 million in 1993 to a high of \$6.51 million in 2007 (in inflated dollars).

Overall, it is estimated that approximately \$52.14 million of the estimated \$171.12 million in capital improvement costs (in 1992 dollars adjusted for inflation), or 30 percent, would have to be funded from other sources under this scenario.

### **Scenario B: Partial Enterprise Fund**

Scenario B is similar to Scenario A except that only 100 percent of the incremental land lease revenue from expanded

and new leases would be available to fund capital improvements in Mission Bay Park. Operations and maintenance costs would continue to be funded from existing baseline leasehold revenue; however, the surplus would revert back to the City's General Fund.

Again, it is assumed that Mission Bay Park would receive a portion of the uncommitted TOT revenue dedicated to Mission Bay and Balboa Parks by 1999. It is also assumed that the Park continues to receive \$2 million per year of Water Utilities Department Sludge Mitigation Funds through 1998.

Again, Mission Bay Park would receive tax increment from TOT, sales tax, and the City of San Diego's share of possessory interest tax generated in Mission Bay by expansions and new leases in the Park during the planning period, if so authorized by City Council proposed under this scenario.

Under this scenario, total revenue from incremental lease revenue, dedicated TOT, Sludge Mitigation Funds, and tax increment are projected to range from \$2.12 million (in inflated dollars) in 1993 to \$16.67 million in 2012. As with Scenario A, the funds earned during any year would not be enough to cover all of the capital costs incurred during the same year if the costs are evenly distributed during the planning period. Estimated annual deficits range from a high of \$8.06 million in 1997 to a low of \$2.08 million in 2012 (in inflated dollars). The deficit fluctuates due to the phasing of expansions and new private developments and the lost revenue incurred during the reconstruction phase.

Overall, it is estimated that approximately \$84.84 million of the estimated \$171.12 million in capital improvement costs (in 1992 dollars adjusted for inflation), or 49 percent, would have to be funded from other sources under this scenario.

### **Scenario C: No Enterprise Fund; No TOT Revenues**

Scenario C presents the worst case scenario: no land lease revenue, dedicated TOT revenue, or tax increment revenue would be available for the Park. Any surplus revenue generated at the Park would go into the City's general fund. This also assumes that all of the TOT revenue dedicated to Mission Bay

Park has already been committed to capital improvements already approved for Mission Bay Park and new projects in Balboa Park. The City would continue to fund operations and maintenance costs using general fund monies.

Under this scenario, revenue from Sludge Mitigation Funds would be the only funds committed to Park improvements. Funds earned during any year would not be enough to cover all of the capital costs incurred during the same year if the costs are evenly distributed during the planning period. Estimated annual deficits range from \$6.90 million in 1993 to \$18.75 million in 2012 (in inflated dollars) during the planning period.

Overall, it is estimated that approximately \$154.45 million of the estimated \$171.12 million in capital improvement costs (in 1992 dollars adjusted for inflation), or 90 percent, would have to be funded from other sources under this scenario.

#### **FORECAST SUMMARY**

Given the estimated \$171.12 million in public improvements, the three funding scenarios presented above generate the following deficits (1992 dollars):

Scenario A	\$52.14 million
Scenario B	\$84.84 million
Scenario C	\$154.45 million

Clearly, other funding sources will be needed to fund these estimated deficits and to implement the Mission Bay Park Master Plan Update.

#### **CAPITAL FINANCING CONSIDERATIONS**

The projected land lease revenue, TOT and Sludge Mitigation Funds dedicated to Mission Bay Park, and tax increment generated by expansions and new leases allowed under the Mission Bay Park Master Plan Update, appear sufficient to

nance costs, enabling more land lease and other revenues to be used for capital improvements.

**126. Grants:** State and Federal grants may be obtained for improvements associated with shoreline restoration, coastal public access, and habitat restoration. Although grant funding is not readily available during this period of government fiscal constraints, funds should be available in the future, especially if statewide bond measures pass. The State of California Coastal Conservancy and the Environmental Protection Agency's Wetlands Protection Program and Near Coastal Waters Grant Program are possible sources in the future.

**127. Wetland Mitigation Funds:** As coastal California continues to face development pressure, monies become available for wetland mitigation. Southern California Edison's recent funding of wetland restoration in the San Dieguito River Valley and the Port of Long Beach's funding of a restoration project at Batiquitos Lagoon in Carlsbad are recent examples. Wetland mitigation funds could be a source of financing for a portion of wetland enhancement costs in Mission Bay. Mission Bay wetland restoration would be a strong candidate for grant funds.

**128. Revenue Bonds:** Revenue bonds supported by land leases at the Park could be issued toward the end of the planning period to fund the balance of capital costs that had not yet been implemented on a pay-as-you-go basis. This would essentially use a portion of land lease revenue generated after the planning period to fund improvements during the planning period.

**129. Certificates of Participation:** Certificates of Participation could be issued to raise funds upfront during the planning period. Since many of the lessees are proposing expansions and redevelopments on their site, and new development is proposed, property tax revenue from TOT, sales tax, and the City's share of possessory interest tax and personal property tax should increase substantially as these properties are redeveloped and re-assessed. Approximately 21 percent of

the increase in possessory interest taxes will go to the City's general fund. All, or a portion, of this tax increment could be used to replenish general funds used to service Certificates of Participation debt service. Certificates of Participation supported indirectly by future TOT revenue could also be issued towards the later half of the planning period. Like revenue bond financing, this would use a portion of TOT revenue collected beyond the planning period to fund Master Plan improvements during the planning period. Since Certificates of Participation are often serviced by the general fund (which can be replenished by other funds). It is considered a more secure source of funds than projected lease revenue and, therefore, usually has lower financing costs than revenue bonds.

**130. Extend Implementation Period:** Finally, the balance of the Master Plan Update's improvements that had not yet been funded and implemented by the end of the planning period could be implemented after the planning period on a pay-as-you-go basis. This approach defers implementation of the Master Plan, but avoids incurring debt and financing costs.

### **FINANCING THE BALANCE WITH NEW SOURCES**

The approaches described above, especially land lease revenue, TOT revenue, and future possessory interest and property tax revenue are existing revenue sources. Although there is a direct relationship between these funds and Mission Bay Park, their use for Mission Bay Park improvements would be at the expense of other public purposes for which these general fund revenues are used, as City budgeting is currently practiced.

#### ***Recommendations***

**131. New Funding Sources:** If the City would like to raise new additional revenues to enable it to fund Mission Bay Park improvements, it should consider the following alternatives within the context of the City's other funding priorities:

- Transient Occupancy Tax increase (Mission Bay should receive a fair share of any TOT increase)
- General Obligation Bond (two-thirds public vote required)
- Park impact fees on new development
- Citywide or targeted benefit assessment district
- Proposition A transportation funds
- Sewer or storm drain fee revenue increase
- Utility users tax increase
- Parcel tax (two-thirds public vote required)
- Admissions excise tax
- Citywide Community Facilities District (two-thirds public vote required)
- Increase in property transfer tax
- Open space & park bond (simple majority voter approval required)

### **ENTERPRISE FUND**

One way to secure land lease revenue to fund Park improvements is to designate Mission Bay Park as an enterprise fund. An enterprise fund has two purposes:

1. To secure dedicated revenue collected at the facility (in this case Mission Bay Park) to fund improvements to the facility; and
2. To build in incentives for more efficient management by accounting for operating revenues and costs and making the facility dependent on surplus net revenues for capital improvements and future programming, (similar to business incentives in the private sector).

Operating almost like a non-profit corporation within the City, revenue generated at the Park would only be used for maintenance, operations, and capital costs incurred to manage Mission Bay Park. Since there is a direct relationship between revenue earned at the Park and the ability of the enterprise organization to fund operations and capital improvements, a close accounting of revenues and expenses in the Park would have to be established, providing a useful management information tool. Given the relationship between revenue and operating costs, there would be incentive to enhance revenue and operate efficiently. Capital expenditures would also be evaluated in terms of the return the expenditures generate.

The argument against an enterprise fund is that it reduces the City's flexibility to use the revenues for other needed City services, including funding public park improvements and maintenance at parks that cannot generate revenue. Also, if surplus revenue is generated after all needed maintenance and capital costs are funded, it might be inefficient to use the money for Mission Bay Park instead of another public use. Finally, the incentive to generate revenue — a key advantage of an enterprise fund — could become a higher priority than general public benefit, especially regarding expenditures that do not enhance revenue generating capacity.

One consideration regarding whether or not to establish an enterprise fund, and the use of land lease revenues to support the fund, is the relative ability to raise new revenue to replace the revenue that is lost. For example, if an enterprise fund is established using land lease revenue that otherwise would have gone into the City's general fund, the City would have to increase general tax revenue to replace the funds lost. If the City chooses not to form an enterprise fund and dedicate land lease revenue to Mission Bay Park, the City would have to increase taxes or assessments through some other source (most likely a bond measure dedicated to Mission Bay Park improvements) to raise the money needed to implement the Master Plan. A bond measure for a specific purpose may be more likely to receive voter support than a general tax increase, although there are some general tax sources which the City could increase without requiring a ballot measure, such as TOT and others listed under Recommendation 131

**Recommendations**

As discussed under the forecast scenarios, essentially two options are available for the creation of an Enterprise Fund.

**132. Full Enterprise Fund:** One option is to create an enterprise fund supported by lease revenues, permit fees, and other user fees at the Park. Selected city services associated with the Park could be combined as the Mission Bay Park Corporation (a City agency), funded by the enterprise fund. The amount of lease revenue that would go into the fund should have a limit. Funds earned in excess of an amount needed to fund operations, maintenance, and approved capital improvements, plus a contingency, should revert back to the general fund. It is projected, however, that the equivalent of 100% of the land lease revenue collected would be needed to fund Mission Bay Park capital improvements during the planning period. If an enterprise fund is established, the land lease revenue distribution (between the City general fund and the enterprise fund) should be re-evaluated periodically.

**133. Partial Enterprise Fund:** Another option is to create an enterprise fund primarily for operations in order to build-in efficiency incentives. Under this scenario, a portion of land lease revenue equivalent to a budgeted amount for maintenance and operations, plus a small amount for minor capital improvements, and all user and permit fees would be dedicated to the fund. Any surplus revenue generated through efficient operations would be retained by the enterprise fund for additional minor capital improvements and new programming. Major capital improvements would still be funded by another source or sources.

The City should consider establishing an enterprise fund for Mission Bay Park, particularly after the recession when the City's general fund is more stable. Regardless of whether or not an enterprise fund is pursued, the location of new leaseholds should carefully be considered regarding State Tidelands since any surplus revenue collected within the tidelands must be returned to the State, while surplus revenue collected outside the tidelands are retained by the City or enterprise

fund. If the City were to buy out the State, this concern would be invalidated, of course. This course of action has not been assumed in the cost projections.

## **OTHER FUNDING REQUIREMENTS**

Two other funding requirements require attention. One requirement is marketing, which could be supported by a business improvement district. The other funding requirement is shuttle service within the Park.

### **Business Improvement District**

The City should consider working with lessees to form a Business Improvement District, funded by a business license surcharge, with the funds used by Mission Bay Park businesses to market Mission Bay amenities and facilities (especially elsewhere in Southern California) and hold special events, particularly during the off-season. This joint marketing would enhance revenue for all businesses by drawing additional patronage during the off-season, which, in turn, would enhance revenue for the City.

### **Tram Service**

The tram service would be needed only during peak days, holidays, and special events. During the day, visitation to the Park also has peaking characteristics. Therefore, the number of tram vehicles needed during the day is not constant, but varies with demand. A tram service that responds well to these fluctuations, without costing the City, would be a private jitney system. Private vans could operate within Mission Bay Park, after paying a license fee, and could provide the service needed in response to demand characteristics. The vans would respond to demand rather than provide a continuing service even when very little demand exists during the off-season and weekdays. This approach creates a business opportunity, a source of part-time summer work, and a flexible public service, at less cost to the City.

## **SUMMARY FUNDING RECOMMENDATIONS**

The \$171.12 million capital improvement plan recommended by the Mission Bay Park Master Plan Update can be implemented and funded using a combination of the following nine sources of funds:

- 1A. Incremental land lease revenue from leasehold expansions and new commercial development in Mission Bay Park; or
- 1B. All land lease revenue generated by Mission Bay Park leases after operating costs;
2. A fair share of Transient Occupancy Taxes already dedicated to Mission Bay and Balboa Parks;
3. City Water Utilities Sludge Mitigation Funds;
4. Tax increment from TOT, sales tax, and the City's share of possessory interest taxes generated at Mission Bay Park from expansions and new leases;
5. State and Federal Grants;
6. Wetland Mitigation Funds;
7. Certificates of Participation serviced by the General Fund, but replenished by an increase in citywide TOT;
8. Open Space Financing District Bond.
9. General Obligation Bonds.

Maintenance costs should continue to be funded by general funds (replenished by land lease revenue), or land lease revenue directly if an enterprise fund is established, and user and permit fees.

Joint marketing should be funded by a business improvement district with the cooperation of the Mission Bay lessees.

Tram service should be provided privately under license with the City.

**Table 7: BASELINE LEASE REVENUE PROJECTIONS**

LAND USE	TERM.	FY 1991	PROJECTED FISCAL YEAR REVENUE																				
		REVENUE	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Revenue Inflation Factor		1.00	0.95	1.00	1.00	1.02	1.06	1.10	1.15	1.19	1.24	1.29	1.34	1.40	1.45	1.51	1.57	1.63	1.70	1.77	1.84	1.91	1.99
BASELINE REVENUE (1): (in thousand dollars)																							
M. B. Campland (2)	11-07-17	\$772	\$733	\$772	\$772	\$787	\$818	\$851	\$885	\$921	\$957	\$998	\$1,036	\$1,077	\$1,120	\$1,165	\$1,211	\$1,260	\$1,310	\$1,363	\$1,417	\$1,474	\$1,533
M. B. Aquatic Ctr.	09-23-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bahia Belle	05-31-98	100	95	100	100	102	106	110	115	119	124	129	134	139	145	151	157	163	170	176	183	191	198
Dana Inn	05-31-18	337	320	337	337	344	357	372	388	402	418	435	452	470	489	509	529	550	572	595	619	644	669
Boy Scouts	11-29-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Catamaran Pier	N/A	21	20	21	21	22	23	24	25	26	27	28	29	30	31	32	34	35	36	36	39	41	43
Sportsman's Seafood	04-30-12	21	20	21	21	22	23	24	25	26	27	28	29	30	31	33	34	35	37	37	38	40	41
City/Water Utilities	N/A	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Mission Bay Golf Ctr.	07-05-01	101	98	101	101	103	107	111	115	120	125	130	135	140	146	152	158	164	171	178	185	192	200
De Anza Trailer Resort	11-23-03	876	833	876	876	894	930	967	1,008	1,046	1,088	1,131	1,178	1,224	--	--	--	--	--	--	--	--	--
Bahia Hotel	3-16-16	445	423	445	445	454	473	491	511	532	553	575	598	622	647	673	699	727	757	787	818	851	885
Everingham Bros. Bait Co.	04-30-97	19	18	19	19	20	20	21	22	23	24	25	26	27	28	29	30	31	33	34	35	37	38
Mission Bay Sports Ctr.	05-31-85	68	64	68	68	69	72	75	78	81	84	88	91	95	99	102	107	111	115	120	125	130	135
San Diego Hilton Resort	10-31-85	1,300	1,235	1,300	1,300	1,326	1,379	1,434	1,491	1,551	1,613	1,678	1,745	1,814	1,887	1,962	2,041	2,123	2,208	2,296	2,388	2,483	2,583
Hyatt Islandia (3)	11-30-38	1,184	1,125	1,267	1,267	1,283	1,344	1,398	1,454	1,512	1,573	1,636	1,701	1,769	1,840	1,913	1,990	2,069	2,152	2,238	2,328	2,421	2,518
Mission Bay Marina (4)	03-04-29	316	436	346	346	355	369	384	399	415	431	449	467	485	505	525	546	566	590	614	639	664	691
Marina Village (5)	04-30-27	513	488	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513	513
Mission Bay Yacht Club	07-31-11	81	77	81	81	82	86	89	93	98	100	104	108	113	117	122	127	132	137	143	148	154	160
Ocean Boards Inter. (6)	09-30-94	26	25	26	26	27	28	29	30	31	33	34	35	37	38	40	41	43	45	46	48	50	52
Mallo's Hot Dogs	06-30-94	8	8	8	8	8	8	9	9	10	10	10	11	11	12	12	13	13	14	14	15	15	16
S.D./M.B. Boat & Ski Club	04-30-88	29	28	29	29	30	31	32	33	35	36	38	39	41	42	44	46	47	49	51	53	56	58
S.D. Princess Resort	12-31-18	1,239	1,177	1,239	1,239	1,263	1,314	1,368	1,421	1,478	1,537	1,599	1,662	1,729	1,798	1,870	1,945	2,023	2,104	2,188	2,275	2,366	2,461
S.D. Rowing Club (7)	07-31-13	9	9	9	9	10	10	10	11	11	12	12	13	13	14	14	15	15	16	16	17	17	18
S.D. Visitor Info. Ctr.	10-31-93	23	22	23	23	23	24	25	26	27	28	29	30	32	33	34	36	37	38	40	42	43	45
Sea World of San Diego	12-30-33	3,943	3,748	3,943	3,943	4,022	4,183	4,350	4,524	4,705	4,893	5,089	5,293	5,504	5,725	5,954	6,192	6,439	6,697	6,965	7,243	7,533	7,834
Sea World of San Diego (8)	01-01-84	81	87	91	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Seaforth Sportsfishing	04-30-21	292	277	292	292	296	310	322	335	348	362	377	392	406	424	441	458	477	496	516	536	556	580
Dana Landing (9)	05-31-97	156	155	163	163	167	173	180	187	195	203	211	219	228	237	247	257	267	277	289	300	312	325
<b>TOTAL BASELINE REVENUE (10)</b> (in million dollars)		<b>\$12.47</b>	<b>\$12.02</b>	<b>\$12.59</b>	<b>\$12.50</b>	<b>\$12.73</b>	<b>\$13.20</b>	<b>\$13.99</b>	<b>\$14.19</b>	<b>\$14.22</b>	<b>\$14.77</b>	<b>\$15.34</b>	<b>\$15.93</b>	<b>\$16.55</b>	<b>\$15.92</b>	<b>\$16.54</b>	<b>\$17.18</b>	<b>\$17.84</b>	<b>\$18.53</b>	<b>\$19.26</b>	<b>\$20.00</b>	<b>\$20.79</b>	<b>\$21.60</b>
<b>Net 1992 Present Value @ 4% Discount Rate</b>			<b>\$215.11</b>																				

(1) Assumes leases that expire during planning period will be renewed under the same terms, except for De Anza Trailer Resort and City Water Utilities which will revert to the City at end of lease term.

(2) Campland revenue projection could be less during transition if it is relocated.

(3) Assumes increase of 7% in 1993 due to rental percentage adjustment under current lease contract.

(4) Assumes a one year increase in 1992 due to America's Cup subleases and an increase of 10% over 1991 rate in 1993 due to rental percentage adjustment under current lease contract.

(5) Assumes constant lease revenue due to poor performance of this use.

(6) Ocean Boards International is not located within Mission Bay Park, but pays lease to have access to Mission Bay Park.

(7) San Diego Rowing Club includes former Rowing Council of San Diego.

(8) Temporary lease scheduled to expire in 1994.

(9) Assumes increase of 5% in 1992 due to rental percentage adjustment under current lease contract.

(10) Sums may not add due to rounding.

**Table 10A: CAPITAL IMPROVEMENTS FINANCING -  
ASSUMING 100% OF LAND LEASE REVENUE AFTER OPERATING COSTS ARE DEDICATED TO NEW PARK IMPROVEMENTS**

(amounts in current million dollars)

LAND USE	TOTAL '92\$	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Inflation Factor @ 4%/yr.	1.00	1.00	1.04	1.08	1.12	1.17	1.22	1.27	1.32	1.37	1.42	1.48	1.54	1.60	1.67	1.73	1.80	1.87	1.95	2.03	2.11	2.19
<b>FINANCING SOURCES</b>																						
100% of Net Lease Revenue After Operating Costs		--	\$5.33	\$4.02	\$3.88	\$3.89	\$3.93	\$5.08	\$4.91	\$4.93	\$5.15	\$5.23	\$4.95	\$4.10	\$4.10	\$4.02	\$3.93	\$5.48	\$5.55	\$5.47	\$5.36	\$5.26
TOT Share (1)		--	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.71	1.01	1.32	1.66	2.01	2.37	2.76	3.16	3.58	5.49	6.55	7.05	7.56
Water Utility Funds		--	2.00	2.00	2.00	2.00	2.00	2.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Transient Occupancy Tax Increment		--	--	0.12	0.13	0.14	0.14	1.33	1.44	1.46	1.48	1.50	1.35	1.55	1.56	1.61	1.63	2.56	2.68	2.69	2.72	2.76
Sales Tax Increment		--	--	0.00	0.00	0.01	0.01	0.04	0.05	0.05	0.05	0.05	0.04	0.05	0.05	0.05	0.05	0.09	0.09	0.09	0.09	0.09
Possessory Interest Tax Increment		--	--	0.01	0.01	0.01	0.01	0.10	0.11	0.11	0.11	0.11	0.10	0.12	0.12	0.12	0.12	0.19	0.20	0.20	0.20	0.20
<b>Total Financing Funds</b>		\$0.00	\$7.33	\$6.15	\$6.03	\$6.04	\$6.09	\$6.53	\$6.67	\$7.25	\$7.80	\$8.22	\$8.11	\$7.63	\$8.22	\$8.56	\$8.90	\$11.90	\$13.96	\$15.01	\$15.44	\$15.87
<b>PROJECTED CAPITAL COSTS</b>																						
<i>Total Capital Costs in 1992\$</i>	\$171.12																					
North End Improvements	18.00																					
Fiesta Island & Bay Improvements	33.25																					
South Shores Improvements	21.90																					
Park-Wide Improvements	63.75																					
Design & Administration @ 25%	34.22																					
<i>Total Capital Costs in Inflated \$ (2)(3)</i>	\$264.66	\$0.00	\$6.90	\$9.25	\$9.62	\$10.01	\$10.41	\$10.63	\$11.26	\$11.71	\$12.16	\$12.68	\$13.17	\$13.70	\$14.25	\$14.82	\$15.41	\$16.02	\$16.67	\$17.33	\$18.03	\$18.75
<b>CASH FLOW BALANCE IN INFLATED \$ SURPLUS &lt;DEFICIT&gt; (3)</b>	(\$61.05)	\$0.00	(\$1.57)	(\$3.10)	(\$3.59)	(\$3.98)	(\$4.32)	(\$2.30)	(\$4.59)	(\$4.45)	(\$4.36)	(\$4.44)	(\$5.06)	(\$5.67)	(\$6.03)	(\$6.25)	(\$6.51)	(\$4.13)	(\$2.69)	(\$2.33)	(\$2.59)	(\$2.67)
<b>Net 1992 Present Value @ 4% Discount Rate Surplus &lt;Deficit&gt; (4)</b>	(\$52.14)																					

(1) Based on Dept. of Finance projections of TOT not yet committed to existing and planned Balboa Park and Mission Bay projects. Mission Bay capital costs already funded or approved in the CIP include shoreline reclamation, selected restrooms, Sail Bay development, and miscellaneous projects. Assumes 50% of uncommitted TOT funds are available for Mission Bay Park (with the balance available for Balboa Park's East Mesa projects). The actual distribution will depend on future City policy.

(2) Amount would be less if a hotel is built on the De Anza site. In total, capital costs and the deficit would be approximately \$3.13 million less in 1992 \$.

(3) Assumes that capital costs are evenly distributed over the planning period.

(4) Discounted at 4% inflation rate per year.

**Table 10B: CAPITAL IMPROVEMENTS FINANCING -  
ASSUMING ONLY LAND LEASE INCREMENT FROM REDEVELOPING EXISTING LEASES AND NEW LEASES ARE DEDICATED TO NEW PARK IMPROVEMENTS**

(amounts in current million dollars)

LAND USE	TOTAL '92\$	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Inflation Factor @ 4%/yr.	1.00	1.00	1.04	1.08	1.12	1.17	1.22	1.27	1.32	1.37	1.42	1.48	1.54	1.60	1.67	1.73	1.80	1.87	1.95	2.03	2.11	2.19
<b>FINANCING SOURCES</b>																						
100% of Incremental Lease Revenue		--	\$0.12	\$0.10	\$0.21	\$0.11	\$0.19	\$1.36	\$1.77	\$1.88	\$2.15	\$2.33	\$2.18	\$2.70	\$2.89	\$3.03	\$3.17	\$4.97	\$5.33	\$5.56	\$5.80	\$6.06
TOT Share (1)		--	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.71	1.01	1.32	1.68	2.01	2.37	2.78	3.18	3.58	5.48	6.55	7.05	7.56
Water Utility Funds		--	2.00	2.00	2.00	2.00	2.00	2.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Transient Occupancy Tax Increment		--	--	0.12	0.13	0.14	0.14	1.33	1.44	1.48	1.48	1.50	1.35	1.55	1.58	1.61	1.63	2.56	2.68	2.69	2.72	2.78
Sales Tax Increment		--	--	0.00	0.00	0.01	0.01	0.04	0.05	0.05	0.05	0.05	0.04	0.05	0.05	0.05	0.05	0.09	0.09	0.09	0.09	0.09
Possessory Interest Tax Increment		--	--	0.01	0.01	0.01	0.01	0.10	0.11	0.11	0.11	0.11	0.10	0.12	0.12	0.12	0.12	0.19	0.20	0.20	0.20	0.20
<b>Total Financing Funds</b>		\$0.00	\$2.12	\$2.23	\$2.35	\$2.28	\$2.35	\$4.83	\$3.53	\$4.18	\$4.80	\$5.32	\$5.31	\$6.43	\$7.01	\$7.57	\$8.14	\$11.39	\$13.78	\$15.08	\$15.86	\$16.87
<b>PROJECTED CAPITAL COSTS</b>																						
<i>Total Capital Costs in 1992\$</i>	\$171.12																					
North End Improvements	18.00																					
Fiesta Island & Bay Improvements	33.25																					
South Shores Improvements	21.80																					
Park-Wide Improvements	63.75																					
Design & Administration @ 25%	34.22																					
<i>Total Capital Costs in Inflated \$ (2)(3)</i>	\$284.88	\$0.00	\$8.90	\$9.25	\$9.62	\$10.01	\$10.41	\$10.83	\$11.28	\$11.71	\$12.18	\$12.66	\$13.17	\$13.70	\$14.25	\$14.82	\$15.41	\$16.02	\$16.67	\$17.33	\$18.03	\$18.75
<b>CASH FLOW BALANCE IN INFLATED \$ SURPLUS &lt;DEFICIT&gt; (3)</b>	(\$123.75)	\$0.00	(\$6.77)	(\$7.02)	(\$7.27)	(\$7.75)	(\$8.08)	(\$8.00)	(\$7.73)	(\$7.53)	(\$7.38)	(\$7.34)	(\$7.88)	(\$7.27)	(\$7.24)	(\$7.25)	(\$7.27)	(\$4.83)	(\$2.91)	(\$2.24)	(\$2.16)	(\$2.08)
<b>Net 1992 Present Value @ 4% Discount Rate Surplus &lt;Deficit&gt; (4)</b>	(\$64.64)																					

(1) Based on Dept. of Finance projections of TOT not yet committed to existing and planned Balboa Park and Mission Bay projects. Mission Bay capital costs already funded or approved in the CIP include shoreline reclamation, selected restrooms, Sail Bay development, and miscellaneous projects. Assumes 50% of uncommitted TOT funds are available for Mission Bay Park (with the balance available for Balboa Park's East Mesa projects). The actual distribution will depend on future City policy.

(2) Amount would be less if a hotel is built on the De Anza site. In total, capital costs and the deficit would be approximately \$3.13 million less in 1992 \$.

(3) Assumes that capital costs are evenly distributed over the planning period.

(4) Discounted at 4% inflation rate per year.

**Table 10C: CAPITAL IMPROVEMENTS FINANCING -  
ASSUMING ONLY WATER UTILITY FUNDS ARE DEDICATED TO NEW PARK IMPROVEMENTS**

(amounts in current million dollars)

LAND USE	TOTAL '92\$	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Inflation Factor @ 4%/yr.	1.00	1.00	1.04	1.08	1.12	1.17	1.22	1.27	1.32	1.37	1.42	1.48	1.54	1.60	1.67	1.73	1.80	1.87	1.95	2.03	2.11	2.19
<b>FINANCING SOURCES</b>																						
100% of Incremental Lease Revenue		--	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOT Share (1)		--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Utility Funds		--	2.00	2.00	2.00	2.00	2.00	2.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Transient Occupancy Tax Increment		--	--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sales Tax Increment		--	--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Possessory Interest Tax Increment		--	--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Financing Funds</b>		\$0.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>PROJECTED CAPITAL COSTS</b>																						
<i>Total Capital Costs in 1992\$</i>	\$171.12																					
North End Improvements	18.00																					
Fiesta Island & Bay Improvements	33.25																					
South Shores Improvements	21.90																					
Park-Wide Improvements	63.75																					
Design & Administration @ 25%	34.22																					
<b>Total Capital Costs in Inflated \$ (2)(3)</b>	\$264.98	\$0.00	\$8.90	\$9.25	\$9.82	\$10.01	\$10.41	\$10.83	\$11.28	\$11.71	\$12.18	\$12.68	\$13.17	\$13.70	\$14.25	\$14.82	\$15.41	\$16.02	\$16.67	\$17.33	\$18.03	\$18.76
<b>CASH FLOW BALANCE IN INFLATED \$ SURPLUS &lt;DEFICIT&gt; (3)</b>	(\$252.96)	\$0.00	(\$6.90)	(\$7.25)	(\$7.62)	(\$8.01)	(\$8.41)	(\$8.83)	(\$11.28)	(\$11.71)	(\$12.18)	(\$12.68)	(\$13.17)	(\$13.70)	(\$14.25)	(\$14.82)	(\$15.41)	(\$16.02)	(\$16.67)	(\$17.33)	(\$18.03)	(\$18.75)
<b>Net 1992 Present Value @ 4% Discount Rate Surplus &lt;Deficit&gt; (4)</b>	(\$154.45)																					

(1) Based on Dept. of Finance projections of TOT not yet committed to existing and planned Balboa Park and Mission Bay projects. Mission Bay capital costs already funded or approved in the CIP include shoreline reclamation, selected restrooms, Sail Bay development, and miscellaneous projects. Assumes 50% of uncommitted TOT funds are available for Mission Bay Park (with the balance available for Balboa Park's East Mesa projects). The actual distribution will depend on future City policy.

(2) Amount would be less if a hotel is built on the De Anza site. In total, capital costs and the deficit would be approximately \$3.13 million less in 1992 \$.

(3) Assumes that capital costs are evenly distributed over the planning period.

(4) Discounted at 4% inflation rate per year.

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## XI. IMPLEMENTATION



The continuing development of Mission Bay Park requires a course that acknowledges the realities of funding, leasehold terms, recreational priorities, and new investment opportunities. As these "realities" are engaged over the next 20 years, it will be necessary to adjust and fine tune this Plan's recommendations. Such "mid-course" corrections, however, should sustain the collective vision for the Park, of "Parks Within a Park," which has been crafted through intensive public scrutiny and participation. Below are described the potential constraints and priorities that should guide the development of the Park towards this collective vision.

### IMPLEMENTATION CONSTRAINTS

Over the years the City has negotiated long-term leases with various individuals, organizations and institutions in the interest of gaining revenue and providing additional recreational opportunities. Of these, the following affect the implementation of this Plan:

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

The Trailer Resort contains over 500 separate leases with mobile home tenants. Prior to the start of the Master Plan Update, the De Anza Corporation was considering the redevelopment of the site into a hotel resort, which would have included the relocation of the tenants, as well as the creation of a 40-acre public park. However, a formal development proposal was not submitted. When and if the De Anza Corporation, or any other interested party, submits plans for part or all of the Study Area site, the City would review such proposals in accordance with the goals and objectives of this Plan, and the development criteria set forth for the De Anza Special Study Area, contained in the Land Use Section of this Plan.

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

The De Anza Corporation also holds the Campland on the Bay lease. To meet overriding environmental and recreational objectives, this Plan suggests that "Campland" be relocated to the east side of Rose Creek as part of the De Anza Special Study Area.

Given the constraint imposed by the Trailer Resort lease termination date, it is not likely that the relocation of Campland to the De Anza Special Study Area site will occur prior to 2003, unless, of course, the lessee submits new redevelopment plans abiding by the SSA development criteria prior to this date.

A second possibility is for the lessee to effectuate Campland's relocation in 2003, following the abandonment of the Trailer Resort. At this time the lessee might have the impetus to renegotiate a new long-term lease, possibly east of Rose Creek, within the SSA.

The opposite scenario would be that the lessee chooses to remain in its present location through its lease termination date, at which time the property would revert to public use under the terms of the Kapiloff Bill (AB 447-1981). This would represent a 14-year delay in the implementation of the proposed wetland at the outfall of Rose Creek.

### 3. Sludge Beds; 1998 Estimated Abandonment.

The City's Water Utilities Department estimates that the sludge bed operations in Fiesta Island will remain active through 1998, possibly a few years beyond. Therefore, the development of the Island's southern peninsula into regional parkland, representing about 100 acres, cannot be implemented prior to this date. It would be of significant benefit to the Park, obviously, to secure the abandonment of the sludge beds at the earliest possible date. Abandoning the sludge beds also means the removal of the odor associated with them that affects East Shores and will affect the South Shores new development areas.

### PRIORITIES

With a \$170 million total implementation cost, of which only about \$90 million can be financed under the recommended incremental land lease revenue scenario (see Section X, Economics, Forecast Scenario B), a clear set of priorities should be established to guide the continuing development of the Park. Such priorities should seek to maximize short term benefit for the least possible cost.

### *Recommendations*

The recommendations below represent a course of implementation based on what can be accomplished to the immediate benefit of the public, without incurring excessive "up-front" costs nor causing undue environmental impacts. Dollar amounts are approximate 1992 development costs.

**134. South Shores Development:** The proposed parkland areas of South Shores, totalling about \$13.5 million in costs (not including the embayment costs), can proceed immediately following the adoption of the Master Plan Update and certification of its Environmental Impact Report (EIR). Comprising over 40 acres of parkland, this area can accommodate over 2,000 people, plus bring nighttime and increased seasonal visitors to the Park (amphitheater and waterfront promenade). Accordingly, the development of South Shores should be a high priority.

In addition to the development of parkland areas, the planned boat ramp and trailer parking should proceed in accordance with the site development adjustments as described in Recommendation 114. Along with the ramp, relocation of the Ski Club should be pursued.

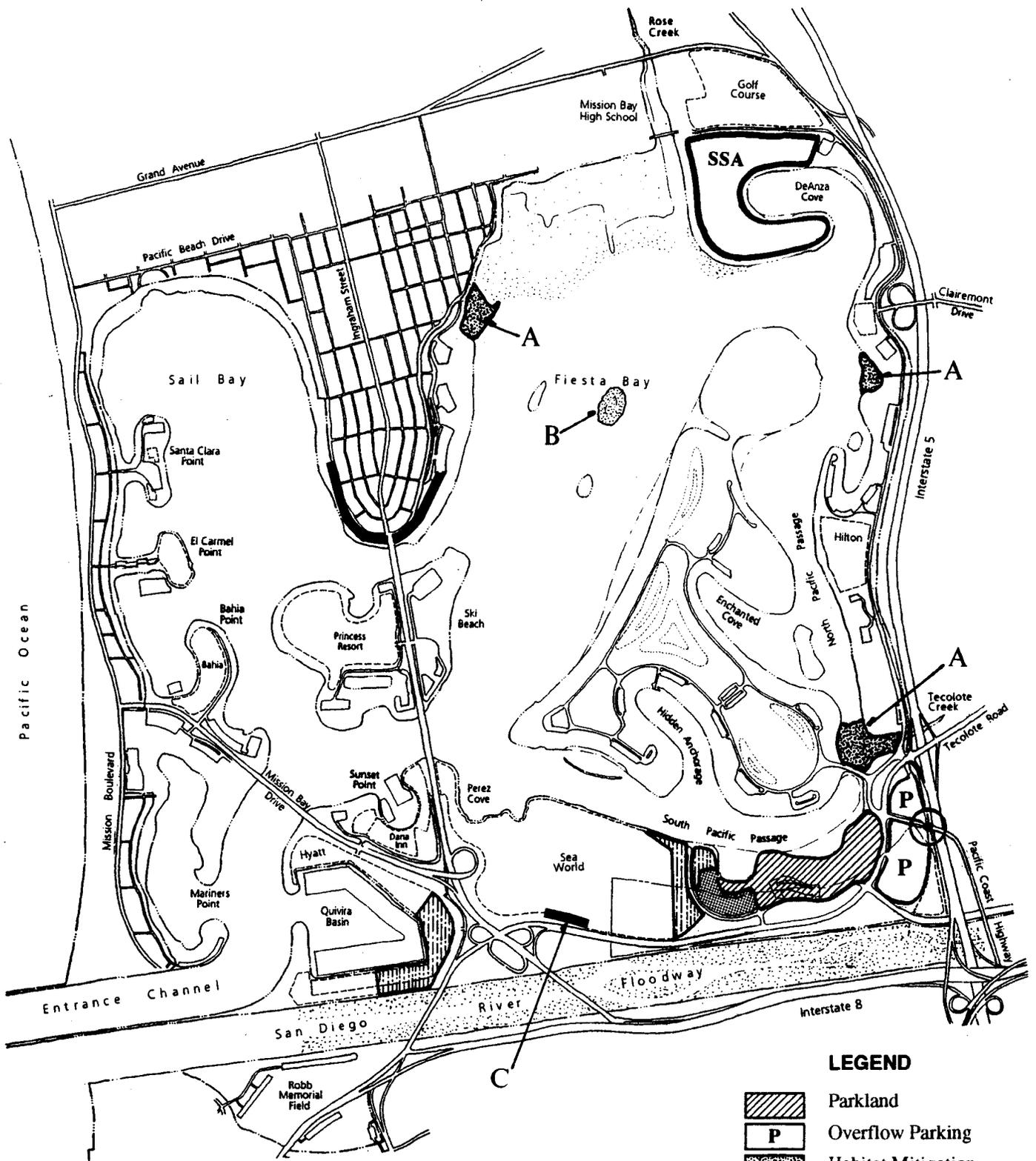
**135 De Anza Ramp:** Regulated use of the DeAnza boat ramp should proceed immediately following the approval of the Master Plan Update.

**136. Overflow Parking:** Nearly three quarters of the overflow parking (2,000 spaces) are targeted for special events (Over-the-Line, Thunderboats) and will become "due" when the parkland areas of Fiesta Island are developed following the abandonment of the sludge beds. Until then, this parking can remain in Fiesta Island as currently provided and managed. Therefore, to serve the new parkland areas of South Shores, 500 or so spaces should be developed in the southern portion of the overflow parking area, which could remain unpaved. For evening amphitheater events, the South Shores boat ramp parking could also be pressed to service.

Because such parking would be within convenient walking distance from the South Shores parkland, a tram service would not be required in this initial phase of implementation.

**137. Mitigation Areas:** Initial park improvements may require mitigation prior to the development of the main habitat area in the northeast quadrant of the Park. However, the following sites would be available for the development of natural habitats immediately following adoption of the Master Plan Update and certification of its EIR:

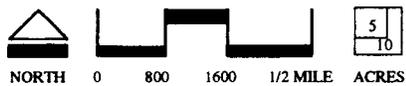
- Tecolote Creek Marsh: 12 acres, \$1.2 million.
- Potential marsh expansion at north end of Crown Point Shores: 5 acres, \$0.5 million.
- Marsh area south of Visitor and Information Center: 4 acres, \$0.4 million.



**LEGEND**

-  Parkland
-  Overflow Parking
-  Habitat Mitigation
-  Commercial Leases
-  Special Study Area
-  Pathway Improvement
-  Pacific Highway Underpass
-  Boat Ramp & Trailer Parking

- A** Marsh
- B** Eelgrass
- C** Overpass



**Priority Development Areas**

figure 33

**138. Bicycle and Pedestrian Paths:** New bike and pedestrian paths will be developed as part of the South Shores implementation. Other path improvements receiving priority should be:

- Sea World Drive overpass: \$1.2 million. This improvement will allow visitors uninterrupted movement from South Shores to Ingraham Boulevard.
- Crown Point Shores boardwalk: 1,000 linear feet, \$0.5 million.
- Tecolote Creek path widening: 500 linear feet, \$0.5 million.

These improvements would leave the Rose Creek bridge, a \$2 million cost, as the only remaining link towards completing a pathway system around the Park.

**139. Commercial Developments:** From a revenue standpoint, it would be of clear benefit to the City to facilitate the early redevelopment of as many new commercial leases as possible.

Three lease areas are subject to specific development criteria: De Anza Point, Bahia Point, and Dana Inn at Sunset Point/Dana Landing. The City should pursue negotiations with these lessees to intensify their leaseholds and achieve this Plan's environmental, recreational, and commercial objectives for these areas.

Other proposed commercial lease areas only require adherence to the Design Guidelines. Of these, the following commercial recreation sites would potentially yield high revenue and could be redeveloped immediately following adoption of the Master Plan Update and certification of its EIR:

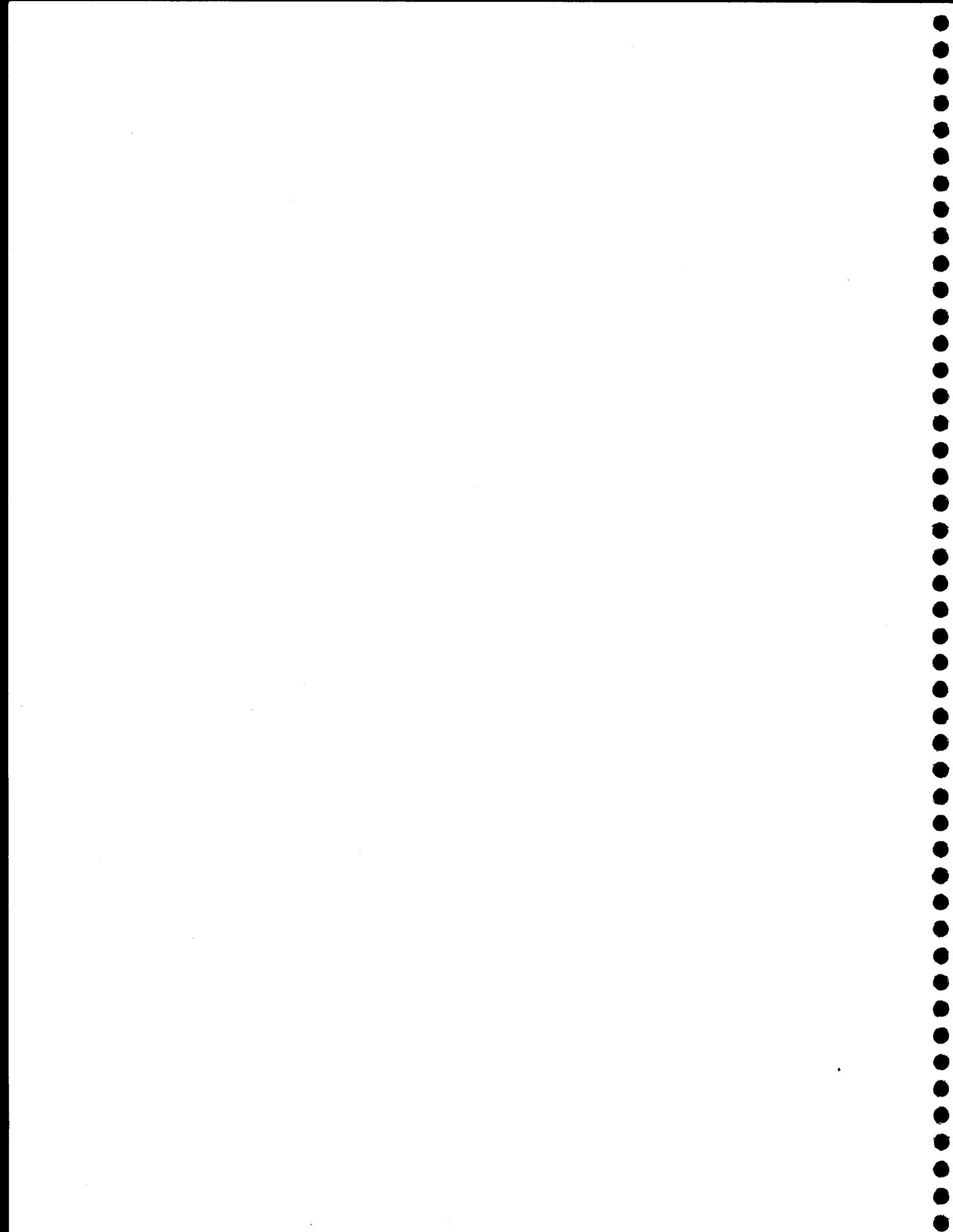
- Marina Village: 500-room hotel and conference center.
- South Shores 16.5-acre "best-use" development.

**Appendix A**

***GOALS AND OBJECTIVES***

**Prepared by**

***Wallace Roberts & Todd***



## **GOAL STATEMENT**

The following text forms a goal statement to guide the future development of Mission Bay Park as an aquatic park, planned and designed to serve citizens of and visitors to San Diego.

### **Goals for Land Use**

Mission Bay Park is a truly unique public coastal resource. The world's largest urban water-recreation park, its 2,100-acre land area supports a diversity of land and water uses including water-oriented public recreation, commercial and resort enterprises, and wildlife habitat.

The public recreational use of land in Mission Bay Park has traditionally been focussed on passive parkland that supports the enjoyment of the waterfront setting as well as access to the water for wading and a variety of boating activities. The strip of land immediately adjacent to the water is, of course, especially valuable as a recreation resource along with the bicycle and pedestrian paths that provide access to it.

Commercial recreation amenities in Mission Bay Park form a vital constituent of the Park's extensive use and include a marine theme Park, and a number of resort hotels and marinas. Many people enjoy the Bay through the use of these facilities, which also provide revenue for the park's operations and maintenance.

Once a huge marsh with a dramatic diversity and richness of natural and wildlife resources, Mission Bay has been gradually dredged to form the current bodies of land and water. Remaining natural resources in Mission Bay have tended to be valued primarily for their biological function. In recent years, however, as public awareness of environmental issues has grown, there has been a rise in the perception of natural areas also as key recreational and aesthetic amenities.

In the light of these issues, Mission Bay Park should be:

#### **Land Use Goal 1**

***An aquatic-oriented park which provides a diversity of public, commercial and natural land uses for the enjoyment and benefit of all the citizens of San Diego and visitors from outside communities.***

- 1.1 A park in which all public recreation land use areas are designed and managed to maximize uses that benefit from the bay's unique environment.***
- 1.2 A park where the waterfront is designed and managed for public access to the greatest extent possible.***
- 1.3 A park which supports commercial and non-profit lease areas, with priority given to water-oriented leases, on up to 25 percent of the total land area of the Park.***

- 1.4 *A park which provides certain natural areas for passive recreation, with limited public access to certain natural areas for passive recreation, aesthetic enjoyment, and education, while enhancing, and protecting from public access if necessary, other more sensitive natural areas to maximize their biological value.*
- 1.5 *A park which provides a continuous, safe, and enjoyable network of recreational pathways for pedestrians, joggers, cyclists, roller skaters, and other approve non-motorized recreational users to enjoy and access the park's recreation environments.*

Mission Bay serves the recreation needs of adjacent neighborhoods as well as city and regional constituencies. For this reason, the park functions, in effect, as a system of different parks, or "parks within a park," serving the various user groups, including biotic conservation interests. Accordingly, Mission Bay park should be:

#### Land Use Goal 2

*A park in which land uses are located so as to avoid negative impacts on adjacent areas, providing for ease of access, and according to the particular qualities of different parts of the Bay.*

- 2.1 *A park which provides aquatic-oriented neighborhood recreational amenities to serve adjoining neighborhoods.*
- 2.2 *A park which provides easily accessible regional recreation areas serving various user groups while minimizing conflicts between them.*
- 2.3 *A park which integrates the various park areas into a coherent whole, principally through paths, shore access and landscape management & certain unified design elements.*

Mission Bay Park has a defined boundary, but is nevertheless connected to a number of other important open space resources which link throughout San Diego. There is an opportunity for the Park to function as a hub uniting citywide recreational, aesthetic, and environmental areas. Accordingly, Mission Bay should be:

#### Land Use Goal 3

*A park which enhances the viability and use of other connected open space areas so as to promote the creation of a comprehensive, integrated open space system.*

- 3.1 *A park which is connected by recreational trails and pathways to the San Diego River, Tecolote Creek and Canyon, Rose Creek and Canyon, San Clemente Canyon, and the ocean beaches.*
- 3.2 *A park in which biological values are enhanced through the integration of the Bay's natural resources with those of Famosa Slough, the San Diego River, Tecolote Creek and Rose Creek.*

## **Goals for Water Use**

Mission Bay's development as a park has, from the beginning, held the provision of water recreation as a primary goal. Accordingly, Mission Bay Park should be:

### **Water Use Goal 1**

***A park in which the water areas are allocated and maintained to support the diverse aquatic interests of those visiting Mission Bay.***

- 1.1 A park in which provision is made for the interests of all users including power boaters, sail boaters, competition and recreational waterskiing, boardsailors, rowers, jet skiers, personal watercraft users, swimmers, bird watchers, persons fishing and future unidentified users.***

### **Water Use Goal 2**

***A park which provides adequate and safe access to the waters of Mission Bay.***

- 2.1 A park in which shoreline design and maintenance are managed to maximize water access within the context of shoreline stabilization needs, land use designations, environmental resources and regulations, aesthetic concerns, and public safety.***

### **Water Use Goal 3**

***A park in which the water areas are maintained to assure the maximum enjoyment of aquatic activities consistent with safety, aesthetic, and environmental concerns.***

- 3.1 A park in which the highest water quality is maintained, and in which water access facilities and water recreation designations are appropriately designed and located with respect to aesthetic and environmental goals, and consistent with the maintaining public safety.***

### **Water Use Goal 4**

***A park in which water areas are maintained to assure continued navigability for designated uses, and in which adequate shoreline access for water use is maintained.***

- 4.1 A park in which the consistent utilization of appropriate methods to maintain usability of water recreation designated areas is a primary goal of park planners and managers.***

## **Goals for Circulation and Access**

Circulation, transportation and access to and around the park plays a key role in how the park is used and enjoyed. Transportation policy and design with regards to the park also affects adjacent

neighborhoods, particularly through congestion and parking impacts, and the surrounding region with regards to air quality. Circulation and access should be addressed and planned to comprehensively meet the needs of activities within the park, and to avoid as far as possible conflicts between park user groups and neighboring communities. Special consideration should be given to transportation systems which provide for park access and which promote enjoyable use of the park, support ongoing business concerns, minimize adverse environmental and residential impacts, maximize public safety, and provide motivations for use of transportation modes other than the private automobiles. Accordingly, Mission Bay should be:

#### Circulation and Access Goal 1

***A park which promotes and ensures safe and enjoyable access for all park users and minimizes negative transportation-related impacts on surrounding neighborhoods.***

- 1.1 *A park which provides maximum public pathway access to the waterfront.*
- 1.2 *A park which utilizes strategies to eliminate congestion on major roads so that public access is not impeded or significantly discouraged.*
- 1.3 *A park which minimizes conflicts between through traffic and park-related traffic.*
- 1.4 *A park which provides and encourages the use of alternative forms of transit for access to and circulation within the park, including but not be limited to shuttle bus and water taxi service to key recreational areas during the peak season and bike access to the park.*
- 1.5 *A park which ensures priority access to emergency vehicles to all areas during all seasons.*
- 1.6 *A park in which groups sponsoring major special events are required to provide alternative modes of transportation including, but not limited to, remote parking lots which can be used by shuttle busses.*

#### Circulation and Access Goal 2

***A park that addresses the competing parking needs of area residents, employees, and visitors to Mission Beach, Pacific Beach, and Mission Bay Park, provides necessary parking for park users, and utilizes strategies for protecting neighboring areas from adverse parking impacts.***

- 2.1 *A park in which the approach to parking is compatible with regional management plans and goals.*
- 2.2 *A park in which peak season and special event parking needs are addressed in a cost effective manner that does not compromise surrounding neighborhood and recreational uses.*

### Circulation and Access Goal 3

***A park which provides a complete, clearly defined and safe (Class 1) bike path that ties in with the existing bicycle network for adjoining neighborhoods.***

3.1 *A park which is served by public transit which provides racks for transporting bicycles.*

### Circulation and Access Goal 4

***A park which provides a path system designed and managed so as to safely accommodate both pedestrian and non-motorized wheeled circulation.***

4.1 *A park which is connected to surrounding neighborhoods by safe pedestrian and bicycle path and routes.*

4.2 *A park which provides complete accessibility for persons with disabilities throughout Mission Bay.*

4.3 *A park which includes separate paths for pedestrians and non-motorized, wheeled circulation where possible and necessary to maximize safety and enjoyment of the path network.*

### Goals for Economics

Mission Bay Park is an economic entity as well as a public park. It hosts a variety of commercial enterprises which serve tourists and residents and generate income for businesses, investors, and the City of San Diego. There is a symbiotic relationship between the City and Mission Bay Park businesses. As Mission Bay Park private enterprises prosper, the City and Park benefit financially, through lease revenue, taxes, and fees. These revenues help fund public improvements and maintenance made to the park, and in turn, the Park business benefit from these improvements. As an important economic resource, Mission Bay Park should be:

#### Economic Goal 1

***A park where private enterprise within appropriate designated areas can prosper in order to support and enhance public use, access, and enjoyment of the Mission Bay Park.***

1.1 *A park which encourages land-lease tenants to maintain and upgrade their facilities in order to remain competitive, attract visitors, and generate revenue, within the context of the master plan's design and land use guidelines.*

1.2 *A park which is cooperatively marketed to promote business activity related to recreation, particularly during the non-peak times of the year.*

1.3 *A park which is safe, well-maintained, and has adequate public and private infrastructure to serve visitors.*

- 1.4 *A park which does not place incompatible uses next to each other, potentially diminishing the value of each use.*

### Economic Goal 2

***A park which generates sufficient revenue to the City to cover public operations and maintenance costs associated with the park, and helps finance and maintain public improvements within the park.***

- 2.1 *A park where land and water lease rates reflect the market value for the particular use unless the use meets other public objectives deemed important to the City.*
- 2.2 *A park which generates additional fiscal revenue from increased business activity.*
- 2.3 *A park in which commercial land leases are strategically placed to enhance commercial tenants' ability to earn revenue, thereby increasing the City's land value and fiscal revenue, unless other public uses at such locations better serve the public good.*
- 2.4 *A park which is managed so that fiscal revenue and costs associated with the park can be monitored on an annual basis.*
- 2.5 *A park where all land and water lease revenue generated in the park are spend on needed park maintenance, operations and capital improvements.*

### Economic Goal 3

***A park which uses economic approaches to efficiently manage use of public areas.***

- 3.1 *A park in which permits and user fees, at rates consistent with the park's public service function, may be used for certain areas during peak periods to control overcrowding, maintain public safety, and encourage use during less crowded periods.*
- 3.2 *A park which has designated improved areas for organized events and parties which can be reserved from the City for a fee.*
- 3.3 *A park which provides opportunities during non-peak periods for the City to generate additional revenue from special events, organized programs, and public recreation targeting specific user groups.*
- 3.4 *A park in which user fees are structured to differentiate between public gatherings or events and commercial or business gatherings or events.*

### Economic Goal 4

***A park which fairly attributes funding responsibility to those who benefit from the facility or services that is funded.***

- 4.1 *A park whose management policy assigns the cost of expenditures for private benefit to*

*those private entities or individuals who benefit.*

- 4.2 *A park whose management policy assigns the cost of expenditures for public benefit to the public group who benefits.*
- 4.3 *A park whose management policy calls for sharing the cost of expenditures which benefit both private and public groups.*
- 4.4 *A park whose financing policy attempts to spread the cost burden over time when the facility financed will serve several generations.*

The way in which the environment is planned, designed, and managed has economic, as well as environmental implications. It should be recognized that, in some cases, the use of ecologically sustainable construction, operation and maintenance practices can have positive long term economic benefits through the avoidance of future health and pollution problems and through the reduction of energy consumption. Accordingly, Mission Bay Park should be:

#### Economic Goal 5

***A park in which information regarding ecologically sustainable design and management practices are assessed and used as appropriate.***

- 5.1 *A park which incorporates energy and water efficient design measures, thereby reducing operations and maintenance costs for both public and private entities.*
- 5.2 *A park in which management practice seeks to minimize the use of toxic materials, to minimize the use of imported potable water, and to maximize the use of recycling.*

#### Goals for the Environment

Mission Bay was until recently a huge marsh area with a dramatic diversity of natural and wildlife resources. In its conversion to a water recreation playground, Mission Bay has lost much of its original biological diversity. In recent years there has been a growth in public awareness and concern over the need for man to better conserve the natural environment and to learn to coexist in a more symbiotic manner with wildlife.

With the rise of environmental consciousness, people have begun to appreciate - and demand - the opportunity to interact with nature as a recreational activity. While natural habitat park areas may once have been seen as a wasted resource, natural habitat areas in parkland are often now viewed as aesthetically pleasing, and recreationally and educationally significant. Accordingly, Mission Bay should be:

#### Environmental Goal 1

***A park in which aquatic wildlife and natural resources are a major recreational attraction for park users.***

- 1.1 *A park in which aquatic biological ecosystems are identified and managed to improve their recreational and aesthetic resource value.*
- 1.2 *A park in which public access to wildlife and natural habitats is optimized within the constraints of maintaining habitat viability and protection of wildlife.*
- 1.3 *A park in which interpretive information is provided to allow visitors to develop an understanding of the importance and fragile nature of the Bay's natural resources.*

Since much of the original biodiversity of the Bay has been lost due to its conversion to an active water recreation playground, Mission Bay should be:

### Environmental Goal 2

***A park in which biodiversity is sustained and enhanced through the protection of natural resources and the expansion of habitat areas for sensitive species.***

- 2.1 *A park in which habitat restoration projects focus on re-creating ecosystems which were historically present in the Bay and on enhancing biodiversity.*
- 2.2 *A park in which habitat restoration projects include habitat for appropriate species which are afforded regulatory protection as well as other sensitive species.*
- 2.3 *A park in which adequate buffers exist to protect sensitive environmental resources from incompatible land uses.*
- 2.4 *A park which plays an increasingly important role as part of the Pacific Flyway and the California halibut fishery.*

As the need to manage and restore coastal habitats increases, Mission Bay has the potential to play an important role in understanding how nature "works." The Bay's remnants of natural habitat will serve as models for future restoration projects both within the Bay and throughout Southern California. The Bay is one of only six fully tidal coastal embayments in the region; hence, studies of the Bay's resources would yield important information about species that require access to the ocean such as the California halibut. The Bay provides unique learning opportunities for the public and students of all ages. Thus, Mission Bay should be:

### Environmental Goal 3

***A park which supports ongoing education and research related to the Bay's natural resources.***

- 3.1 *A park where users can study a variety of environmental issues, including long term issues such as the effects of global warming, and the relationship of these issues to park planning, design and, management.*

- 3.2 *A park where users can study the functional equivalency of restored and natural habitats to see if they work as intended.*
- 3.3 *A park which teaches how native species are linked to the Bay's habitats.*
- 3.4 *A park which allows research by students of all ages to interpret nature and generally educates the public.*

Mission Bay Park has had problems in the past with water pollution leading to closure of parts of the water body to prevent bodily contact. The contamination of water in the Bay has negative effects on environmental resources, on recreation, and on public perception regarding the desirability of Mission Bay as a recreational and leisure destination. Potential sources of contaminants are vehicle/boat exhaust, fueling activities, bottom paint, cleansers/solvents, bilge pumping, sewage, pesticides/herbicides/fertilizer in runoff, automotive-related chemicals in runoff, dry-flow contaminants, and fireworks. Accordingly, Mission Bay should be:

Environmental Goal 4

***A park in which achieving the highest possible water quality is a planning, design, and management priority.***

- 4.1 *A park in which water quality is regularly monitored to assure maintenance of acceptable standards.*
- 4.2 *A park in which water quality is protected by upgraded sewer mains and storm drains in surrounding areas and by a complete interceptor system to eliminate surface contaminants from entering the Bay.*
- 4.3 *A park which provides adequate restroom, marina, water-based, and land-based waste-handling facilities so as to minimize illegal recreation-user contamination of water.*
- 4.4 *A park in which septic tank flushing by private boats is carefully regulated and in which flushing regulations are strictly enforced.*
- 4.5 *A park in which educational information is provided to boat and recreational vehicle users regarding impacts to water quality of illegal flushing/dumping and regarding regulations and locations available for legal sewage disposal.*
- 4.6 *A park in which the ability of the water body to carry various pollutants is compared to the cumulative pollutant loading of existing and future park uses prior to the approval of future uses.*
- 4.7 *A park in which water quality is enhanced through a watershed and water use plan that identifies the pollutants that typically contaminate the Bay and includes regulations and public education programs to minimize such contaminants.*

The physical environment in Mission Bay incorporates a number of components in addition to biological and water resources. Traffic and noise impacts affect users within the Park as well as adjacent residential areas. As a regional tourist and recreation destination, Mission Bay Park generates a substantial level of transportation demand. The heavy use of private automobiles to

reach the Park forms part of a regional cumulative negative impact on air quality. Accordingly, Mission Bay should be:

### Environmental Goal 5

***A park in which traffic, noise, and air pollution sources, particularly those that are not directly related to the aquatic resources of the park, are reduced to the greatest extent possible.***

- 5.1 *A park which provides adequate public services, and in which rules and regulations are enforced, so as to protect human health and public safety.*
- 5.2 *A park in which land and water uses which are not dependent on a water-oriented setting and which degrade the natural resource or recreational values of the Bay are excluded.*
- 5.3 *A park in which users are protected through the enforcement of rules, ordinances, and laws.*

### Goals for Aesthetics and Design

The natural and recreational histories of Mission Bay Park are water-bound, from the former and extant marshes and tidal flats to the current water bodies, island fills and shoreline configurations. The park represents first and foremost the adaptation of an aquatic environment for recreational purposes. As a unique and limited coastal resource, Mission Bay Park should be:

#### Aesthetics and Design Goal 1

***A park whose image, as defined by its landscape architecture, and public works manifests and magnifies its unique and distinctive aquatic nature.***

- 1.1 *A park in which views to the water and/or aquatic environments are maximized, particularly from entrance and perimeter roads and gateways.*
- 1.2 *A park where public's exposure to the water from land recreation areas is enhanced through grading, planting, the placement of structures, and the location of paths and recreational facilities.*
- 1.3 *A park in which a substantial portion of the vegetation is recognized as belonging to the waterfront environment, including native vegetation associated with marsh and aquatic communities, and plantings on the land which are aesthetically associated with water.*
- 1.4 *A park in which the architecture can be identified as appropriate to the southwestern United States marine environment and which is supportive of the context of Mission Bay Park's landscape.*
- 1.5 *A park in which the architecture avoids extreme or exaggerated thematic designs.*

Within the "aquatic" identity umbrella, Mission Bay Park contains a variety of environments. For example, five distinctive types of water bodies have been identified, each with a unique spatial characteristic: channel, lake, cove, basin, and lagoon. Likewise, the parkland alternates from narrow strips in close proximity to the water to wide areas more removed from the shore. This diversity of environments enables the park to satisfy many different recreation needs. For this reason, Mission Bay Park should be:

### Aesthetics and Design Goal 2

*A park comprising an interconnected system of diverse recreational environments, or "parks within a park."*

- 2.1 *A park in which the waterfront and circulation pathways have common design elements which serve to aesthetically unify the various recreation and open space areas.*
- 2.2 *A park in which each discrete recreation area manifests a coherent and uniquely appropriate aquatic-oriented image according to its function and context.*
- 2.3 *A park in which a comprehensive art program reveals the special qualities, physical and/or historical, environmental and/or cultural of each recreation area.*
- 2.4 *A park in which a comprehensive and coordinated signage and lighting system informs and directs the public to the various public and commercial recreation areas, their facilities and recreation programs.*
- 2.5 *A park in which an interpretive signage program informs visitors about the significance and historical narrative of the landscape of the Bay.*

With its unique water setting, its significant expanse, its location close to downtown and adjacent to major freeways, and its dual role as a local and regional park as well as a premier tourist destination, Mission Bay plays a unique role in defining San Diego's image. This role is fulfilled both by experiencing the park up close and from afar -- from within the park's boundary and from distant vantage points outside the park. The preceding goals address the near view. Of equal importance, however, are the images gathered from roadways, bluffs, hilltops, and airplane and the manner in which the long view yields to the near view along the park's entrance roads and gateways. Accordingly, Mission Bay Park should be:

### Aesthetics and Design Goal 3

*A park that extends beyond its boundaries by offering "image bytes" or encapsulated views of its open waters and landscape to surrounding roadways, neighboring streets and distant viewing points.*

- 3.1 *A park that maximizes its exposure to the freeways, particularly in the vicinity of the De Anza Cove, where the bay waters are within 300 feet of Interstate 5.*
- 3.2 *A parks that preserves water view corridors and maximizes its exposure from surrounding neighborhood streets and hillside vantage points.*

- 3.3 *A park whose buildings and landscape enhance the enjoyment of city, ocean, and sky views from the surrounding neighborhoods.*
- 3.4 *A park whose entrances clearly mark the passage from the far to the near view through a comprehensive system of gateways that guide and direct visitors to the various recreation areas.*
- 3.5 *A park where adjacent neighborhoods which have strong visual connections to the water also have easy and direct physical access for pedestrians, bicycles, and other non-vehicular means of reaching the bay.*

### **Goals for South Shores**

Comprising 152 acres, South Shores is one of the two key remaining unimproved areas of Mission Bay Park. South Shores is located contiguous to an intensively developed area of the Park which includes Sea World, Dana Landing, Dana Inn, and the various uses around Quivera Basin. South Shores has a hard rip-rapped edge, as opposed to the beach which provides for the best passive recreational amenity, and has a north-facing shoreline which is less suitable for passive waterfront uses such as picnicking.

South Shores enjoys convenient access to and from regional freeways (I-5, I-8) and major city arterials (Friars Road, Sea World Drive, Pacific Highway). Due to the high traffic volume on these roadways, the area is also highly visible.

When combined, these factors make South Shores uniquely suitable to a high intensity of recreation use, both public and commercial; it also places on the area the burden of encapsulating the park's aquatic identity for the benefit of people who may rarely or never actually use the Park as a recreational amenity. Accordingly, South Shores should be:

#### **South Shores Goal 1**

***An intensively used park area that attracts visitors to a variety of public and commercial recreation venues yielding, in aggregate, a summary view of the park's grand aquatic identity.***

- 1.1 *A destination which balances intensive water-oriented recreation uses with the provision of public access to the shore for passive recreation purposes, such as a pedestrian and bicycle pathway.*
- 1.2 *The area where the view from the roadway confluence at the eastern end of South Shores greet visitors as a primary gateway capturing near and long views of the aquatic environment, natural marsh areas, and adjacent recreation areas.*
- 1.3 *An area which provides bicycle and pedestrian paths allowing for recreational use and connecting to other park destinations.*

- 1.4 *An area which includes safe access to a path along the San Diego River floodway providing access to its rim for passive recreation purposes and viewing of the river and its resources.*

The level of recreation intensity envisioned for South Shores may be compromised by the existing landfill in terms of suitability for foundations and toxic hazards. The costs required to mitigate its impact on development should be weighed against the potential fiscal and recreation benefits of such development. Regardless of its level of development intensity, South Shores should be:

South Shores Goal 2

*A toxic-free recreation area posing no hazard to the health and safety of current and future park users.*

Goals for Fiesta Island

Comprising 465 acres, Fiesta Island is one of the two key remaining unimproved areas of Mission Bay Park. The shores of Fiesta Island face three very different water bodies and recreational zones of Mission Bay Park. The eastern shore faces a collection of lagoons, especially suited for non-motorized boating use and wading, and forms a complementary land mass to the East Shores area of the Park. In addition, the east shore of the Island is a critical area in terms of the Park's image to the City because of its exposure to views from the east including from the I-5 freeway. The west shore of Fiesta Island faces Fiesta Bay, the Park's largest water body, which is dominated by motorized boat use and special aquatic events. The west shore of the Island is also highly visible from Ingraham Street, Ski Beach, and the Crown Shores area. The south shore faces across South Pacific Passage to South Shores and Sea World. This diversity of contexts provides a basis for the use of the Island as a multifaceted recreation area.

It should also be noted that Fiesta Island does not abut any residential neighborhoods and can be freely accessed by road from the southeast corner of the Park which in turn is readily accessible to the regional serving freeways. In these regards Fiesta Island is well suited to accommodate significant portions of the regional passive recreational demand.

As one of the few remaining unimproved areas in the Park, Fiesta Island also offers a particular opportunity for natural resource management and enhancement uses. The Mission Bay Park Natural Resource Management Plan recognizes that opportunity through the identification of the southwestern portion of the Island as a potential future resource enhancement preserve area.

Based on these issues, Fiesta Island should be:

Fiesta Island Goal 1

*An area which supports a diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.*

- 1.1 *An Island whose east side provides for citywide and regional-serving passive recreation uses, forming a unit with North Pacific Passage and the East Shores area of the Park.*

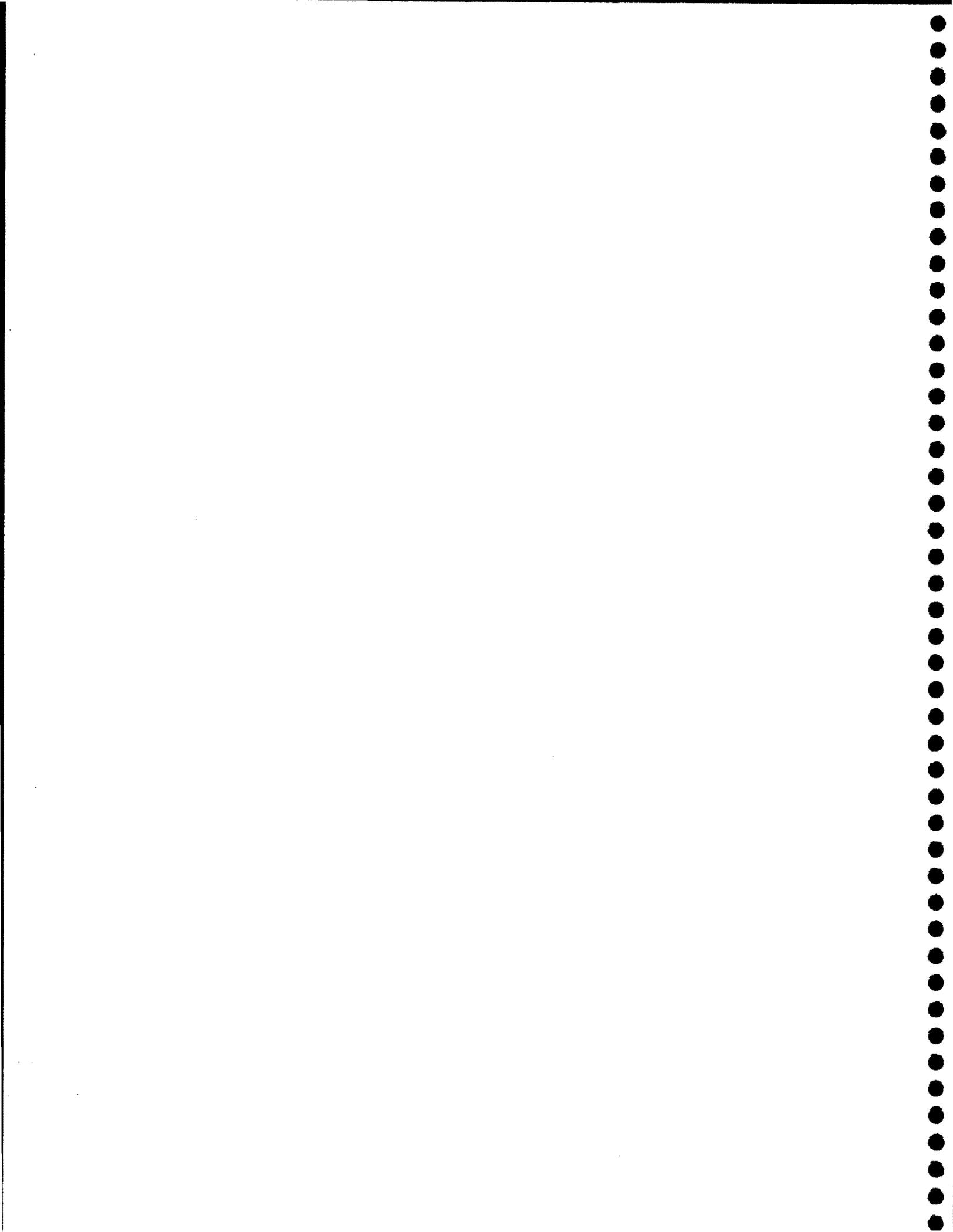
- 1.2 *An Island whose west side focuses on the wide beach and its relationship to the water uses on Fiesta Bay, allowing for informal public use of the beach and permitting temporary use as a controlled access special-event view area.*
- 1.3 *An Island where the landscape design of the east and west sides respects their significance in terms of defining the Park's image to passing and through traffic as well as to Park users.*
- 1.4 *An Island which provides for the operation of special events both on land and on adjacent water bodies.*
- 1.5 *An Island whose southern side provides for public recreational uses complementary to the water use in South Pacific Passage and Hidden Anchorage, and the land use at the South Shores area of the Park.*
- 1.6 *An Island which includes a substantial new resource enhancement area, located to the southwest facing across the water to Sea World, displacing the current sludge drying beds.*
- 1.7 *An Island which provides for bicycles, other non-motorized forms of circulation, pedestrian circulation, and connection to other park areas.*
- 1.8 *An Island on which pedestrian and other non-motorized circulation is prioritized over automobile circulation.*
- 1.9 *An Island on which special emphasis is placed on using natural landscapes within recreation areas.*
- 1.10 *An Island on which the land is graded to increase the area with strong visual connection to the water.*
- 1.11 *An Island to which the access bridge(s) and/or causeway(s) form an appropriate gateway and aesthetic statement.*

**Appendix B-1**

***HYDROLOGY - Feasibility of A Constructed  
Wetland at the Mouth of Rose Creek***

**Prepared by**

***Philip Williams & Associates, Ltd.***



## I. INTRODUCTION

The 1990 Natural Resources Management Plan (NRMP) for Mission Bay Park included creation of 110 acres of wetland habitat on the Fiesta Island sludge beds. Wallace, Roberts and Todd (WRT) is recommending that this proposed habitat be relocated to the mouth of Rose Creek to take advantage of water quality improvements that could be provided by wetlands in this vicinity, and to maximize habitat values. A number of questions were raised by this proposal. This investigation was requested to provide a brief feasibility check on three principal elements of the wetlands restoration effort:

- 1) Flooding: Will the marsh increase flood hazards on the Rose Creek floodplain?
- 2) Viability: Can a wetland created at the mouth of Rose Creek survive high velocity flood flows and sediment deposition?
- 3) Water Quality: What water quality improvement benefits could be provided by a constructed wetland at this location?

## II. FLOOD HAZARDS

Local flood control agencies are concerned that the creation of a marsh at the mouth of Rose Creek would increase the backwater effect of Mission Bay on flood elevations in Rose Creek. The marsh would be created by excavating surrounding uplands to elevations appropriate for marsh development. The final wetland design would incorporate some means of diverting and treating the lower flow events on the marsh plain, while allowing flood flows to pass through the marsh in a main distributary channel. In addition, the Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS) flood profile (Figure 1) for Rose Creek shows a starting water surface elevation, representing backwater at Mission Bay, of approximately 4.1 feet NGVD. The marsh would be constructed at an elevation of approximately 3 ft NGVD, approximately Mean Higher High Water. The elevation of the marsh would, therefore, be below the current assumed backwater elevation, and so would not increase upstream water surface elevations. In addition, the marsh should be designed to be "off-line". A high-flow channel would convey flows greater than the marsh treatment design flow directly to Mission Bay with a minimum of disturbance to the marsh, or impact on flood elevations upstream (Figure 2 and Figure 3). Therefore, the marsh will not be subject to high sediment loads which would raise its elevation and increase flood risk.

This is discussed further in the section on Marsh Viability.

### III. MARSH VIABILITY

There has been some concern that a marsh created at the mouth of Rose Creek would be damaged or destroyed by high velocity flows in the creek during flood events, or would be buried by the sediment carried in Rose Creek. In California, marshes typically form at the mouth of coastal streams subject to flood flows and sedimentation. Virtually all of the southwest streams have developed with a salt marsh located at the mouth of the channel. The marsh evolves on the stream delta, in dynamic equilibrium with the flow of sediment and freshwater from the creek, and the tidal regime and coastal sediment dynamics of the area.

The predicted 100-year flow velocity at the mouth of Rose Creek is approximately 9-11 feet per second (fps) (USACOE 1966). Rick Engineers has suggested that this velocity is high enough to cause erosion of vegetated cohesive soils and would require some form of channel bank protection. This would be true in a situation which required a stable channel. However, erosion of the main distributary channel is part of the natural dynamics of the marsh and stabilization of the channel is not desirable. PWA has developed enhancement plans for many of the local San Diego fluvial systems which include wetlands at their confluence with the ocean or San Diego Bay. These include the Tijuana River, Otay River, Sweetwater River, Los Penasquitos Creek, and the San Dieguito River. These marshes are adapted to a wide range of flow regimes and are able to recover from sedimentation and erosion during extreme events.

Sediment yield from the Rose Creek watershed has been estimated to be approximately 14,300 cubic yards per year (WCC 1986). This volume of sediment is consistent with sediment yields of other coastal systems. Coarse sediments appear to be deposited upstream between Highway 5 and Garnet Ave where the flow regime changes from supercritical to subcritical and the velocity drops. The sediment reaching the inlet of Rose Creek would be finer sediments which were not trapped upstream. The delivery of sediment is episodic, corresponding to larger rainstorms and runoff events. Large volumes of sediment associated with infrequent floods would be carried through the marsh in the major distributary channel, while some fine sediment will be deposited on the marsh, a natural phenomenon and one that is not detrimental to the health of the marsh ecosystem.

### IV. WATER QUALITY

The primary water quality problem in Mission Bay is bacterial contamination which results in closure of parts of the Bay to water contact. While it is evident that flow in Rose Creek contributes to the problem, the exact source of the contamination has not been identified

(Karen Henry, per comm). The construction of a marsh at the mouth of Rose Creek will not solve the water quality problems in Mission Bay. Rather, the marsh should be viewed as an important component of an overall watershed management program that identifies the sources of pollution, reduces pollution discharge to Rose Creek, and maximizes pollutant removal along the flow path.

Two projects, constructed and planned, are designed to prevent contaminated water from discharging into Mission Bay. The East Mission Bay Peak Interceptor Peak Period Storage and Pumping Facility, constructed in 1989, has reduced sewage spills into the bay. Phase I of The Mission Bay Dry Weather Interceptor System is diverting dry weather runoff from the west side of Rose Creek into the sanitary sewer system (up to approximately 50 gallons per minute), and Phase V, scheduled for construction in the Spring of 1993 will divert dry weather flows from the east side. These projects are not designed to handle the larger runoff volumes generated during winter storm events.

San Diego County is currently involved in the Municipal Stormwater Discharge permitting process under the National Pollution Discharge Elimination System (NPDES) requirements of the Clean Water Act. The Regional Water Quality Control Board (RWQCB) recommends a comprehensive approach to pollution abatement, including retrofitting of existing stormwater facilities to improve stormwater quality (Thomas Mumley, per comm). A constructed wetland at the mouth of Rose Creek can be an important component of an integrated watershed management approach to pollution reduction.

Wetlands provide water quality improvements through a combination of physical, chemical, and biological processes. Constructed marshes can be designed to enhance these processes to provide more treatment than would be available in a "natural" wetland. Most constructed wetlands for water quality improvement are freshwater marshes. While saltmarsh vegetation is being used to treat wastewater, we are not aware of examples saltmarsh wetlands specifically designed to treat freshwater urban runoff. There is no biological reason such marshes would not be as effective as freshwater marshes (Gersberg 1992). The Palo Alto Flood Basin is a subsided tidal saltmarsh used for floodwater storage. Its value for water quality improvement is currently being evaluated. The natural estuarine environment is one where freshwater mixes with salt water. The climate of Southern California produces many marsh systems where intermittent flow of fresh water inundate tidal salt marsh systems.

The area of marsh needed to treat urban runoff varies with the degree of water quality improvement desired. The "hydraulic residence time" is the factor most directly associated with the potential for improvement. The residence time is the average time that the inflowing water is retained on the marsh. This is the time available for sunlight penetration, settling of suspended sediment, and chemical and biological processes to take place. The residence time is defined by the following relationship between area, depth, and flow:

$$\text{Residence Time} = \frac{\text{Area} \times \text{Depth}}{\text{Flow Rate}}$$

Dr. Gersberg has indicated that a 20-hour residence time would provide 90% removal of suspended solids and coliform, but that a 6-hour residence time (a tidal cycle) could still provide significant benefits. One acre of marsh, ponded to a depth of 1 foot, for 24 hours would provide a high level of treatment for a peak flow of 0.5 cubic feet per second (cfs). At the other end of the scale, one acre of marsh ponded 1.5 feet deep for 6 hours would provide some level of treatment for a peak flow of 3 cfs. Thus, a 100 acre marsh could provide treatment for between 50 and 300 cfs.

Detailed information on frequent, low flow events in Rose Creek is not currently available. Based on an analysis of rainfall data (WCC 1989), the average storm in San Diego is 0.51 inches, or 0.052 inches/hour. The "first flush" from a rainstorm which can carry up to 90% of the pollutant load is generally associated with up to the first 1 inch of rainfall and 0.5 inches of runoff. Rick Engineers has estimated that the first inch of rainfall would produce 0.5 inch of runoff and a peak flow of 3,000 cfs on Rose Creek. This is greater than the 10-year peak flow of 2,700 cfs estimated for the FEMA study. For the average storm in San Diego, the peak flow on Rose Creek would be on the order of 600 cfs. Therefore, 100 acres of marsh could provide some water quality benefits for up to the peak flow from the average storm. More information on the shape of the low-flow hydrograph for Rose Creek, and how the pollutant load is distributed in the hydrograph could provide much needed information to assess the level of water quality improvement potentially available.

#### IV. DESIGN CONSIDERATIONS

As the purpose of this review is to provide a "reality check" on the feasibility of marsh creation, specific design factors are beyond the present scope of study. However, a few observations are appropriate. Most wetland treatment marshes are designed as freshwater systems with enclosing levees to control water flow. While it is widely recognized that salt marshes provide many of the same benefits, data to quantify these benefits is sparse.

Providing sufficient detention time on the marsh may require constructing levees around the marsh perimeter to pond the runoff water. These levees will need water control structures, such as bladder dams or culverts with tide gates, which can be closed to provide retention time, and opened to release impounded water and to allow full tidal action when there is no runoff. The levees may be designed to provide upland habitat in lieu of islands on the marsh plain as originally proposed.

If the saltmarsh is bermed, it would be an "off-line" facility. This means that the low flows which would normally pass down the main distributary channel without flowing onto the marsh plain would need to be conveyed to the marshplain by a secondary distributary channel system. Ideally, low flows would be diverted from Rose Creek at a location where the channel invert is above the marsh plain elevation and the water can flow by gravity through a vegetated swale to the marsh. This would provide a buffer area to increase the residence time and treatment available, and potentially reduce the frequency of freshwater flows onto the saltmarsh (very low flows would be evapotranspired and infiltrated into the soil). This may be difficult on Rose Creek as the channel gradient is very flat at the downstream end. Based on the FEMA profile (Fig. 1), the channel invert does not reach 4 feet NGVD until approximately 300 feet downstream of Balboa Ave, and it may be difficult to construct a low flow bypass from this location to the Park. An alternative would be to construct an inflatable "bladder dam" across the Rose Creek channel in the vicinity of Grand Ave to raise the water surface elevation sufficiently to divert flow to a pipe which would then daylight upstream of the golf course, and flow in a swale through the golf course to the marsh.

## VI. OTHER ISSUES

There will be some tradeoffs to balance between the "naturalness" of the constructed wetland and its water quality improvement function. These will include the need for water control structures, management of the tidal regime, and the availability of the wetland for recreational uses, and the type and quality of the recreational experience. In addition, the regulatory agencies may have concerns regarding the mitigation value of a wetland that is designed primarily for water quality improvement.

The construction of a saltwater wetland to provide treatment of freshwater runoff will require the construction of control structures and the development of an operation, maintenance, and monitoring plan. Proper management of the system may include automatic gates which can be controlled remotely, and a system for manual backup should the automatic system not function properly. Important issues will be keeping sufficient volume available on the marsh for fresh water treatment, the ability to drain the water so that the marsh does not drown in freshwater, the ability to open the gates if the runoff is lower than expected and the ponding depth is not necessary. Monitoring of the water and sediment quality on the marsh will be needed to determine the impact of the water quality improvement function of the marsh on its habitat values.

## VII. FURTHER STUDIES AND ISSUES

If the City wishes to pursue the concept of a wetland at the mouth of Rose Creek, the next step would be the development of a conceptual plan for the facility. This would include refinement of the design, and a cost/benefit analysis for the project. The conceptual design would cover biological, hydrologic, engineering, water quality, land-use planning and economic issues. The specific conceptual plan topics might include:

1. Existing Conditions: Detailed site mapping (100 scale with 1 ft contour interval), hydrology, soils, topography, vegetation, wildlife use, land-use, transportation, water quality, etc.
2. Opportunities and Constraints Analysis
3. Goals and Objectives
4. Design Alternatives
5. Preferred Conceptual Plan
6. Implementation (costs, permits, phasing, responsibilities, etc.)

Some of the specific topics of concern would include the following:

### A. HYDROLOGY

There is not currently available sufficient information on the low flows in Rose Creek to evaluate the frequency of flows that can be treated to an acceptable extent by the area of marsh available. The ALERT system gage on Rose Creek is not designed to monitor low flows (Carey Stevenson, per comm). A new gage at Grand Ave may provide more useful information on low flows near the mouth, and would include the urbanized area of Pacific Beach within the watershed. An analysis of rainfall records for the watershed to determine the frequency and depth of precipitation associated with pollutant loads is an important element of the management plan.

### B. POLLUTANT SOURCE AND LOADING

Some information on the pollutant loads in Rose Creek is available, but this information is not well correlated with flows or rainfall. A monitoring program to measure pollutant loads

at several locations along the creek would help to identify the pollutant source and indicate the best solutions to the source problem. Correlation of rainfall data with pollutant loading will aid in design of the marsh treatment system to achieve the necessary balance between water quality improvement and habitat functions.

#### C. INTEGRATION INTO THE NPDES PERMIT PROCESS

The treatment marsh should be integrated into a basin-wide plan to control the source of pollutants and reduce pollutant loads at various locations along the stream. The basin-wide plan should be part of the County of San Diego municipal and construction permits for NPDES.

#### D. MANAGEMENT PLAN

A Management Plan is needed to assure that the marsh functions properly to provide the multiple benefits of water quality improvement and wildlife habitat. The plan should include regulation of the water control structures, backup and emergency plans for water level control, and maintenance of water control structures, including levees, dams and gates. Any maintenance activities, such as dredging or sediment removal need to be justified based on criteria established in the management plan.

#### E. MONITORING PLAN

A monitoring plan is needed to evaluate the effectiveness of the marsh at meeting its water quality improvement function and to evaluate the effect of this function on wildlife habitat values. Monitoring of the evolution of the biological values of the habitat is also needed.

#### F. REGULATORY ISSUES

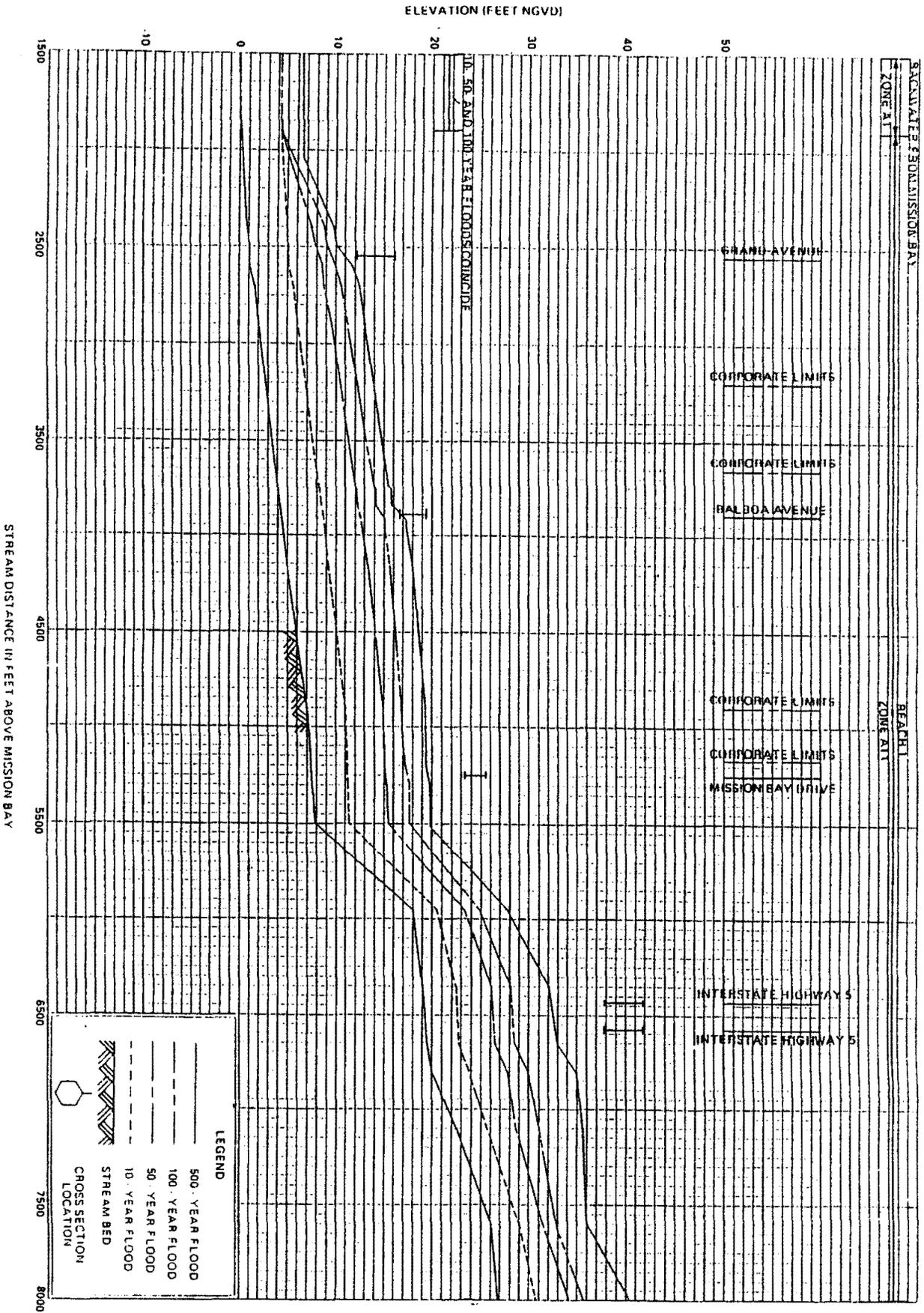
The concerns of the regulatory agencies regarding the use of a water quality marsh for habitat mitigation must be determined by close communication with representatives of those agencies.

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**LEGEND**

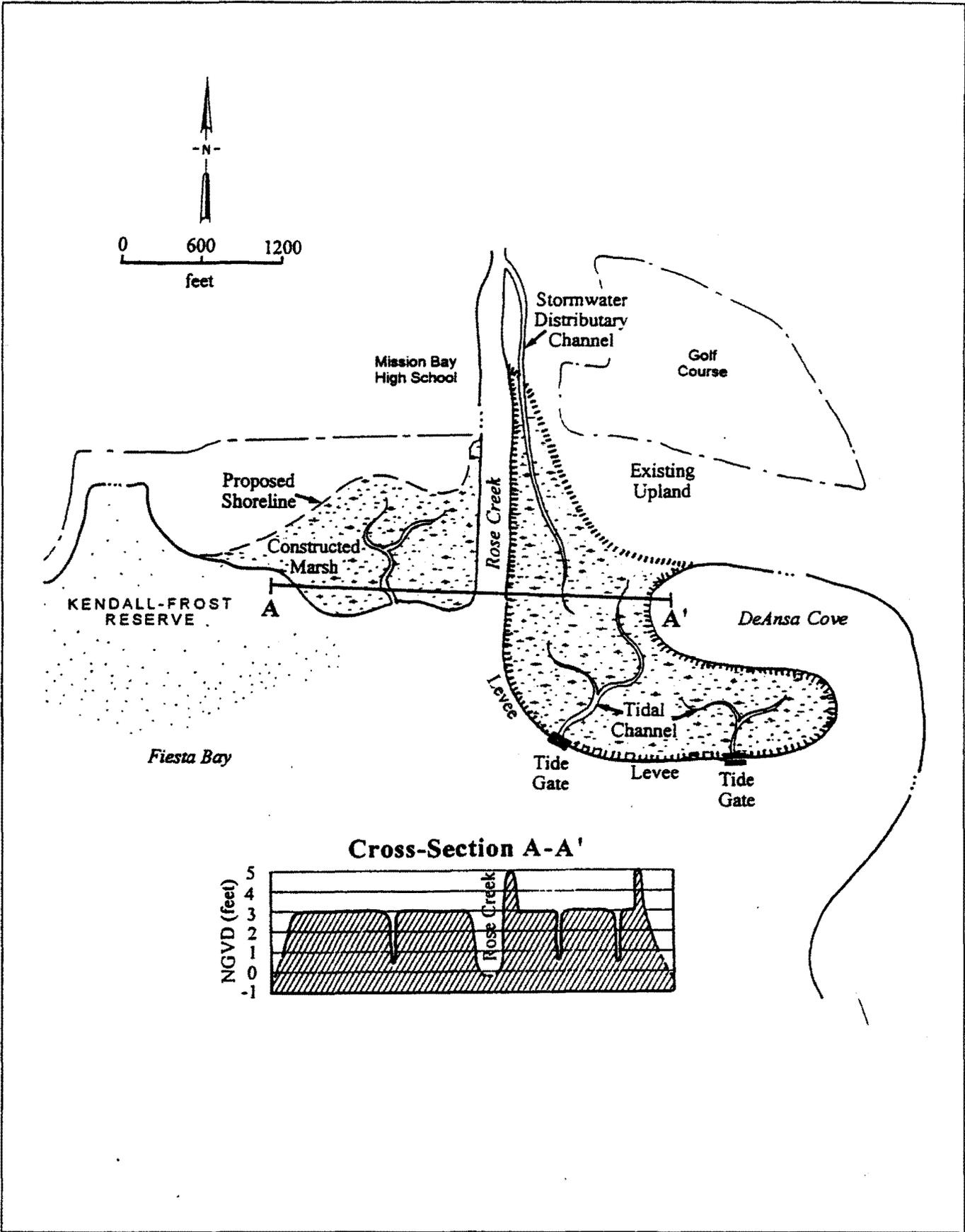
- 500-YEAR FLOOD
- - - 100-YEAR FLOOD
- · - · 50-YEAR FLOOD
- · - · 10-YEAR FLOOD
- ▨ STREAM BED
- CROSS SECTION LOCATION

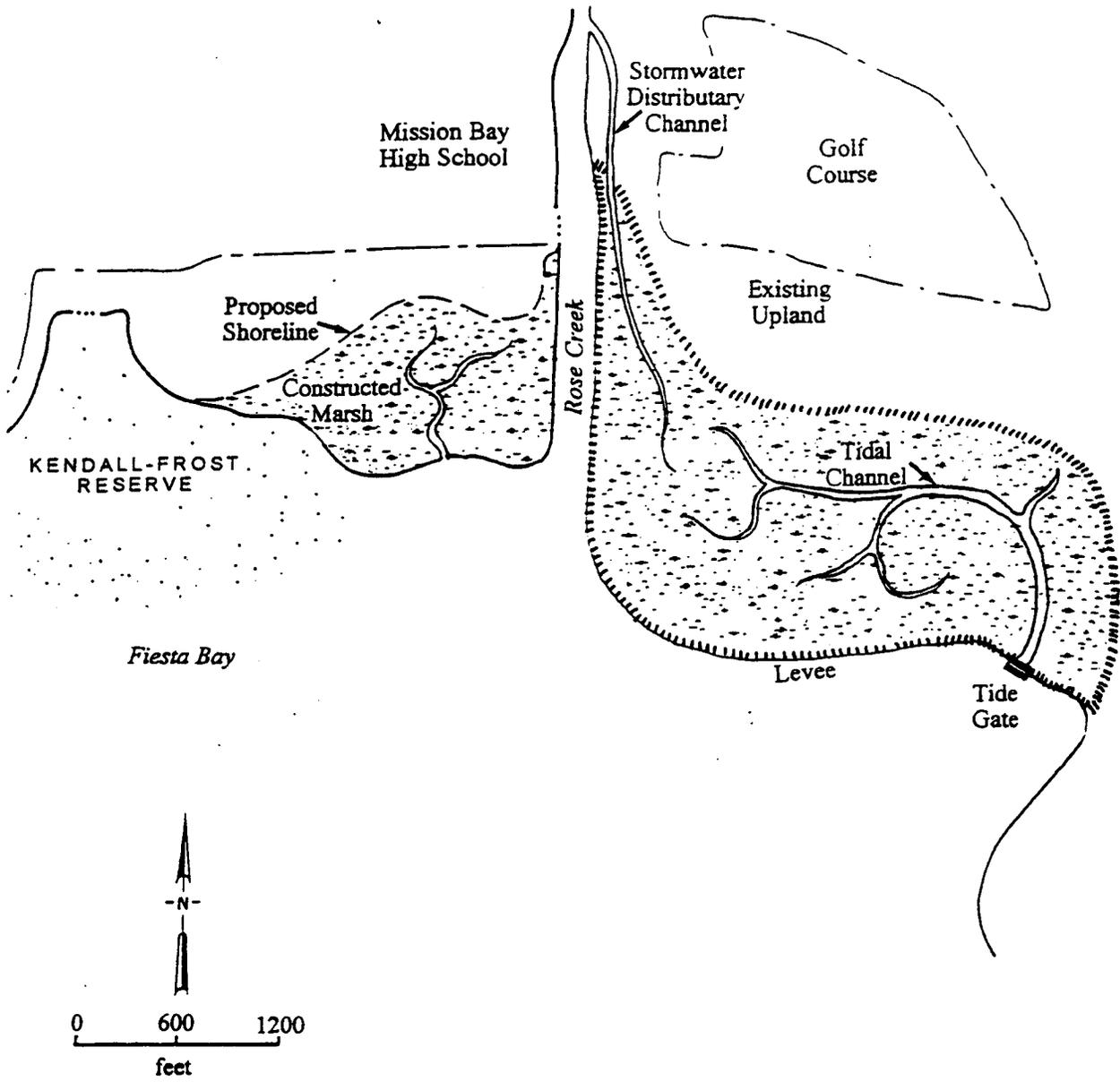
Figure 1

FEDERAL EMERGENCY MANAGEMENT AGENCY  
CITY OF SAN DIEGO, CA  
(SAN DIEGO CO.)

**FLOOD PROFILES**

ROSE CANYON CREEK

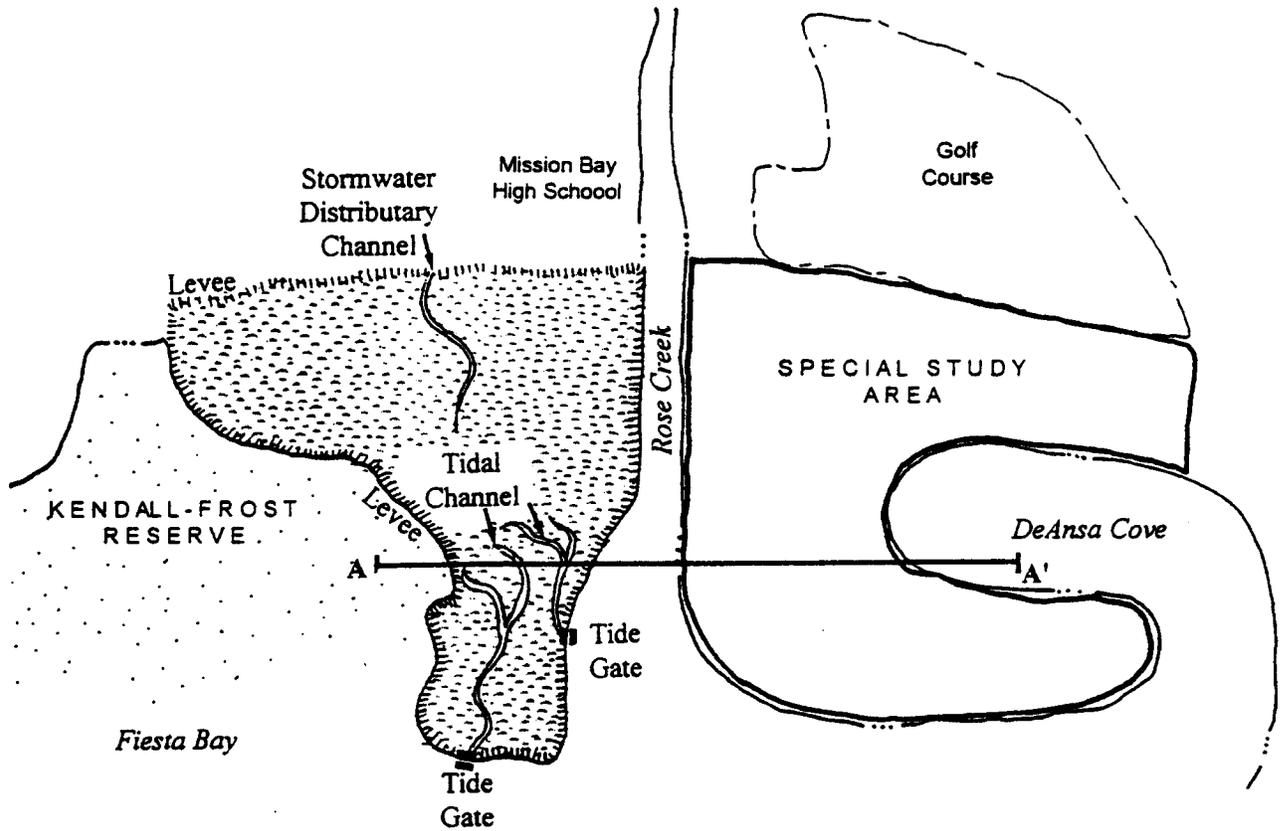
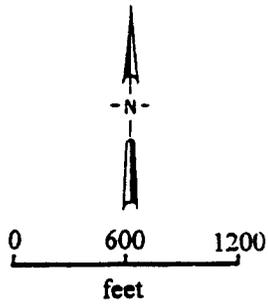




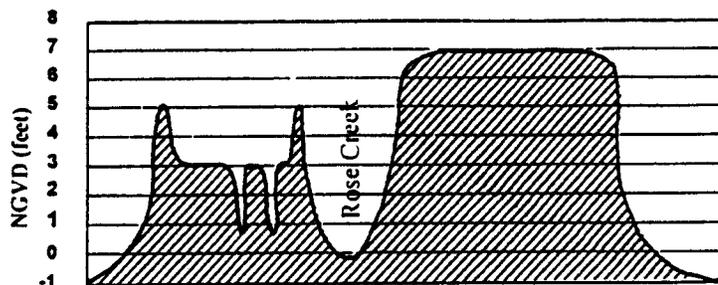
Philip Williams & Associates, Ltd.  
 Consultants in Hydrology

San Diego Mission Bay Park  
**Conceptual Design II**

Figure  
 3



**Cross-Section A-A'**

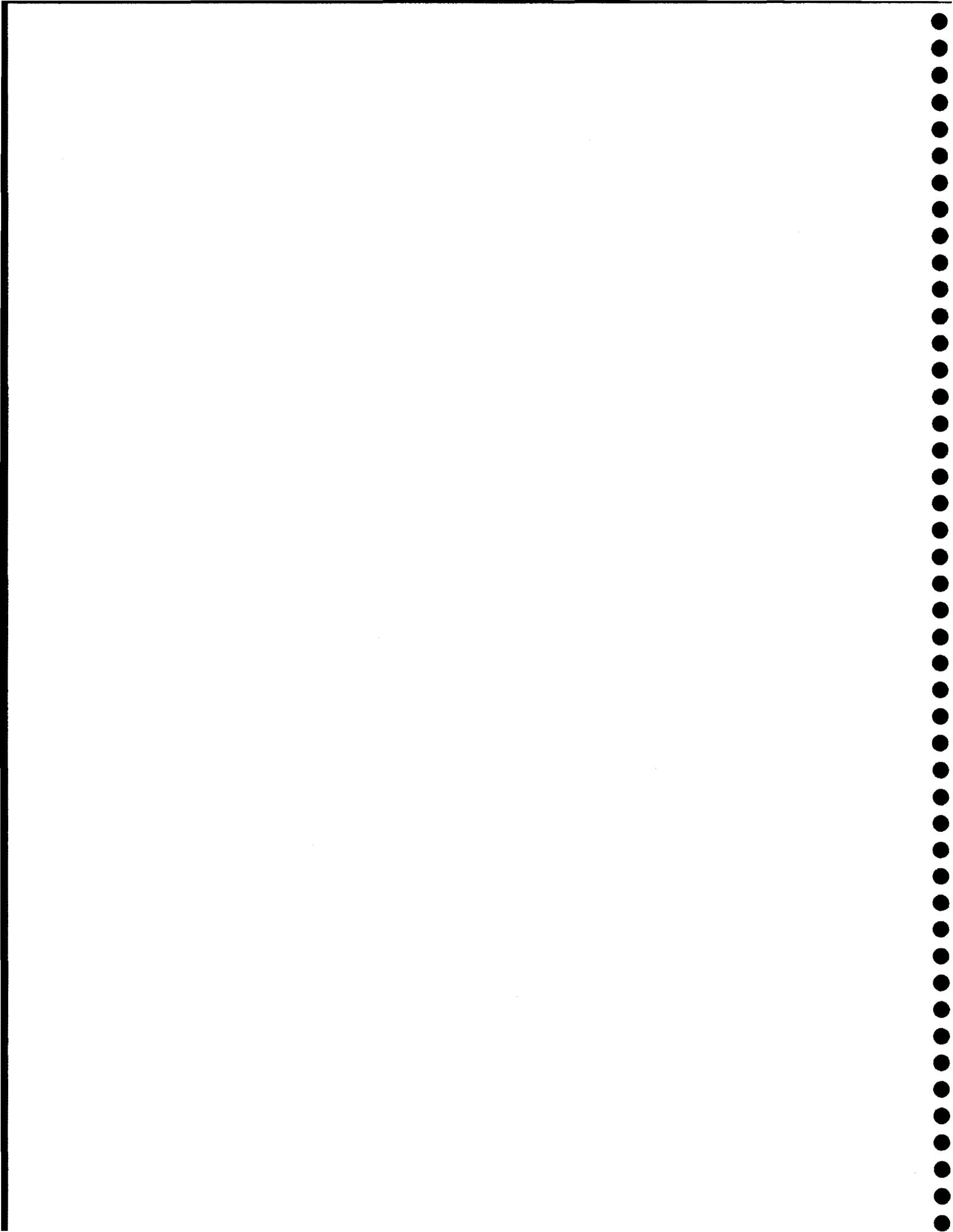


**Appendix B-2**

***HYDROLOGY - Use of Created Wetlands  
for Stormwater Treatment in Mission Bay***

**Prepared by**

***Richard M. Gersberg, Ph.D  
San Diego State University***



## USE OF CREATED WETLANDS FOR STORMWATER TREATMENT IN MISSION BAY, CA

Richard M. Gersberg, Ph.D  
San Diego State University

### INTRODUCTION

Wetlands are an essential part of nature's stormwater management system. Important wetland functions include conveyance and storage of stormwater, which dampens the effect of flooding; reduction of velocity of stormwater, which increases sedimentation; and modification and removal of pollutants carried in stormwater. Accordingly, there is a great amount of interest in the incorporation of natural or constructed wetlands into stormwater management systems. This concept provides an opportunity to use one of nature's systems to mitigate the effects of runoff associated with urbanization. In addition, by using wetlands for stormwater management, wetlands can be restored and revitalized, and opportunities for wildlife enhancement and esthetic enjoyment can be maximized.

### DESIGN CONSIDERATIONS

Relations between hydrology and wetland ecosystem characteristics must be included in the design to ensure long-term effectiveness. The source of water and its quality, velocity and volume, hydraulic retention time, and frequency of inundation all influence the chemical and physical properties of wetland substrates which, in turn, influence species diversity and abundance, pollutant removal rates, and nutrient cycling. Hydrology ultimately influences sedimentation, biological transformation, and soil adsorption processes. Critical factors which must be evaluated include velocity and flow rate, water depth and fluctuation, hydraulic retention time, circulation and distribution patterns, seasonal, climatic, and tidal influences, and soil permeability.

### POLLUTANT REMOVAL IN WETLANDS

Reducing the loading of pollutants into Mission Bay requires an innovative solution. Created wetlands serving the drainage area of the Rose Creek basin can be relied upon to mitigate a major source of contamination. In Mission Bay, microbial contamination (as reflected in elevated counts of both total and fecal coliform bacteria) resulting from stormwater runoff, poses a major public health problem. During the 1991-92 rainy season, the waters of Mission Bay had to be posted (by the San Diego County Department of Health) on a number of occasions, and both the perception and the

reality of degraded water quality in Mission Bay is now affecting the recreating public, Mission Bay leaseholders, and other concerned parties alike.

Regional stormwater systems using created wetlands have been constructed in Tallahassee, FL (Livingston, 1986), and Fremont, CA (Silverman, 1989). These systems have been shown to significantly reduce pollutant loads including suspended solids, total nitrogen and total phosphorus, and BOD. Created wetlands have also been shown to have the capability to reduce bacterial and viral levels by 90-99% (Gersberg et al., 1989), and also have a high capacity for the retention of toxic heavy metals (Sinicrope et al., in press).

#### POLLUTANT REMOVAL BY SALTMARSHES

Natural tidal saltmarshes have been shown to have use in wastewater purification applications. The U.S. Environmental Protection Agency investigated BOD and suspended solids removal in a salt marsh treating food processing wastewater (U.S. EPA, 1986). Guida and Kugelman (1989) investigated saltmarsh polishing of effluent from activated sludge treatment of shrimp processing wastewater. They found BOD removal ranged from 29-100%; total suspended solids removal, 58-108%, total N removal; 69-98%; and total P removal, 30-73%. These investigators also found that a short residence time (6 hr) of wastewater in the saltmarsh due to tidal hydrology did not preclude effective treatment in the tidal marsh system, even at near-freezing temperatures. The pollutant removal in these tidal saltmarshes was comparable with the performance of other freshwater marsh polishing systems. This similarity of treatment effectiveness is not surprising since the mechanisms of pollutant removal whether in a freshwater or saltwater wetlands are remarkably similar. For example, suspended solids are removed mostly by physical processes (filtration and sedimentation), heavy metals are mainly removed via chemical adsorption and precipitation reactions, while bacteria and viruses are removed through a combination of physico-chemical and biological processes, including adsorption, sedimentation, ultra-violet radiation inactivation, filtration, predation (by zooplankton), chemical antagonism, and antibiosis. It is important to note here that all of these processes proceed independently of the vegetation type (saltwater versus freshwater), and are more dependent on hydrology than the actual marsh type or salinity levels.

#### AREAL REQUIREMENTS FOR WETLAND TREATMENT

Most water quality effects from stormwater result from the "first flush." In the early stages of a storm, accumulated pollutants in the watershed, especially on impervious surfaces such as streets and parking lots, are flushed clean by rainfall and resulting runoff. The first flush typically equates to the first inch or so of precipitation which carries 90% of the pollution load of a storm event. Treatment of this fraction of the runoff will help minimize the water quality effects of stormwater runoff.

In order to attain efficient treatment performance by stormwater treatment wetlands, sufficient hydraulic retention time is required. If we assume that 200 acres of wetlands are available for treatment in Mission Bay, and these wetlands can be designed to hold a water depth of 0.5m during a rain event, then the storage volume equals about 400,000 cubic meters. Assuming a 200 cfs (cubic feet per second) flow in Rose Creek, then the hydraulic retention time would be nearly 20 hours, a value which should be sufficient for good suspended solids and coliform removal efficiencies (90%). Storm events involving much larger flows than those above would receive lessor treatment due to the shortened residence times.

#### BENEFITS OF CREATED WETLANDS

A wetlands developed in Fremont, CA as part of the Coyote Hills Regional Park serves as a prototype for a created stormwater treatment wetlands (Silverman, 1989). Before development into the urban runoff treatment wetlands, the site contained an abandoned agricultural field, a dense willow grove, an area of pickleweed (Salicornia virginica), and a meandering slough with no surface outlet, which drained a small agricultural area. Water was diverted onto the site from Crandall Creek, draining a 12-km<sup>2</sup> area characterized by 75% suburban/residential development and 25% agricultural and open space.

Three distinct systems were incorporated into the wetlands to test performance of different designs. Influent is diverted fairly equally into two initial systems. One is a long, narrow pond containing a long island. Considerable area was devoted to shallow edges to encourage growth of rooted aquatic vegetation (mainly cattails, Typha latifolia). The other system is more complex, using a spreading pond draining into an overland flow sytem (innudated only during storms), followed by a pond with berms supporting rooted aquatic vegetation. This system allows testing of water quality effects of overland flow characterized by different vegetation and flow patterns than those of the pond and effects of "combing" water through cattail strands.

These systems drain into a common third system, which provides an area of shallow, meandering channels, maximizing contact with various types of wetlands vegetation. The discharge is into another section of Coyote Hills Regional Park and flows back into the channel that Crandall Creek discharged into before diversion. Hydraulic considerations included sizing the diversion structure and channels to accommodate the 10-yr, 6-hr storm, with greater flows causing diversion structure failure with most of the flow remaining in Crandall Creek.

Development of stormwater wetlands has a number of benefits. Attractive wetlands may be created in an urbanized region needing additional "natural" areas, and a facility to research the potential and future designs for urban runoff treatment systems can be provided. Another important benefit is the practical demonstration for implementation of other wetlands development

projects.

A created wetlands in Mission Bay provides an outstanding opportunity to improve Bay water quality while providing a multitude of other benefits to the recreational, esthetic and ecological environment of the urban Mission Bay.

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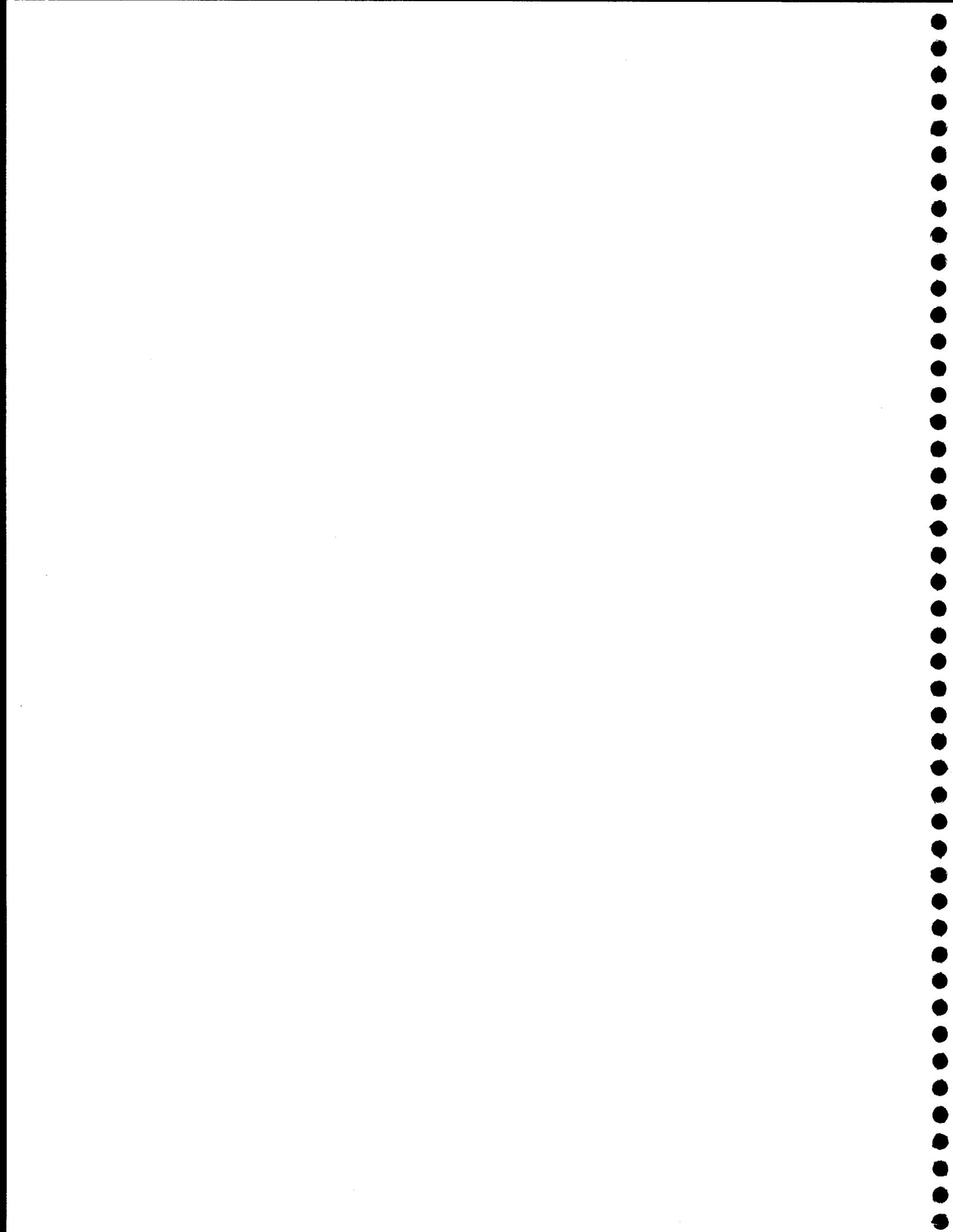
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**Appendix B-3**

***HYDROLOGY - Mission Bay Physical Model***

**Prepared by**

***Clive E. Dorman, Ph.D, Russel Johnson, Robert Zimdar  
San Diego State University***



# Mission Bay Physical Model

Clive E. Dorman  
Russell Johnson  
Robert Zimdar

Dept of Geological Sciences  
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## Abstract

A scale physical model of Mission Bay is used to test changes in circulation patterns on the east side of Fiesta Island and DeAnza Cove. The horizontal scale is 1/2000 and the vertical scale is 1/100. Water is cycled in and out scaled to the tides. Removing the Fiesta Island causeway combined with one-way flapper valves are found to significantly improve the circulation in the east end. These changes with a cut in the DeAnza Cove peninsula will improve circulation in DeAnza Cove.

## 1. Introduction

The water exchange in Mission Bay is very poor on the east side of Fiesta Island and in DeAnza Cove. In order to improve this situation, proposals have been made to alter the circulation through structural and engineering solutions. A physical model was constructed and operated to test efficacy of proposed changes. The results are describe in this report.

Mission Bay is a tidally flushed lagoon which means that there is little fresh water input and the salinity in the Bay is near that of the coastal ocean. Tidal forces along the coast cause the water level to have a spring tide range of 1.2 m. The area is about 4 km on a side. Most of the bay away from the mouth has a rather uniform depth of around 2.1 m.

The shape of the bay sets the stage for the circulation. At the mouth, the maximum spring tide ebb and flood currents is 2.3 km/hour (McNabe, Holmes and Dorman, 1978). Currents are slower in the larger bays, but the circulation is persistent and the water is moving. On the other hand, the currents are very weak in the narrow channels in the east end and the circulation is extremely poor. The worst circulation is on the east side of Fiesta Island to the north of the causeway.

## 2. Physical Theory

The essential dynamics of the model is governed by Froude theory (Fisher, et al, 1979; Von Arx, 1962). Shallow water gravity waves dominate the circulation in the Bay and in the model. The

time for a shallow water gravity wave to traverse from the front to the back of the bay is proportional to time for a shallow water gravity wave to traverse from the front to the back of the model. Once the vertical and horizontal scales of the model are chosen, other model factors are set by Froude theory. Since the model used here has a horizontal scale of 1/2000 and the vertical scale of 1/100, the scale of speed is 1/10 and the scale of time in the model is 1/200. Thus, the time between two high tides in the model is 3.725 minutes instead of 12 hours and 25 minutes in the Bay.

The interpretations of the results of a Froude model is related to the scale distortion. The scale distortion is the ratio between the vertical and the horizontal scales. It is generally accepted that circulation patterns are faithfully replicated in models with scale distortions up to 1/20 which is the value for the model used here. Therefore, this model may be used to study the effect of changes in the geometry on the circulation pattern in the Bay.

### **3. Model Construction and Operation**

The model is constructed in styrofoam. The scaled shape of the Bay was cut out of 4X8 foot sheets that were sandwiched together and then glued side by side so that the finished model is 8X8X0.5 feet. The styrofoam was sealed and painted.

Tidal variations are generated by the raising and lowering of a reservoir over a 3.725 minute cycle. Water is exchanged between the model and the reservoir by a syphon. The effect of this system is to cycle water in and out of the mouth of the model duplicating the effect of the spring tidal range.

Tests show that the model comes to equilibrium after three tidal cycles. After any changes in the model configuration or exchanging of water, the model was cycled at least three times before any measurements were taken.

### **4. About One-Way Gates**

It was the suggestion of one of us (Johnson) that one-way gates would be more effective in forcing circulation through the weak exchange areas. In the model, this is a "flapper valve" formed from a 1/4 inch screen with a plastic film hanging down loosely on one side, so that water moving one direction flows through and pushes the film back. Water moving the opposite direction pushes the film against the screen, closing the "valve" and preventing flow. There are six different geographical positions for flapper valves in the model that are designated by a "Gate" number. Gate 2, extending between Vacation Island and Fiesta Island, was tried with the flapper covering 100%, 75%, 50% and 25% of the opening, extending from the eastern side. Except for the 100% covering, the remaining portion was open so that water could move freely in either direction.

The full scale flapper valve gate in the Bay has not been designed nor is there a working model as far as we know. This would have to be developed by engineers and prototypes tested. We envision this device to possibly be a window shade type, with

vertical strips that rotate open or closed depending upon the water direction. Another possibility is down hanging doors are pushed open or closed by the current against a fixed vertical structure. A solid structure such as a bridge or pier would support the one way valve structure(s). If there is insufficient velocity to open and close the valves, a low power motor could open and close them as they would not be moving against the current.

The auto bridge to Fiesta Island could be located over the flapper valve at gate 4 or 6 so as to provide the structural support. For gates off the east and south sides of Fiesta Island, provisions could be made to allow small boats to pass. One example would be to have a shallow draft channel opening on one side covering less than 10 % of the total channel area so that shallow draft boats could pass through at any time.

Between Fiesta Island and Vacation Island, a pier could extend partway out into the channel that would be the structural support for the flapper valve. As it will be shown later, a flapper valve extending across 50 % of this channel from the east side would improve the circulation on the east side of Fiesta Island. Navigation across the western half of the channel would be unimpeded and wide enough to handle the traffic. The pier would support navigational markings, provide access for maintenance of the flapper valve system and might be used for recreational purposes. Configurations 7 and 9, which have a partial gate between Fiesta Island and Vacation Island and a gate at the present causeway site, would allow the same navigation as is in the present Bay configuration.

Gates in Configuration 12, that included flapper valves across the two main channels on the east and west side of Vacation island, was not considered realistic because they would interfere with navigation and other configurations would do the job. This was included to show an extreme case that would generate very rapped flow around Fiesta Island.

## 5. Data Collection

To test the circulation in the model, dye was injected only at one point for a particular run. Three dye spots were used, two on the east side of Fiesta Island and one in De Anza Cove (Fig. 1). The dye path movement was recorded by video and still photo. For consistency, dye was injected at maximum ebb, and recorded on video for at least three tidal cycles. Still photos were taken at least at every maximum ebb.

Velocity measurements were made for selected cases for quantitative comparison. This was done by measuring the distance a small paper dot floating on top of the water and in the center of the channel would travel in 10 and 20 seconds. Velocities were measured at two sites on the east side of Fiesta Island simultaneously. These sites corresponded with the two dye spots on the east side of Fiesta Island.

Sixteen different model configurations were tested. The first 11 concentrated on the circulation on the east side of Fiesta Island. Of these, the first 4 were passive in nature, and any changes were cuts. Number one was the present configuration with

the solid Fiesta Island Causeway in place. The causeway was removed for configuration Number 2. Configuration 3 was # 2 with a proposed cut through the northern third of Fiesta Island. Configuration 4 was # 3 with an additional proposed cut through the southern third of Fiesta Island.

The next series of modifications included one-way flapper valves. Configuration 5 was with no causeway, a north opening flapper valve (gate 6) and a southwest opening flapper valve covering 100 % the narrows between Fiesta Island and Vacation Island (gate 2), the sum of which forced a counterclockwise circulation around Fiesta Island. Configuration 6 was as 5 except that the flapper valve at gate 2 covered 75% of the narrows while the remaining 25% on the western end was open. Configuration 7 was as 5 except that the flapper valve covered 50% of the narrows while the remaining 50 % on the western end was open. Configuration 8 was as 5 except that the flapper valve covered 25 % of the narrows while the remaining 75% on the western end was open. Configuration 9 was as 7 except that the flapper valves were reversed, being south opening on gate 2 and north opening on gate 3 which forced a clockwise circulation around Fiesta Island. Configuration 10 is with no causeway but two Fiesta Island flapper valves opening east (gate 4) and north (gate 5) between Fiesta Island, forcing a counterclockwise flow around Fiesta Island. Configuration 11 is the same as configuration 10 except that the flapper gates are reversed so as to force a clockwise flow around Fiesta Island. Finally, configuration 12 consisted of gate 1 with flapper valve south opening was across the channel to the west of Vacation Island, gate 2 flapper valve south opening between Vacation Island and Fiesta Island, and gate 3 flapper valve east opening between Fiesta Island and the mainland which forced a strong counterclockwise flow around Fiesta Island on the flood tide.

The remaining configurations concentrated on the De Anza cove area. Configuration 13 was the present configuration with the Fiesta Island causeway but there was a cut across the De Anza Cove peninsula. Configuration 14 was as 11 (no causeway and two flapper valves causing counterclockwise flow around Fiesta Island) plus the De Anza cut. Configuration 15 was as 14 except the valves were reversed causing clockwise flow around Fiesta Island.

## 6. Observations.

- Run 1. Set up: Configuration 1 - present configuration.  
Dye Injection: Site 1  
Results: Little dye movement, very stagnet.
- Run 2. Set up: Configuration 1  
Dye Injection: Site 2  
Results: Dye is difused south into Enchanted Cove and toward the causway. Most dye remains on the east side of Fiesta Island. A little moves around the north end of Fiesta Island.
- Run 3. Set up: Configuration 1  
Dye Injection: Site 1

Results: Little dye movement, very stagnet.

- Run 4. Set up: Configuration 2 - no causeway  
Dye Injection: Site 1  
Results: Dye is moved around the south end of Fiesta Island. Removing the causeway improves the circulation at this spot.
- Run 5. Set up: Configuration 2 - no causeway  
Dye Injection: Site 2  
Results: Dye is moved a little to the south, into Enchanted Cove, but not to Site 1. A new stagnet null point is set up inbetween site 1 and 2.
- Run 6. Set up: Configuration 2 - no causeway  
Dye Injection: Site 1  
Results: Similar to run 4.
- Run 7. Set up: Configuration 2 - no causeway  
Dye Injection: Site 2  
Results: Similar to run 5.
- Run 8. Set up: Configuration 3 - N.F.I. cut, no causeway  
Dye Injection: Site 1  
Results:
- Run 9. Set up: Configuration 3 - N.F.I. cut, no causeway  
Dye Injection: Site 2  
Results:
- Run 10. Set up: Configuration 4 - N.&S. F.I. cut, no causeway  
Dye Injection: Site 1  
Results: Results compromised by dye at room temperature, not comparable with other runs.
- Run 11. Set up: Configuration 4 - N.&S. F.I. cut, no causeway  
Dye Injection: Site 1  
Results: Dye tended to remain near release site. A little was swept around the southern end of Fiesta Island. This configuration does not significantly improve all circulation in the east end.
- Run 12. Set up: Configuration 4 - N.&S. F.I. cut, no causeway  
Dye Injection: Site 2  
Results: Most dye is spread between release points 1 and 2 and stagnates around the new null point on the east side of Enchanted Island. This configuration does not significantly improve all circulation in the east end.
- Run 13. Set up: Configuration 5 - causeway gate (6), north opening; gate 2, 100%, south opening

but the dye is mostly carried out the mouth rather than first going into the northern portion of Fiesta Bay.

- Run 25. Set up: Configuration 12 - gate 1, south opening;  
gate 2, south opening; gate 3, east opening  
Dye Injection: Site 1  
Results: Dye is quickly moved around north around Fiesta Island and through out all of Fiesta Bay by the end of the first cycle. Little dye is left in the east channel by the end of the third cycle. This set up is a forceful method of causing rapid exchange of the water and very high velocities in the east end of the bay.
- Run 26. Set up: Configuration 11 - gate 4, west opening;  
gate 5, south opening;  
Dye Injection: Site 2  
Results: Similar to run 24.
- Run 27. Set up: Configuration 9 - causeway gate (6), south opening; gate 2, 50%, north opening  
Dye Injection: Site 2  
Results: Dye is moved south and some is carried to the mouth of the bay by the end of the third cycle. Remaining dye east of Fiesta Island is being rapidly diluted. This configuration causes significant improvement in the circulation in the east bay with the additional advantage that flushed water goes more directly to the mouth.
- Run 28. Set up: Configuration 7 - causeway gate (6), north opening; gate 2, 50%, south opening  
Dye Injection: Site 1  
Results: Problem with causeway gate not functioning properly, result compromised.
- Run 29. Set up: Configuration 7 - causeway gate (6), north opening; gate 2, 50%, south opening  
Dye Injection: Site 1  
Results: Similar to run 17.
- Run 30. Set up: Configuration 7 - causeway gate (6), north opening; gate 2, 50%, south opening  
Dye Injection: Site 2  
Results: Similar to run 18.
- Run 31. Set up: Configuration 1 - present  
Dye Injection: Site 3  
Results: Dye stays in DeAnza cove with little dilution and exchange with rest of bay.
- Run 32. Set up: Configuration 13 - DeAnza cut and causeway

Dye Injection: Site 3

Results: Null point remains in DeAnza Cove behind new "island" where most of the dye stagnates. Not much improvement in DeAnza Cove circulation over present configuration.

Run 33. Set up: Configuration 14 - DeAnza cut, no causeway, gate 4, west opening; gate 5, south opening, clockwise flow around Fiesta Island.

Dye Injection: Site 3

Results: Pulses of dye out of DeAnza Cove on west entrance or counterclockwise sense around the DeAnza island. This is caused by gates forcing increased eastbound flow around the northern end of Fiesta Island. This configuration improves the exchange in the DeAnza Cove area.

Run 34. Set up: Configuration 14 - no DeAnza cut, no causeway, gate 4, west opening; gate 5, south opening, clockwise flow around Fiesta Island.

Dye Injection: Site 3

Results: Most of the dye stays in DeAnza Cove with only weak improvement.

Run 35. Set up: Configuration 11 - no DeAnza cut, no causeway, gate 4, east opening; gate 5, north opening; counterclockwise flow around Fiesta Island.

Dye Injection: Site 3

Results: Similar to run 34.

Run 36. Set up: Configuration 15 - DeAnza cut, no causway, gate 4 east opening; gate 5 north opening; counterclockwise flow around Fiesta Island.

Dye Injection: Site 3

Results: Similar to run 33. Dye pulses out of DeAnza Cove on west entrance or counterclockwise sense around the DeAnza island. This is caused by gates forcing increased westbound flow around the northern end of Fiesta Island. This configuration improves the exchange in the DeAnza Cove area.

## 7. Conclusions.

Consider first the circulation on the east side of Fiesta Island. Passive changes such as cuts in Fiesta Island does not eliminate the null point where the water stagnates, but just relocates it. Removing the Fiesta Island causeway moves the null point a little north to the Hilton hotel area. Cuts in Fiesta Island shift the null point to be east of the Enchanted Cove area. None of these changes would significantly improve the total circulation on the east side of Fiesta Island although it may be improved in some specific areas.



**Appendix C**

***CIRCULATION & PARKING  
RECOMMENDATIONS***

**Prepared by**

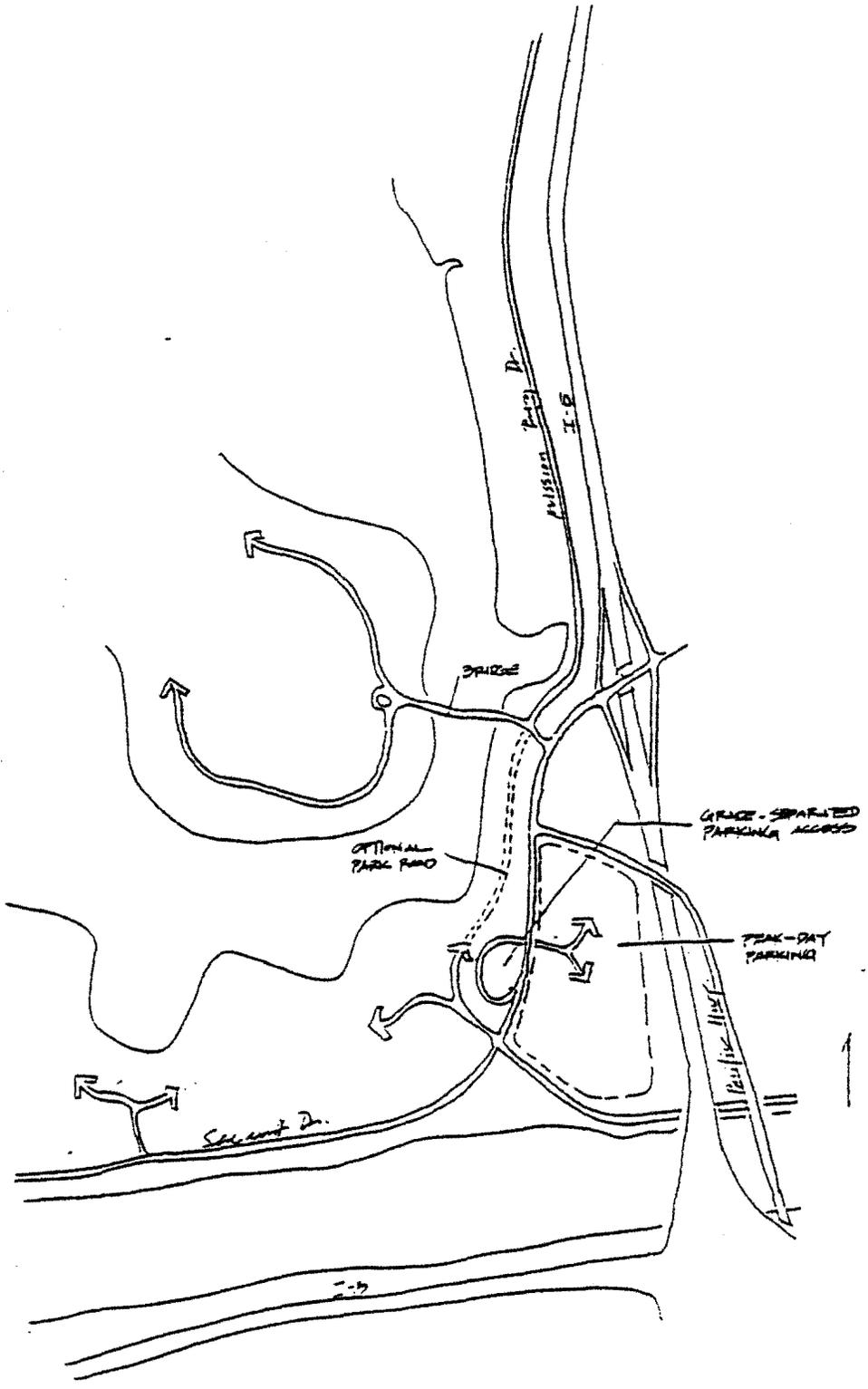
***Wilbur Smith Associates***



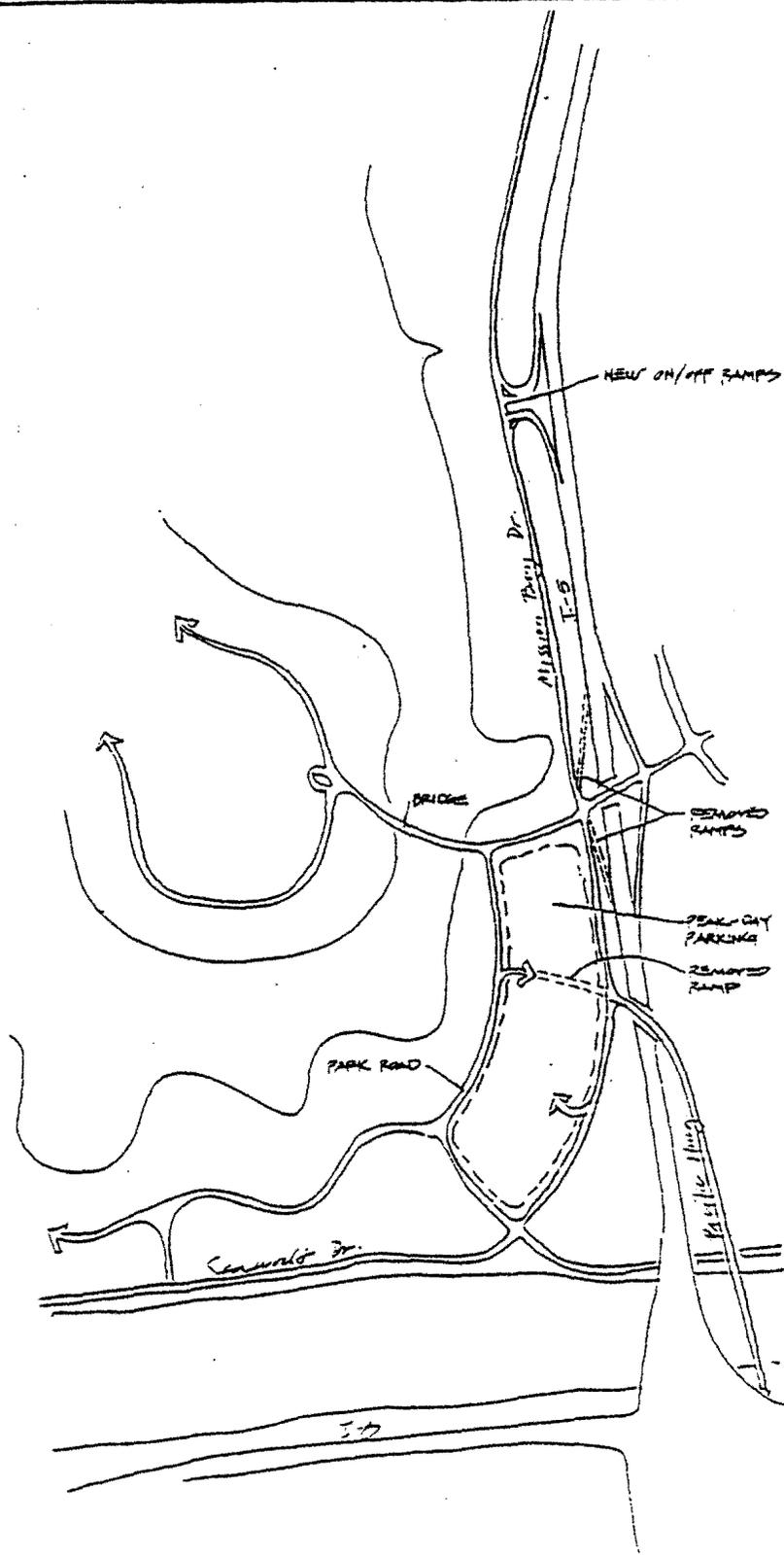
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SOUTH SHORES ROADWAY OPTION A  
 Mission Bay Park Master Plan Update - Appendix C



SOUTH SHORES ROADWAY OPTION B

Mission Bay Park Master Plan Update - Appendix C

**Pros:** Sea World traffic is separated from Park traffic in the zone of maximum congestion; at-grade right-turn movements into the peak-day parking lot are facilitated from both Sea World Drive and the park road; the peak-day parking lot is as close as possible to Fiesta Island; the configuration of the lot is efficient, limiting the maximum distance pedestrians would walk to the tram to a standard city block; pedestrians from the peak-day parking lot would cross the park road rather than Sea World Drive, allowing for a larger number of safe potential crossings; the tramway could use the park road.

**Cons:** New freeway ramps would direct traffic onto the southern portion of East Shores. However, this could be mitigated by treating this portion of Mission Bay Drive like a boulevard, with a planted median and left-turning pockets to access the existing parking areas.

**Option C --** This is the highest-cost option. As shown in Figure 4, flyover exit ramp from I-5 would be built over Sea World Drive, allowing Mission Bay and Sea World Drives to meet under it. Sea World Drive would be routed as close to I-5 as possible. A new park road would parallel South Shores. The Pacific Highway ramp would be removed.

**Pros:** Southbound entrance ramp to I-5 ramps remains in place; overlaps between park-bound traffic and Sea World-bound traffic is eliminated; peak-day parking lot retains efficient configuration.

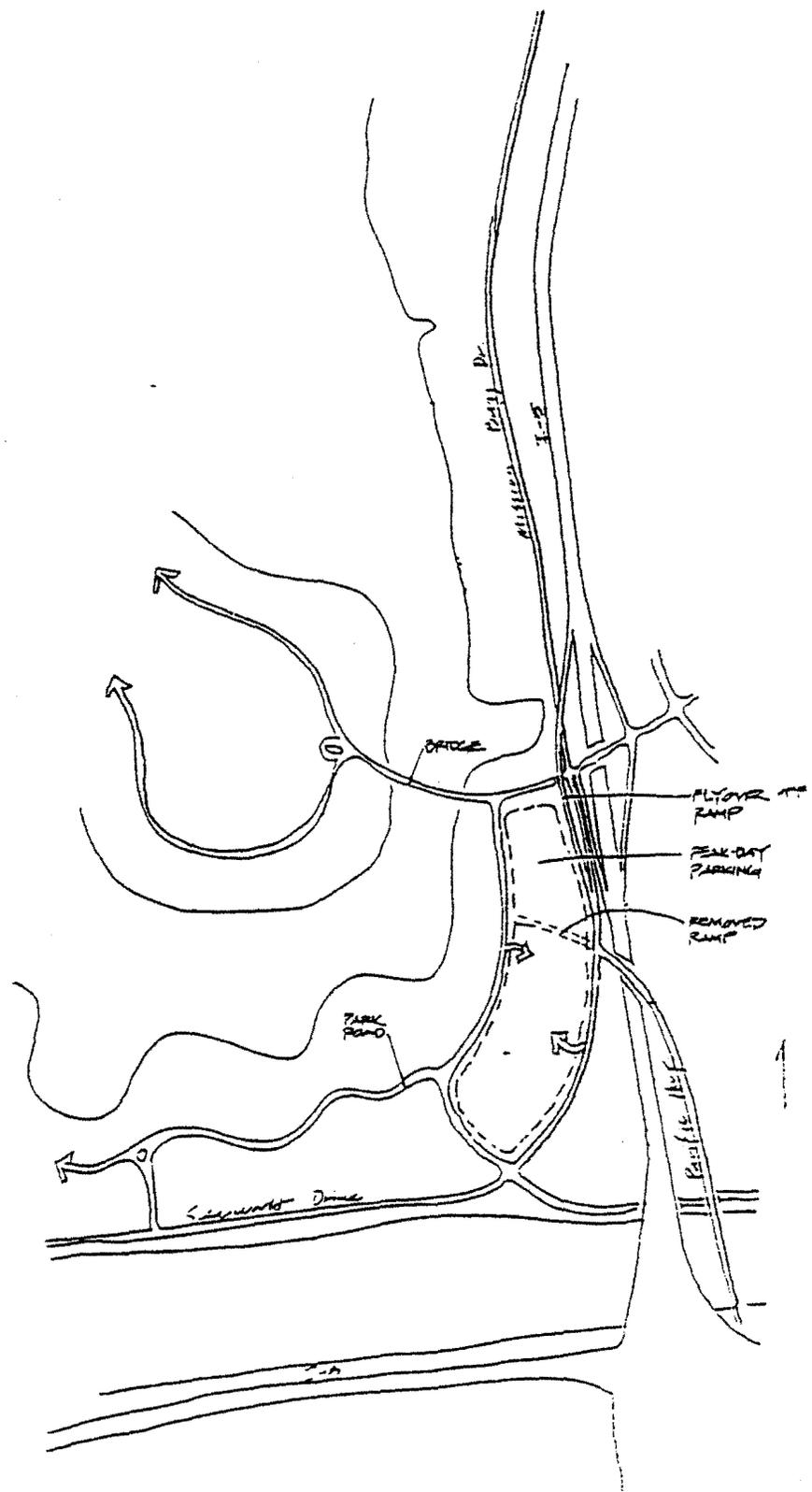
**Cons:** Flyover ramp expensive, requiring a bridge of about 600 to 800 feet. The ramp would impact views of Mission Bay from Tecolote Road, one of the park's major arrival points.

## Recommendations

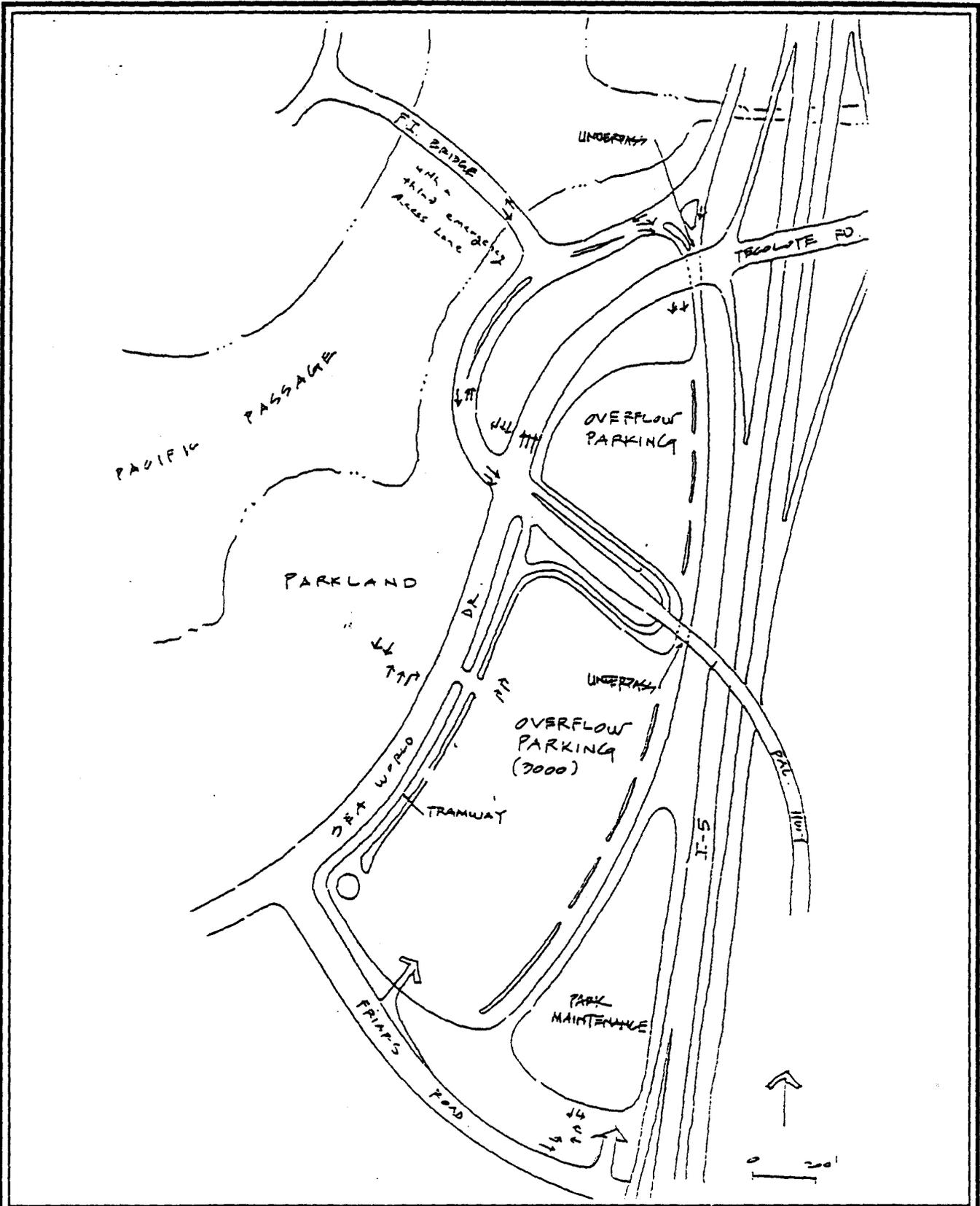
Of the three improvement alternatives presented, Option A was the only one deemed acceptable by both Caltrans and the City Engineering staff. This option was deemed acceptable because it left existing I-5 ramps, the Pacific Coast Highway overpass and the Sea World Drive alignment unchanged while directing traffic to the overflow lot through a looping overpass crossing Sea World Drive. The overpass, however, would occupy valuable parkland and its elevation would block important views of the water from the main entrance roads. For these reasons, this option was modified, resulting in the preferred alternative as shown in Figure 5. The cost estimate for this preferred alternative is shown in Table 1. This preferred alternative proposes the following:

- o Building underpasses at Tecolote Road and Pacific Highway, as close to the Park boundary as possible;
- o Extending a road from East Mission Bay Drive through the underpasses, to serve as primary access to the overflow parking;
- o Widening Sea World Drive and the curling portion of East Mission Bay Drive to permit continuous, right-hand turns into the overflow parking from Sea World Drive; and





SOUTH SHORES ROADWAY OPTION C  
 Mission Bay Park Master Plan Update - Appendix C



SOUTH SHORES ROADWAY PREFERRED ALTERNATIVE

Mission Bay Park Master Plan Update - Appendix C

**Table 1**  
**PREFERRED ALTERNATIVE COST ESTIMATES**  
**Mission Bay Master Plan**

	Cost	Unit	Quantity	TOTAL COST (a)	Notes
<b>Site Preparation</b>					
Clearing (medium density)	\$340	Acre	28.1	\$9,554	
<b>Earthwork</b>					
Excavating	\$2	CY	29000.0	\$47,850	
Utility trench	\$1	LF	900.0	\$900	
Fill	\$2	CY	0.0	\$0	
Boring (sandy soil)	\$13	LF	3850.0	\$51,783	
<b>Lighting</b>					
High pressure sodium, 400 watt	\$885	ea.	20.0	\$17,700	
Aluminum pole, 12' high	\$415	ea.	20.0	\$8,300	
Bracket arms	\$105	ea.	20.0	\$2,100	
Electric Sitework	\$16	ea.	20.0	\$317	(b)
<b>Road gutter</b>					
Curbs	\$6	LF	15050.0	\$90,300	
<b>Road pavement</b>					
Base course (12" deep)	\$10	SY	137572.2	\$1,375,722	
Soil stabilization	\$7	SY	68386.1	\$478,703	
Retaining wall (8' high, 33° slope embankment)	\$215	LF	900.0	\$193,500	
<b>Roadway appurtenances</b>					
Guide Rail	\$12	LF	4500.0	\$54,000	
Signs (20SF, high intensity)	\$19	SF	500.0	\$9,475	
Pavement Markings	\$1	LF	2500.0	\$1,400	
<b>Furnishings</b>					
Benches, 8' long	\$745	ea.	10.0	\$7,450	
<b>Landscaping</b>					
Lawns and grasses	\$40	MSF	49.0	\$1,960	
Shrubs and trees	\$62	ea.	30.0	\$1,860	
<b>Signals</b>					
Sea World Drive & East Mission Bay Drive	\$37,500	ea.	1.0	\$37,500	
North Entrance & East Mission Bay Drive	\$37,501	ea.	1.0	\$37,501	
<b>SUBTOTAL</b>				<b>\$2,427,874</b>	
Contingency @ 25%				<b>\$606,969</b>	
<b>TOTAL EST. COST</b>				<b>\$3,034,843</b>	
SAY				<b>\$3,000,000</b>	

**Notes**

- (a) Includes costs for material, labor, and equipment
  - (b) Includes 6 ducts @ 4" diameter, PCV type
  - (c) Includes forms (4), reinforcing, for average substructure, and simple design.
- MSF = Thousand Square Feet  
Source: "Means Site Work Cost Data, 1990"

Table 1 (cont.)  
**PREFERRED ALTERNATIVE COST ESTIMATES**  
**BRIDGE STRUCTURES**  
**Mission Bay Master Plan**

	Cost	Unit	Quantity	TOTAL COST (a)	Notes
<b>Concrete structure: cast in place</b>					
Fiesta Island Bridge	\$190	CY	2666.7	\$506,667	(c)
Fiesta Island Bridge (footings demolition)	\$3	LF	1200.0	\$3,600	
Fiesta Island Bridge (floor demolition)	\$4	SF	18000.0	\$72,000	
Fiesta Island Bridge (dredging)	\$8	CY	13333.3	\$100,000	
Fiesta Island Bridge (lighting)	\$1,421	ea.	6.0	\$8,526	
Fiesta Island Drive Reconstruction	\$191	CY	533.3	\$101,867	(c)
Fiesta Island Dr Reconstruct (footings demolition)	\$3	LF	300.0	\$900	
Fiesta Island Dr Reconstruct (floor demolition)	\$4	SF	4500.0	\$18,000	
<b>SUBTOTAL</b>				<b>\$811,559</b>	
Contingency @ 25%				\$202,890	
<b>TOTAL EST. COST</b>				<b>\$1,014,449</b>	
SAY				\$1,000,000	

**Notes**

- (a) Includes costs for material, labor, and equipment
- (b) Includes 6 ducts @ 4" diameter, PCV type
- (c) Includes forms (4), reinforcing, for average substructure, and simple design.

MSF = Thousand Square Feet

Source: "Means Site Work Cost Data, 1990"

Wilbur Smith Associates, November 1992.

- o Providing signaled pedestrian crossings at the Sea World Drive with Friars Road and Pacific Highway intersections.

The City is already planning the widening of the Pacific Highway bridge over I-5, a project which can easily incorporate the recommended underpass serving the overflow lot, saving Park development costs.

### Commuter Traffic Mitigation

The only available solution to divert commuter traffic from park roads is the construction of a new west-bound off-ramp from I-5 to I-8, and a new on-ramp northbound from I-8 to I-5. If this solution is ever implemented, the existing I-5 southbound exit and entrance ramps would need to be relocated as there would be insufficient weaving distance between the existing I-5 on-ramp at Tecolote Road and the new off-ramp from I-5 to I-8. Option B above would then need to be implemented as well. Given the substantial cost of these ramps (possibly over \$100.0 million), Caltrans has suggested that other options be considered, including widening Sea World Drive to accommodate traffic between I-5 and Ingraham Boulevard. If this option is ultimately implemented, Option C should be considered as part of this plan.

### Parking

The detailed explanation of expected parking demand and the recommended parking supply enhancements are provided in the main body of the Master Plan Update. The recommendations consist of constructing a 3,000 space overflow parking lot in South Shores, developing a series of small lots on Fiesta Island, and removing one parking lot from Bahia Point and another from De Anza Cove. Figure 6 shows the location of these recommended improvements. Table 2 shows the ADA accessible parking requirements that must be adhered to.

### Transit Options

This section provides an overview of potential transit options for the Mission Bay Park Master Plan. Included is a planning level analysis of route options for a primary route as well as two expansion possibilities. The route options are presented in terms of service area, distance, route times and estimated headway requirements. Operating costs, service management, funding sources, operating schedule and equipment options are also presented.

To aid in the analysis, two agencies that are currently providing recreation/tourist transit service were contacted. The San Diego Park and Recreation Department, through an operating agreement with the Old Town Trolley Co., provides service within Balboa Park. This service has been in operation for 18 months and has carried approximately 300,000 passengers to date. Long Beach Transit, the second agency contacted, provides a "Runabout" service in the CBD and along the waterfront. This service was established about two years ago and is operated by the transit authority.

### Route Options

Transit service linking the proposed Fiesta Island remote parking lot to Fiesta Island is considered the primary route. This route, once established could be expanded to provide service to the northeast and southwest sections of the park. To maximize access to Mission Bay Park it is recommended that tram linkages eventually be made to the existing San Diego bus routes serving the Park, the Planned Pacific



Beach Shuttle, and the proposed MTDB rail station at the Pacific Coast Highway. Service linking the proposed Pacific Coast Highway MTDB station could be achieved by expanding the primary route. Table 3 shows the round trip distance, time and estimated headway for three potential transit routes originating from the proposed Fiesta Island remote lot. The primary route is shown as Route A and Route A1 indicating two possible Fiesta Island roadway configurations. As shown in Table 1, the primary route could be used to link the service to the proposed MTDB station, carrying passengers to the remote lot which would serve as a hub for Routes B and C.

### Route Descriptions

**Route A** – As shown in Figure 7, this route would serve Fiesta Island from the remote parking lot. The total distance would be 3.4 miles. It is estimated that a round trip would take 41 minutes to complete. Headway of approximately 10 minutes could be achieved on this route configuration with four vehicles. The number of vehicles could be reduced to three if 15 minute headways are used.

**Route A1** – As shown in Figure 8, this route would also serve Fiesta Island from the remote parking lot. The total distance would be 3.7 miles and the time needed to complete one round trip is estimated at 45 minutes. Headway of approximately 11 minutes could be achieved with four vehicles. Using only three vehicles would cause headways to increase to 15 minutes.

**Route B** – As shown in Figure 9, this route would provide service to the northeast quadrant of the park. It would travel parallel to I-5 and link the Fiesta Island remote lot to the parking lot located north of De Anza Cove, making several stops between the two lots. The total route distance is estimated at 4.8 miles and total round trip time would be 58 minutes. A minimum of five vehicles would be necessary to maintain 11 minute service headways. Four vehicles would increase headways to 15 minutes.

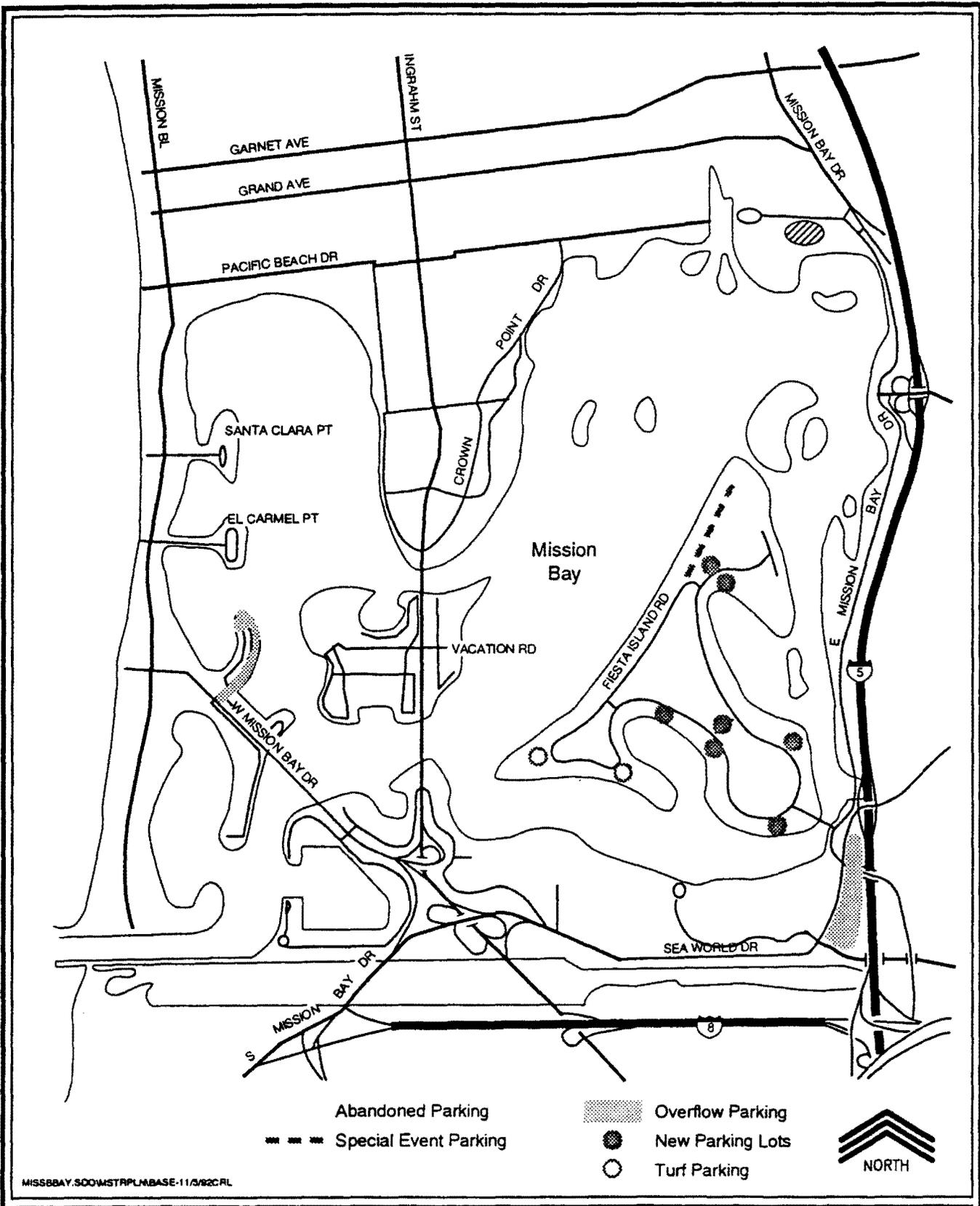
**Route C** – As shown in Figure 10, this route would provide service to the west of the Fiesta Island remote lot along Sea World Drive and travel north on Ingraham Street to the Vacation Village/Ski Beach area. The total route distance is estimated at 5.6 miles and round trip travel time would be approximately 1 hour and 7 minutes. This route would require six vehicles in order to provide 11 minute headways. Five vehicles would provide 13 minute headway service.

### Level-of-Service

Transit service would most likely be operated on a daily basis during the peak summer season between the hours of 9:00 AM and 6:00 PM. During Summer holidays (Memorial Day, July 4, Labor Day) and special events, additional vehicles could be added to the routes. During the off season, transit service could be provided for special events.

The appropriate vehicles for the envisioned service must be wheelchair accessible and should provide seating for a minimum of 30 passengers. Ideally, the vehicles would be equipped with easy load bicycle racks and provide storage space for large picnic coolers and other recreational equipment.





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PARKING RECOMMENDATIONS  
Mission Bay Park Master Plan Update - Appendix C

Table 2

**ADA ACCESSIBLE PARKING SPACE REQUIREMENTS**  
**Mission Bay Park Master Plan Update - Appendix C**

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20 plus 1 for each 100 over 1,000

ATBCB Regulation 4.1.2(5)(a)

Wilbur Smith Associates; November 1992.



Table 3

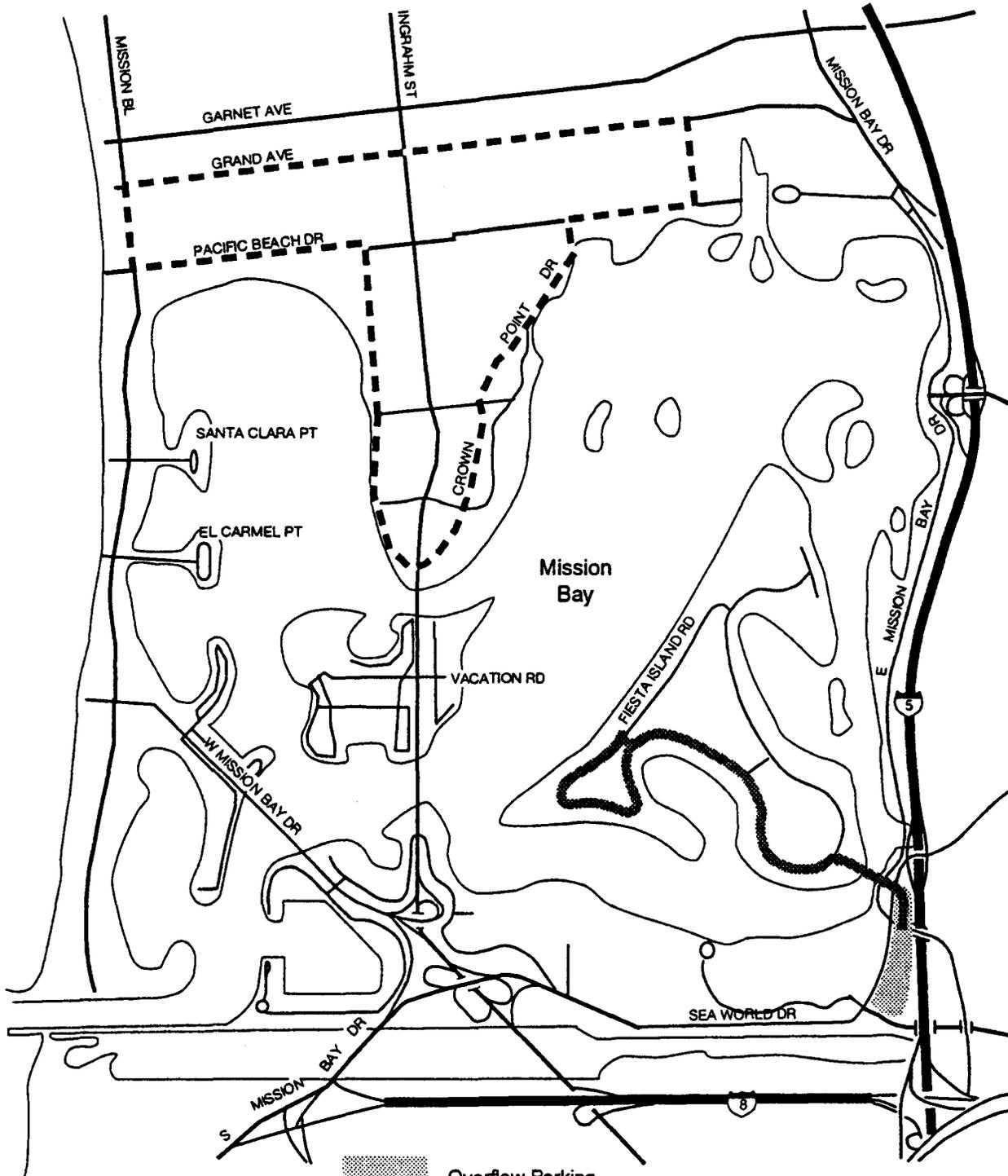
**TRANSIT ROUTE OPTIONS**  
Mission Bay Park Master Plan Update - Appendix C

Route	Round Trip Distance (miles)	Time <sup>(1)</sup> Hour/Minute	<-- Service Headway per Vehicle -->			
			# of Vehicles	Minutes	# of Vehicles	Minutes
<b>Fiesta Island - Remote Lot</b>						
A <sup>(2)</sup>	3.4	0/41	3	14	4	10
A1 <sup>(3)</sup>	3.7	0/45	3	15	4	11
B	4.8	0/58	4	15	5	11
C	5.6	1/07	5	13	6	11
<b>MTDB Station</b>						
A <sup>(2)</sup>	4.9	0/59	4	15	5	11
A1 <sup>(3)</sup>	5.2	1/02	5	12	6	10

- (1) Time based on travel speed of 5 mph. This speed accounts for on and off loading at transit stops.  
 (2) Route A = Two lane island road, small loop west end of island.  
 (3) Route B = Large loop road on island.

Wilbur Smith Associates; November 1992.





-  Overflow Parking
-  Planned Pacific Beach Shuttle
-  Tram Route 'A'



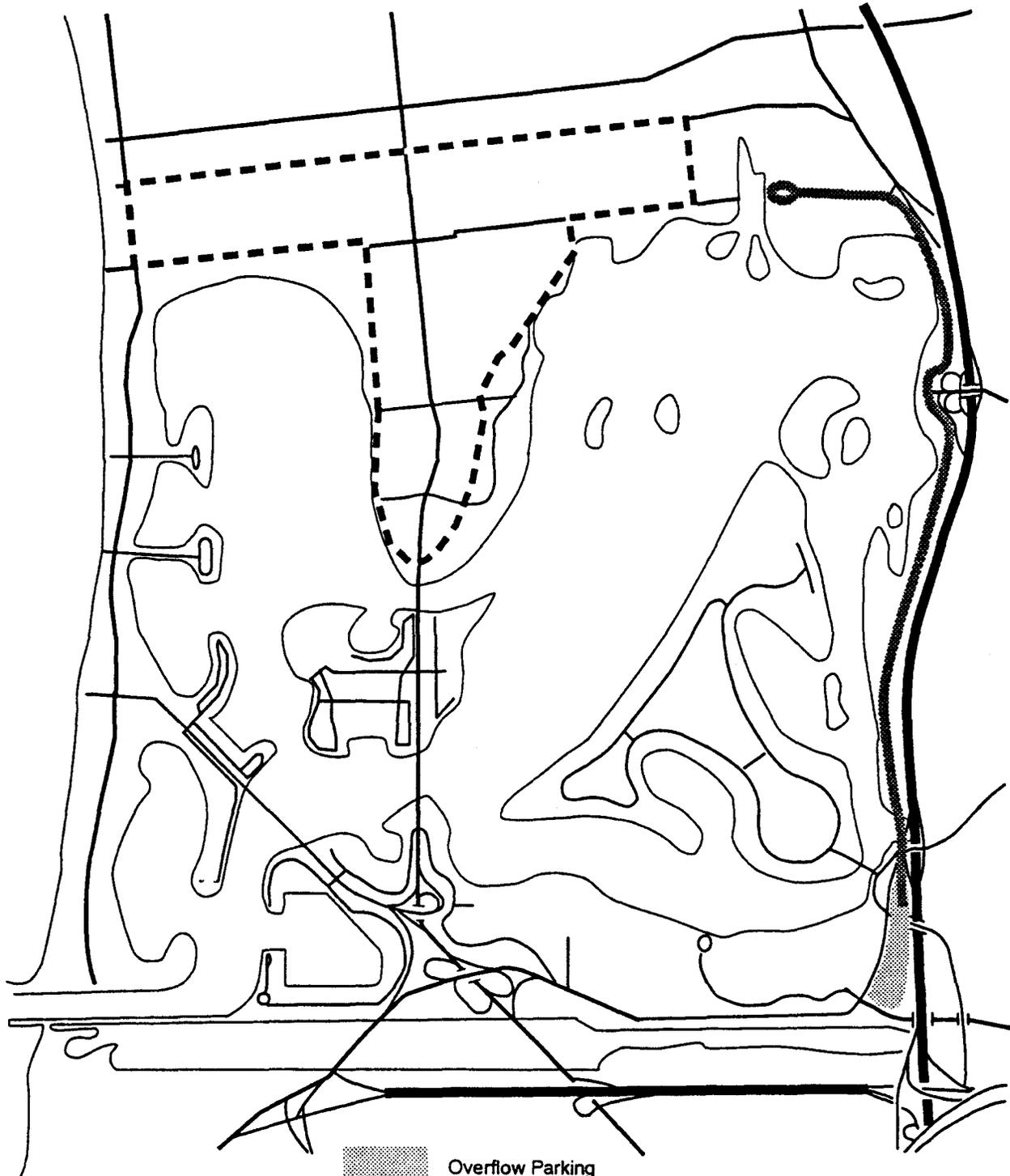
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TRAM ROUTE 'A'

Mission Bay Park Master Plan Update - Appendix C





-  Overflow Parking
-  Planned Pacific Beach Shuttle
-  Tram Route 'B'

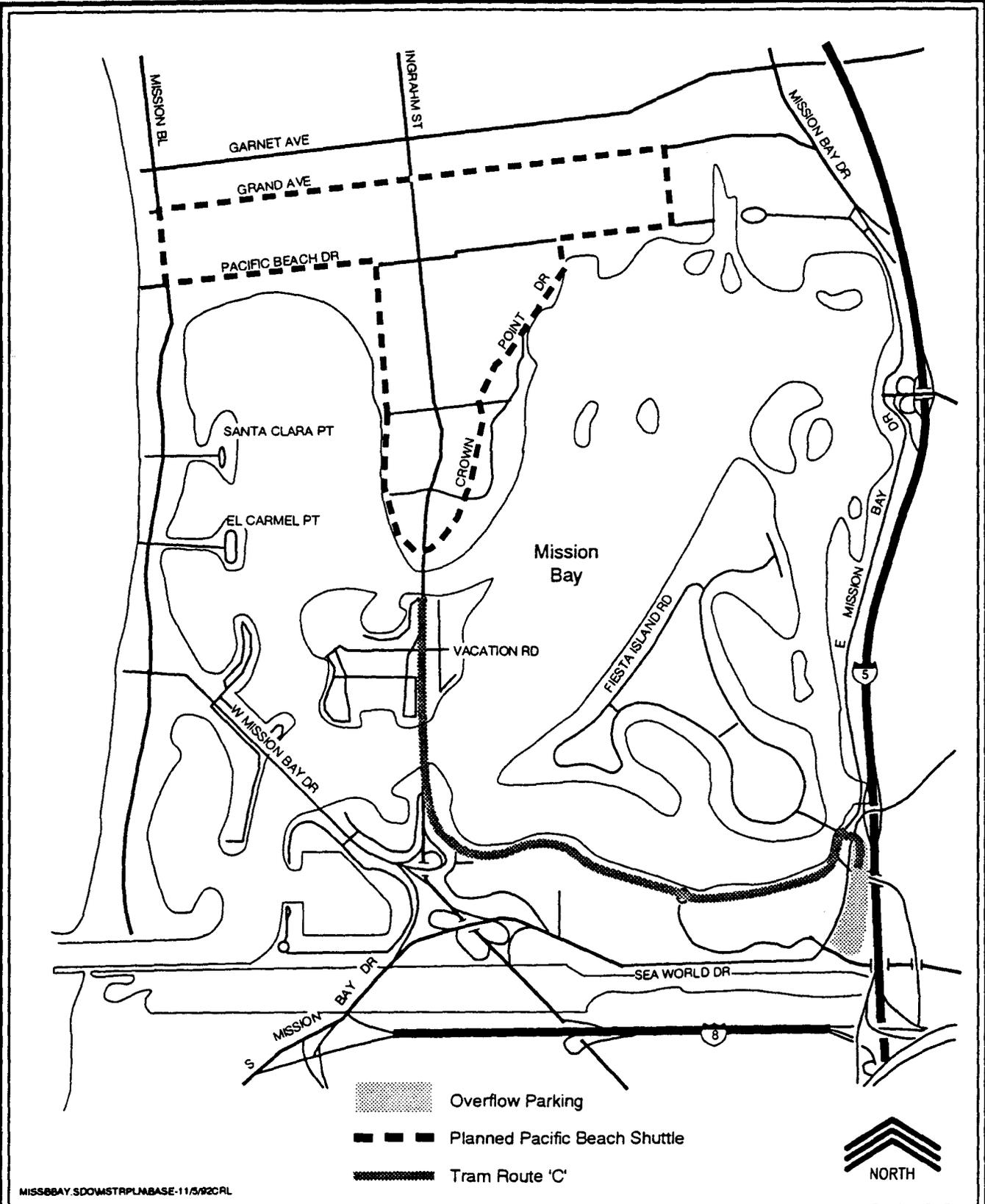


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TRAM ROUTE 'B'

Mission Bay Park Master Plan Update - Appendix C



MISSIONBAY.SDOWSTRPLNBASE-11/5/92CRL



TRAM ROUTE 'C'

Mission Bay Park Master Plan Update - Appendix C

### Funding and Operations

The Long Beach "Runabout" service is owned and operated by the City transit authority. Service for three routes is provided with 15 vehicles. The vehicles are manufactured in Canada (Orions), provide 24 seats and are propane gas powered. The Balboa Park "Trolley" service is operated by a private vendor under contract to the San Diego Park and Recreation Department. This service is provided with three vehicles that resemble old fashioned trolley cars. The vehicles seat 30 and are propane gas powered. Both of these systems were funded in part by matching Federal Funds for alternative fuel use. Other funding sources include, but are not limited to, local sales tax measures and City general operating funds as well as state funding. Both the Long Beach and San Diego services are provided free to the user. It is recommended that any tram service implemented in Mission Bay Park also be free of charge.

### Cost

To provide general understanding of the costs involved in operating a system of this nature, the most recent operating costs for two similar recreation transit systems are provided. The Long Beach Transit "Runabout" operating cost per vehicle service hour (vsh) for FY 1991 is \$50.98. The cost associated with providing the Balboa Park "Trolley" service from November 1991 through October 1992 was \$203,153 exclusive of the cost of fuel. The cost per vehicle mile (pvm) for this period ranged between \$2.90 and \$6.70 (pvm) depending on seasonal level of service.



**Appendix D**

***MISSION BAY PARK  
RESIDENT OPINION & USAGE SURVEY***

**Prepared by**

***Rea & Parker, Incorporated***

## INTRODUCTION

The City of San Diego is in the process of preparing a plan for Mission Bay Park. Accordingly, the City is interested in resident opinions concerning some important issues regarding the future development of Mission Bay Park. A telephone survey of San Diego County residents was conducted in order to seek these opinions in April 1992.

Rea & Parker, Incorporated was subcontracted to conduct this telephone survey. A total of 812 households was randomly selected throughout the County for interview. This sample size implies that there is a 95% certainty that the results are accurate within  $\pm 3.5\%$ . The questionnaire was designed to ensure that gender, age, and geographic location were adequately represented.

A summary of the survey results is presented in this report. A copy of the questionnaire is included in the Appendix. This questionnaire also serves as a "master data sheet" which includes the absolute frequencies associated with the response categories for each question.

The following summarizes the key survey findings.

- The general profile of the County of San Diego as reflected by the survey respondents is as follows: The median age of survey respondents is

36.7 years and the median household income is \$39,844. The sample was 51.1% male and 48.9% female and over 75% of the population is White (non-Hispanic). In terms of home ownership, 61.5% own their own home. Almost 20% of the population has children 0-4 years of age and slightly more than 20% has children 5-11 years of age.

- About 60% of the County population are non-users of Mission Bay Park; the remaining 40% use the Park at least a few times per year.
- Generally speaking, there are very few differences between users and non-users of the Park in socioeconomic/demographic terms. Those few differences which occur are geographic or income related--with higher income related to higher use.
- County residents do not visit Sea World very often, with 63.9% indicating that they visit Sea World seldom or never.
- There is agreement among County residents that the unique water setting of the Park should influence land use and that permits in high use areas should be required. On the other hand, there is disagreement with a proposal to ease

certain height restrictions in the Park as well as increasing commercial land lease areas.

- Heaviest usage of Mission Bay Park facilities is found in picnic areas and pedestrian/bike trails. Only 33.0% of Park users avail themselves of water sports and boating activities.
- Important issues among Park users are water quality, safety/crime, sewage on Fiesta Island, and air pollution/odor. Park users perceive parking, streets, and sidewalks as being particularly crowded.
- Non-users of Mission Bay Park cite distance from the Park as their primary reason for not using it. They largely make use of other parks and the beaches as alternative recreational sites.

## DEMOGRAPHIC PROFILE

Table 1 indicates the distribution of the population according to their relative usage of Mission Bay Park. Nearly 60% of the population indicates that they seldom or never use Mission Bay Park, and these respondents are considered "non-users" of the Park for purposes of this analysis. The other 3 categories of responses represent the "users" of the Park.

Tables 2-9 portray various socioeconomic data pertaining to the survey sample. Prior to a discussion of the opinions and preferences expressed by the survey respondents, it is particularly useful to examine the respondents' demographic profile as it reflects the general profile of the County of San Diego. It is of further importance to elaborate upon the demographic distinctions between Park users and non-users. Therefore, Tables 2-9 contain a breakdown of the total population into Park user and Park non-user categories.

Table 2 portrays the age distribution of the adult population sampled and indicates that the median age of the survey respondents is 36.7 years. The sample was 51.1% male and 48.9 female (Table 3), and the median household income is \$39,844 (Table 4). Over 75% of the population is White (non-Hispanic), as shown in Table 5, and 61.5% of them own their own homes (Table 6).

Table 1

How Often Does Respondent Use Mission Bay Park?

Frequency	#	%
Once per week or more	56	6.9
Once or twice per month	101	12.4
A few times per year	177	21.8
Seldom or never	478	58.9
Total	812	100.0

Table 2

Age of Respondent

Age	Total		User		Non-User	
	#	%	#	%	#	%
18-24	131	16.3	54	16.2	77	16.2
25-34	246	30.4	113	34.0	133	28.0
35-49	246	30.4	103	30.9	143	30.1
50-64	105	13.0	39	11.7	66	13.9
65 and over	80	9.9	24	7.2	56	11.8
Total	808	100.0	333	100.0	475	100.0

median = 36.7 years

Table 3  
Gender of Respondent

Gender	<u>Total</u>		<u>User</u>		<u>Non-User</u>	
	#	%	#	%	#	%
Male	415	51.1	188	56.3	227	47.5
Female	397	48.9	146	43.7	251	52.5
Total	812	100.0	334	100.0	478	100.0

Table 4  
Annual Household Income

Income	<u>Total</u>		<u>User</u>		<u>Non-User</u>	
	#	%	#	%	#	%
Under \$15,000	83	13.1	22	7.8	61	17.4
\$15,000-\$24,999	94	14.8	40	14.2	54	15.4
\$25,000-\$34,999	109	17.2	48	17.0	61	17.4
\$35,000-\$44,999	96	15.2	45	16.0	51	14.5
\$45,000-\$59,999	111	17.6	56	19.9	55	15.7
\$60,000-\$79,999	73	11.5	41	14.5	32	9.1
\$80,000 and over	67	10.6	30	10.6	37	10.5
Total	633	100.0	282	100.0	351	100.0

median = \$39,844

Table 5  
Ethnicity of Respondent

Ethnicity	Total		User		Non-User	
	#	%	#	%	#	%
Hispanics/Latinos	107	13.3	14	12.3	66	13.9
African-Americans	43	5.3	16	4.8	27	5.7
White (non-Hispanic)	615	76.2	256	77.2	359	75.6
Asian/Filipino/Pacific-Islander	33	4.1	15	4.5	18	3.8
Other	9	1.1	4	1.2	5	1.0
Total	807	100.0	332	100.0	475	100.0

Table 6  
Does Respondent Own or Rent Place of Residence?

Response	Total		User		Non-user	
	#	%	#	%	#	%
Own	491	61.5	204	62.2	287	61.1
Rent	305	38.2	124	37.8	181	38.5
Other	2	0.3	0	0.0	2	0.4
Total	798	100.0	328	100.0	470	100.0

Approximately 20% of the population has children 0-4 years of age and about 20% has children 5-11 years of age. Only 9.3% has children between the ages of 12-15 and 5.6% between 16 and 18 (Table 7). Table 8 indicates that nearly 70% of the population has voted within the past 2 years.

For purposes of analysis, the County has been disaggregated into six geographic areas, as indicated in Table 9. The "Vicinity of Mission Bay Park" area comprises the neighborhoods from Point Loma on the south to La Jolla on the north and extends eastward from the Pacific Ocean to Interstate 805 (north of Mission Valley). This area contains 16.6% of the population. "South Bay" is an area consisting of the southern portions of Coronado and all other communities south of National City to the International Border--it includes 10.6% of the population. "East County" contains all areas east of La Mesa including the mountain and desert areas of the County--12.7% of the population can be so classified. The central portion of the City of San Diego was divided into two parts--"South of I-8," which also includes National City, La Mesa, and Lemon Grove, containing 22.2% of the population, and "North of I-8," which extends from I-805 (north of Mission Valley) on the west to the I-15 corridor on the east and north to

Mira Mesa/Scripps Ranch, comprising 11.1% of the population. The largest population concentration is found in the "North County" area from Del Mar and Rancho Penasquitos north. This area contains 26.8% of the population.

There are very few differences between users and non-users in socioeconomic/demographic terms when tests of statistical significance are applied. Statistically significant differences do occur, however, with regard to income and geography. For example, users of the Park tend to enjoy higher incomes than non-users. Among those who earn under \$15,000, 73.5% are non-users as opposed to 49.4% of those who earn \$45,000 or more. As expected, "The Vicinity of Mission Bay Park" is the area in which the highest proportion of users is found (63.0%). The next highest source of users is the "Central City-North of I-8" area, which contains 55.6% of users. All other areas contain approximately 40% or fewer users.

Table 7  
 Respondents with Children in Various Age Groups

Age Group of Children	All Respondents					
	<u>Yes</u>		<u>No</u>		<u>Total</u>	
	#	%	#	%	#	%
0-4	153	19.0	652	81.0	805	100.0
5-11	163	20.2	642	79.8	805	100.0
12-15	75	9.3	730	90.7	805	100.0
16-18	45	5.6	760	94.4	805	100.0

Age Group of Children	Users						Non-Users					
	<u>Yes</u>		<u>No</u>		<u>Total</u>		<u>Yes</u>		<u>No</u>		<u>Total</u>	
	#	%	#	%	#	%	#	%	#	%	#	%
0-4	57	17.2	275	82.8	332	100.0	96	20.3	377	79.7	473	100.0
5-11	65	19.6	267	80.4	332	100.0	98	20.7	375	79.3	473	100.0
12-15	33	9.9	299	90.1	332	100.0	42	8.9	431	91.1	473	100.0

Table 8

## Has Respondent Voted in the Last Two Years?

Response	Total		User		Non-User	
	#	%	#	%	#	%
Yes	565	69.9	236	71.1	329	69.1
No	243	30.1	96	28.9	147	30.9
Total	808	100.0	332	100.0	476	100.0

Table 9

## Area of City Where Respondents Reside

Area	Total		User		Non-User	
	#	%	#	%	#	%
Vicinity of Mission Bay Park	135	16.6	85	25.4	50	10.5
South Bay	86	10.6	32	9.6	54	11.3
East County	103	12.7	43	12.9	60	12.5
Central City (South of I-8)	180	22.2	73	21.9	107	22.4
Central City (North of I-8)	90	11.1	50	15.0	40	8.4
North County	218	26.8	51	15.2	167	34.9
Total	812	100.0	334	100.0	478	100.0

### GENERAL OPINIONS REGARDING MISSION BAY PARK

The responses to questions 17-21 have been summarized in Tables 10-17. These questions represent general opinions about the Park and were to be answered by all respondents--both users and non-users. Respondents were asked how frequently they visit Sea World. Table 10 shows that 63.9% of them visit Sea World seldom or never. In fact, only 4.4% of the population visit Sea World once a month or more. Middle income respondents (\$25,000-\$64,999) tend to visit Sea World more frequently than higher and lower income groups, with 42.4% of the middle income respondents attending at least a few times per year compared to 30.3% for the other groups.

Table 10

#### How Often Do Respondents Visit Sea World?

Frequency	#	%
Once per week or more	9	1.1
Once or twice per month	27	3.3
A few times per year	256	31.7
Seldom or never	516	63.9
Total	808	100.0

Table 11 demonstrates that 96.7% of the population rates the importance of preserving and enhancing the natural resources of Mission Bay Park as either very important or somewhat important. The preservation and enhancement of Mission Bay Park's natural resources is less important to middle and upper income groups (94.6% importance with incomes of \$35,000 and more) than it is to lower income groups (99.6% importance with incomes of under \$35,000). Women indicate that the preservation and enhancement of these resources is very important more than do men (75.7% versus 68.0%). Respondents were asked about their degree of agreement or disagreement on four key issues:

- land use should be related solely to the Park's unique water setting
- certain height restrictions should be raised from 30 feet to 5 stories
- commercial land lease areas should be increased
- permits should be required for water activities in high use areas

Tables 12-15 present the responses of the survey population. There is substantial agreement with the land use/water setting relationship (Table 12) as well as the notion of requiring permits in high use, crowded areas (Table 15). On the other hand, there is a majority which

disagrees with easing height restrictions and with increasing commercial land lease areas (Tables 13-14).

Table 11

Respondents' Rating of the Importance of Preserving and Enhancing Natural Resources in Mission Bay Park

Rating	#	%
Very Important	545	71.7
Somewhat Important	190	25.0
Not at All Important	25	3.3
Total	760	100.0

Table 12

Respondents' Opinion on the Following Statement: "The Land in Mission Bay Park Should Be Exclusively Used for Activities Which Are Dependent on the Park's Unique Water Setting."

Opinion	#	%
Strongly Agree	245	32.6
Somewhat Agree	263	35.0
Undecided/Neutral	101	13.4
Somewhat Disagree	81	10.8
Strongly Disagree	62	8.2
Total	752	100.0

Table 13

Respondents' Opinion on the Following Statement: "The City Should Allow Some Hotels in Appropriate Locations to Increase Their Height Above the Thirty Foot Limit Up to about 5 Stories so That the City Can Earn More Land Lease Revenues to Improve Mission Bay Park."

Opinion	#	%
Strongly Agree	90	11.5
Somewhat Agree	166	21.3
Undecided/Neutral	82	10.5
Somewhat Disagree	130	16.7
Strongly Disagree	312	40.0
Total	780	100.0

Table 14

Respondents' Opinion on the Following Statement: "The City Should Increase Commercial Land Lease Areas in the Park to Earn More Revenue for City and Mission Bay Park Services and Public Improvements."

Opinion	#	%
Strongly Agree	78	10.1
Somewhat Agree	182	23.7
Undecided/Neutral	83	10.8
Somewhat Disagree	146	19.0
Strongly Disagree	280	36.4
Total	769	100.0

Table 15

Respondents' Opinion on the Following Statement: "The City Should Require permits for Water Activities in High Use Areas Such as Water Skiing, Jet Skiing, Sailing and Boating for the Purpose of Controlling Overcrowding."

Opinion	#	%
Strongly Agree	320	41.5
Somewhat Agree	193	25.0
Undecided/Neutral	41	5.3
Somewhat Disagree	86	11.1
Strongly Disagree	132	17.1
Total	772	100.0

With regard to the relationship between land use and the unique water setting of Mission Bay Park, 42.2% of individuals age 50 and over strongly favor the exclusive use of the Park for water-related activities, whereas only 29.7% of those under age 50 feel similarly. Particular support for this issue occurs among those in the \$45,000-\$54,999 income group (77.4% either strongly agree or somewhat agree in contrast to an overall 68.8%).

People who live in the South Bay and in the vicinity of Mission Bay Park tend to be less in favor of requiring permits for water activities than the overall population (57.6% South Bay agreement--58.7% vicinity agreement--66.5% overall agreement). Men disfavor the permit

requirement more so than women by a 35.7% to 20.1% margin.

The relaxation of height restrictions are favored more by younger groups (38.0% of those under age 35) than by older ones (23.3% of those age 50 and over). In the \$35,000-\$64,999 income group, there is more disapproval of the height restriction proposal than in higher and lower income groups, with 66.2% disagreeing with the proposal compared to 51.9% among the other income groups. Again, men and women differ on these issues, with 37.3% of the men in favor of easing height restrictions, but only 27.9% of the women.

With regard to increasing commercial land lease areas, respondents 18-24 years of age are the only age group which does not disagree with the proposal--40.6% disagreement. Disagreement increases in each succeeding age group up to a 65.8% disagreement among those 65 years of age and older. White and Asian ethnic groups, in particular, strongly disagree with the commercial land lease issue (39.6% strong disagreement among Whites--35.5% among Asians--31.0% among Blacks--and 23.2% among Hispanics). Disagreement with this proposal is less strong among those earning less than \$35,000 (28.8% strong disagreement) than it is among those who earn \$35,000 or more (43.8% strong disagreement).

Table 16 shows that 57.9% of the population does not want to pay a special tax to improve the Park. Those households earning \$25,000-44,999 slightly favor the concept of such a tax (47.5% "yes" to 44.6% "no"). All other groups are strongly opposed. Among the 31.6% who are willing to pay such a tax, a substantial majority wish to pay no more than \$20 per year (Table 17).

Overall, there is not much difference between users and non-users of the Park in terms of their general opinions other than a slight tendency for non-users to disagree less with the possibility of increasing commercial land leases in Mission Bay Park. Users of the Park do tend to be more willing to pay a special tax than do non-users (41.2% versus 24.6%).

Table 16

Are Respondents Willing to Pay a Special Tax  
to Improve Mission Bay Park?

Willingness	#	%
Yes	244	31.6
No	447	57.9
Maybe	81	10.5
Total	772	100.0

Table 17

How Much of a Special Tax Are Respondents Willing  
to Pay Annually?  
(Based upon Those Who Are Willing to Pay Such a Tax)

Tax	#	%
Less than \$20	175	58.5
\$20 and less than \$40	85	28.4
\$40 and less than \$60	23	7.7
\$60 and less than \$80	4	1.4
\$80 and less than \$100	5	1.7
\$100 or more	7	2.3
Total	299	100.0

**OPINIONS AND USAGE OF PARK FACILITIES  
(PARK USERS ONLY)**

Tables 18 through 29 reflect information concerning the behavior and preferences of Mission Bay Park users regarding the Park itself. Table 18 demonstrates that the heaviest usage of Park facilities occurs in picnic areas and pedestrian/bike trails. It is noteworthy that only 33.0% of Park users avail themselves of water sports and boating activities. Tables 19-21 examine this water sports participation in greater detail.

Table 18

Facilities in Mission Bay Park Used by Respondent Users within the Last Year

Facility	<u>Yes</u>		<u>No</u>		<u>Total</u>	
	#	%	#	%		
Water Sports/ Boating	110	33.0	223	67.0	333	100.0
Picnic Areas	260	78.5	71	21.5	331	100.0
Pedestrian/ Bike Trail	209	63.1	122	36.9	331	100.0
Playgrounds/ Ballfields	152	46.1	178	53.9	330	100.0
Hotels/ Restaurants	129	39.0	202	61.0	331	100.0

Table 19 demonstrates that water skiing, swimming, and sailing are the most frequently engaged in water activities while boat racing, kayaking/canoeing, and rowing rank at the bottom. Water sport participants indicated that poor water quality was the single most important problem at Mission Bay Park (Table 20) and they agree with the proposition that the activities now allowed should continue as such ranging from 94.5% approval of sailing to 80.0% approval of jet skiing (Table 21).

White respondents participate in water sports more so than other ethnic groups (38.0% versus 18.1%). As expected, upper income groups (\$55,000 and over) participate more heavily in water sports (52.9%) than the lower income groups (28.4%). People with young children, age 0-4, tend not to be water sports participants--19.3% compared to 35.8% without young children. People who live in the vicinity of the Park and those who live in the Central City-South of I-8 area are the heaviest users of bike and pedestrian trails (76.5% and 66.7%, respectively). Next in terms of usage is the Central City-North of I-8 area, with a 61.2% usage factor. The highest usage of ballfields and playgrounds occurs in the 35-49 age group (55.0%), whereas the lowest occurs in the 50-64 group (21.1%). People with children age 0-11 use

the playgrounds and ballfields more than those without children in this group (75.8% in contrast to 39.4%). Also of note is that respondents with children 0-4 years of age tend to participate in kayaking/canoeing more frequently and that families with children 12-15 tend to boat race more often. In terms of water skiing, men participate in this activity more than women (54.3% to 35.0%).

In terms of problems experienced by Mission Bay Park users, difficulties with shoreline access and access to water were encountered significantly more by those who live in the Central City-South of I-8 (45.0%) and North County (36.0%) than by the overall population (26.4%). Men tend to be more in favor of allowing continued water skiing and jet skiing than women (95.7% and 86.6%, respectively, for men versus 82.1% and 68.4% for women). Families with children 16-18 are significantly less in favor of allowing jet skiing and water skiing, and families with children 0-4 are less in favor of allowing windsurfing. Special race events are particularly popular among those who have voted in the past two years (92.5% versus 74.1% non-voters).

Table 19

How Often Do Respondent Users of Mission Bay Park Water Sport Facilities Participate in Such Activities?

Water Sport Activity	<u>Often</u>		<u>Sometimes</u>		<u>Never</u>		<u>Total</u>	
	#	%	#	%	#	%	#	%
Water Skiing	17	15.5	35	31.8	58	52.7	110	100.0
Rowing	4	3.6	14	12.7	92	83.7	110	100.0
Jet Skiing	13	12.0	24	22.2	71	65.8	108	100.0
Sailing	14	12.7	36	32.7	60	54.6	110	100.0
Swimming	16	14.5	43	39.1	51	46.4	110	100.0
Kayaking/Canoeing	6	5.5	11	10.0	93	84.5	110	100.0
Windsurfing	8	7.3	14	12.7	88	80.0	110	100.0
Boat Racing	6	5.5	9	8.2	95	86.3	110	100.0
Fishing	14	12.7	32	29.1	64	58.2	110	100.0

Table 20  
 Problems Experienced by Respondent Users of Mission Bay Park  
 Water Sport Facilities

Problems	Frequency of Occurrence							
	<u>Often</u>		<u>Sometimes</u>		<u>Never</u>		<u>Total</u>	
	#	%	#	%	#	%	#	%
Boat Launching	4	3.6	19	17.3	87	79.1	110	100.0
Waterway Congestion	17	15.5	42	38.2	51	46.3	110	100.0
Shoreline & Access to Water	7	6.4	22	20.0	81	73.6	110	100.0
Poor Water Quality	50	45.8	33	30.3	26	23.9	109	100.0
Inadequate Water Depth	7	6.4	24	22.0	78	71.6	109	100.0
Inadequate Facilities	8	7.3	22	20.0	80	72.7	110	100.0
Conflicts with Other Users	8	7.3	29	26.4	73	66.3	110	100.0
Other	6	6.5	17	18.3	70	75.2	93	100.0

Table 21

Opinion of Respondent Users of Mission Bay Park Concerning Whether  
Certain Water Activities Should Be Allowed

Activity	Frequency of Occurrence					
	<u>Yes</u>		<u>No</u>		<u>Total</u>	
	#	%	#	%	#	%
Water Skiing	99	90.8	10	9.2	109	100.0
Rowing	103	93.6	7	6.4	110	100.0
Jet Skiing	84	80.0	21	20.0	105	100.0
Sailing	104	94.5	6	5.5	110	100.0
Swimming	89	83.2	18	16.8	107	100.0
Paddle Sports (e.g., canoeing)	101	91.8	9	8.2	110	100.0
Windsurfing	101	92.7	8	7.3	109	100.0
Special Race Events (e.g., power boat races)	94	87.9	13	12.1	107	100.0

Table 22 rates the issues which are important to respondent users in their ability to enjoy the Park. Prominent among these issues in terms of being labelled "very important" are water quality (86.5%), safety/crime (80.2%), sewage on Fiesta Island (75.7%), and air pollution/odor (75.4%). Least important, as indicated by responses of "not at all," are noise (18.4%) and access (16.0%). Younger groups and males are less bothered by noise than other groups. Men also find crime/safety less important than women (76.1% versus 85.5% "very important"), and women are much more bothered by air pollution and odor than men (85.6% to 67.6%). Among the other problems, people 50 years of age and older find parking to be less important than other age groups, and overcrowding seems to bother females and those in the 35-49 age group.

Table 22

Rating of Issues by Respondent Users of Mission Bay Park Related to Their Ability to Enjoy the Park

Issue	Rating							
	Very Important		Somewhat Important		Not at All Important		Total	
	#	%	#	%	#	%	#	%
Water Quality	289	86.5	39	11.7	6	1.8	334	100.0
Biological Habitat	213	65.7	95	29.3	16	5.0	324	100.0
Noise	118	35.5	153	46.1	61	18.4	332	100.0
Air Pollution/Odor	252	75.4	65	19.5	17	5.1	334	100.0
Overcrowding	148	44.6	144	43.4	40	12.0	332	100.0
Traffic	154	46.1	139	41.6	41	12.3	334	100.0
Parking	178	53.5	118	35.4	37	11.1	333	100.0
Access	156	47.1	122	36.9	53	16.0	331	100.0
Safety (Crime)	267	80.2	42	12.6	24	7.2	333	100.0
Public Service/Amenities	188	56.6	120	36.2	24	7.2	332	100.0
Sewage on Fiesta Island	244	75.7	44	13.7	34	10.6	322	100.0

Table 23 indicates those facilities for which Park users are willing to pay a fee in order to maintain and improve the Park. Camping is so favored by 61.3% of the users and parking by 51.5%. Lowest in willingness to pay is windsurfing (37.9%).

Table 23

Willingness of Respondent Users of Mission Bay Park to Pay User Fees for Various Facilities in Order to Improve and Maintain the Park

Facility	<u>Yes</u>		<u>No</u>		Total	
	#	%	#	%	#	%
Sports Fields	138	42.6	186	57.4	324	100.0
Water Skiing	143	44.0	182	56.0	325	100.0
Sailing	139	43.2	183	56.8	322	100.0
Parking	168	51.5	158	48.5	326	100.0
Camping	201	61.3	127	38.7	328	100.0
Group Picnic Facilities	163	49.4	167	50.6	330	100.0
Jet Skiing	140	43.2	184	56.8	324	100.0
Boating	148	45.3	179	54.7	327	100.0
Windsurfing	124	37.9	203	62.1	327	100.0

The amount of a user fee which users are willing to pay is reflected in Table 24, with a median fee of \$4.10. Parking fees are opposed only by those who live in the vicinity of Mission Bay Park (66.3%)--all other regions support the idea, with North County particularly in support at 70.6%. Camping fees are strongly opposed by those 65 years of age and older (62.5% versus 38.8% overall). South Bay residents are the only geographic contingent which oppose fees for camping (51.6% opposition). Strongest support comes from East County (76.2% support) and North County (73.5%). Voters demonstrated a stronger support pattern for camping fees than non-voters (64.5% to 52.6%). Concerning some of the less noteworthy fee proposals, water skiing and jet skiing fees are favored by those in the 18-24 age group, with those 50 years of age and older strongly in opposition. East County and North County residents support water skiing and jet skiing fees. Lower income groups are particularly opposed to fees for picnic facilities. With regard to sailing, residents in the Central City-North of I-8 and North County residents support fees for sailing. East County and North County residents favor boating fees, but, again, people 50 years of age and older are opposed to both boating and sailing fees. Low income groups are also opposed to boating fees.

Table 24

Amount of User Fee Respondent Users Are Willing to Pay  
during a Typical Day at Mission Bay Park  
(Based upon Those Willing to Pay a User Fee at All)

User Fee	#	%
Under \$2	46	17.7
\$2 - \$3.99	82	31.6
\$4 - \$6.99	90	34.6
\$7 - \$9.99	25	9.6
\$10 and over	17	6.5
Total	260	100.0

median fee = \$4.10

Table 25 indicates that 66.6% of Mission Bay Park users are willing to use a shuttle service once inside the Park. Of those willing to use such a service, Table 26 shows that 87.1% are willing to pay a fee to cover the cost of the shuttle's operations. All geographic areas show majority support for using the shuttle, with the strongest support among North County residents (82.0%), those in the vicinity of Mission Bay Park (77.1%), and South Bay residents (74.2%). As would be expected, however, lower income people are less in favor of a fee proposal than higher income groups.

Table 25

Willingness of Respondent Users of Mission Bay Park  
to Use a Shuttle Service Once Inside the Park

Willingness to Use	#	%
Yes	217	66.6
No	109	33.4
Total	326	100.0

Table 26

Willingness of Respondent Users to Pay a Fee  
to Cover Tram Operation

(Based Upon Those Willing to Use Shuttle Service)

Willingness to Pay	#	%
Yes	182	87.1
No	27	12.9
Total	209	100.0

Table 27 examines users' perceptions of crowdedness at various Park facilities. Parking (64.3%), streets (57.6%), and sidewalks (54.7%) loom largest in terms of the perception of being "very crowded." Water ski areas, by far, are considered not at all crowded (65.5%), followed by fire pits (32.5%). Those people 50-64 years of age do not find parking to be as crowded as other age groups, with this group being the only one which did not contain a majority of respondents indicating "very crowded" parking conditions. The 25-34 age group finds sidewalks to be more crowded than other age groups do (65.5% "very crowded"), and people living in the vicinity of the Park also find sidewalks very crowded (71.4%). Although the majority of respondents are not concerned with fire pit crowding, Blacks do seem to be, with 50.0% of them indicating a "very crowded" condition for this facility. East County residents also seem to find the fire pits more crowded than the overall County population.

Table 29

Respondent Users' Opinion Concerning Dedicating  
Areas of the Park for Natural Resource  
Preservation or Enhancement

Opinion	#	%
Yes	163	52.2
No	149	47.8
Total	312	100.0

**RECREATIONAL FACILITY USAGE AND OPINIONS  
AMONG PARK NON-USERS**

Tables 30-32 provide information concerning reasons why non-users do not frequent Mission Bay Park, the type of recreational facilities they do visit, and the recreational activities which they tend to enjoy elsewhere. Table 30 shows that an overwhelming plurality of non-users indicated that they do not use the Park because they live too far away (49.3%). Secondly are such reasons as the absence of time for park recreation (10.9%) and the observation that Mission Bay Park does not fulfill their recreational needs (9.3%). Distance from Mission Bay Park was a particular problem for individuals 25-34 years of age and for those who have children between the ages of 5 and 11. Voters cite the distance factor more frequently than non-voters (51.1% to 45.0%) as do individuals living in the South Bay (61.2%), North County (59.5%), and East County (57.4%). The Park does not fulfill the needs of people in the 50-64 age bracket, especially, and for those people living in the Central City-North of I-8. People with children between the ages of 5 and 11 also cite the Park's facilities as being unfulfilling. Pollution, which received 6.8% of the total responses, is of particular concern to those living in the vicinity of the Park (22.9%). Those who

Table 31

**Family-Oriented Recreational Facilities  
Respondent Non-Users Visit Most Often**

Recreational Facility	#	%
Balboa Park	34	8.2
Other Parks	120	28.7
Beaches	63	15.1
Various Lakes	17	4.1
Desert	4	1.0
Indoor Gyms	11	2.6
Sea World	14	3.2
None	74	17.7
Other recreation (pools, miniature golf, hiking)	81	18.4
Total	418	100.0

Table 32

**Recreational Activities Enjoyed by Respondents  
Who Used Facilities Other Than  
Mission Bay Park  
(Non-Users of Mission Bay Park)**

Activity	#	%
Water Sports/Boating	60	18.1
Picnic areas	65	19.6
Pedestrian/bike trail	52	15.7
Playgrounds/ballfields <sup>b</sup>	77	23.3
Other	77 <sup>a</sup>	23.3
Total	331	100.0

<sup>a</sup>includes 7 movies, 7 museums, 7 zoo/animals

<sup>b</sup>includes tennis courts

**Appendix E**

***MISSION BAY PARK  
NATURAL RESOURCE MANAGEMENT PLAN***

**Prepared by**

***Development and Environmental Planning,  
Planning Department, City of San Diego***



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## SUMMARY

The Natural Resource Management Plan recognizes the presence of natural resources in Mission Bay Park and provides guidelines and programs for the protection, enhancement, and management of these resources. The intent is that no net reduction of wildlife habitat will be allowed and that the overall quality of habitat will be improved. The Plan provides a framework to allow the continued improvement and maintenance of Mission Bay Park and still ensure viable productivity and protection of the Park's natural resources. Use of the Plan can help bridge what can sometimes be a gap between the requirement of human activities and the need to protect and manage natural resources. The Mission Bay Park Natural Resource Management Plan helps to clarify expectations for the protection of natural resources in the Park and to facilitate the granting of federal, state, and local permits for projects in the Park.

The guidelines for development and mitigation provided in the Management Plan include: dredging; methods of construction to minimize impacts to natural resources; beach maintenance restrictions; construction methods to reduce impacts to water quality; scheduling constraints; buffer zones, mitigation location restrictions; habitat replacement ratios such as 1:1 ratio for eelgrass, salt pan, salt marsh, and any coastal strand habitat supporting sensitive species; eelgrass mitigation options; mitigation plans; and mitigation monitoring plans.

A nesting site management program for the endangered California least tern proposes: coordination with resource agencies and regional experts; provision of suitable nesting substrate free of unnecessary vegetation; placement of least tern decoys; implementation of predator control; inclusion of chick protection devices; maintenance and installation of signs, gates, and fences; and provision for one person once a week for four months a year to aid in monitoring least tern nesting sites. Two of the seven least tern nesting sites in Mission Bay Park are proposed for alternate uses. These changes are considered to be significant adverse impacts but will be mitigated.

The western boundary of the Southern Wildlife Preserve in the Flood Control Channel is proposed for western expansion to a point in line with the east edge of Hospitality Point. Non-motorized watercraft would be allowed to utilize the area west of Ingraham Street Bridge from April through September by permit only. A maximum of 10 permits for any given day would be issued by the Park and Recreation Department. Fishing would only be allowed from Dog Beach. In addition to the salt marsh expansion at Crown Point Shores, previously discussed, another wildlife preserve is proposed for the approximately 110 acres of land currently occupied by sludge beds, south of the road on Fiesta Island. A variety of habitats would be created as part of the preserve. This preserve would also include an embayment for the planting of eelgrass. The eelgrass embayment, as well as the new preserve areas, would be considered a mitigation "bank". The bank would provide mitigation credit for future projects.

Educational and research opportunities are provided for in the Management Plan. Regular eelgrass surveys (every 3 years), general bird surveys (every 5 years), and least tern foraging studies (2 consecutive years) are proposed. Efforts to cooperate in sharing of information with universities and individuals is encouraged with the goal of maintaining a current data base. Educational signs are proposed and would be strategically placed for maximum benefit without creating negative environmental impacts. A small nature center and boardwalk system is proposed for either the new preserve expansion at Crown Point Shores or the northwestern corner of the new preserve for Fiesta Island. The nature center complex would include a small structure (about 1,000 square feet), interpretive displays and signs, observation platforms, and a nature trail boardwalk system. The nature center design would be unobtrusive and blend with the preserve. It would serve as a focal point for nature enthusiasts, school and community groups for educational tours, and a focal place for natural resource management meetings.

The Mission Bay Park Natural Resource Management Plan - Technical Appendices is available for referencing the most recent eelgrass, bird and least tern data, as well as resource agency information pertinent in developing mitigation plans. The Appendices will be periodically updated to keep the data current and expanded as data becomes available for other resources.

## INTRODUCTION

### PURPOSE

The primary purpose of the Mission Bay Park Natural Resource Management Plan is to allow the continued improvement and maintenance of Mission Bay Park and still ensure viable productivity of the Park and its various natural resources. This Plan is intended to not only recognize the presence of natural resources, especially sensitive natural resources, but also provide for the protection, enhancement and management of these resources. The Natural Resource Management Plan provides for comprehensive management of sensitive biological resources, and ensures that these resources are properly considered during the planning and development of projects and master plan areas in Mission Bay Park.

Preparation of the Mission Bay Park Natural Resource Management Plan involved close coordination with affected agencies, including the California Coastal Commission, California Department of Fish and Game, National Marine Fisheries Service, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the University of California Natural Reserve System. A comprehensive plan specifying the future character of Mission Bay Park's natural resources will facilitate the review of individual permit applications by these agencies. Under the present system, assessment of the collective impacts and the effectiveness of mitigation for individual project proposals is difficult. With the Natural Resource Management Plan, a comprehensive approach to habitat protection can help clarify development expectations, and facilitate granting project permits which are in conformance with the Management Plan.

The purpose, goals, and objectives of the Natural Resource Management Plan are established as long-range, 100-year goals. The guidelines outlined in the Plan will be updated at least every eight to ten years with input from resource and trustee agencies and technical experts.

The Mission Bay Park Natural Resource Management Plan is viewed as a tool to bridge what can sometimes be a gap between the requirements of human activities and the need to protect and manage natural resources in Mission Bay Park. The resource agencies are charged with the singular mission of protecting all biological resources in the Park to the fullest extent possible. This mission can conflict with recreational interests who cite the following reasons in support of recreational use in the Park: the artificial nature of the Bay created from an extensive dredging program; the original intent of the Park development for recreation; and the demonstrated need and desire for additional recreational development.

A major goal of this Natural Resource Management Plan is to demonstrate the City's recognition of the rich and varied biological resources of the Park. The Plan highlights the recreational fishing, bird-watching, and aesthetic enjoyment provided by these resources, and recognizes them as an integral part of Mission Bay Park.

Another goal of this Plan is to designate environmentally sensitive habitats and establish requirements for: 1) enhancement and restoration activities; 2) maintenance programs; and 3) appropriate buffer areas or other restrictions on urban encroachments that conflict with protection of sensitive resources. The Plan provides for agreements between the City and resource agencies as to the maintenance responsibilities for regional natural resources, such as least terns and eelgrass.

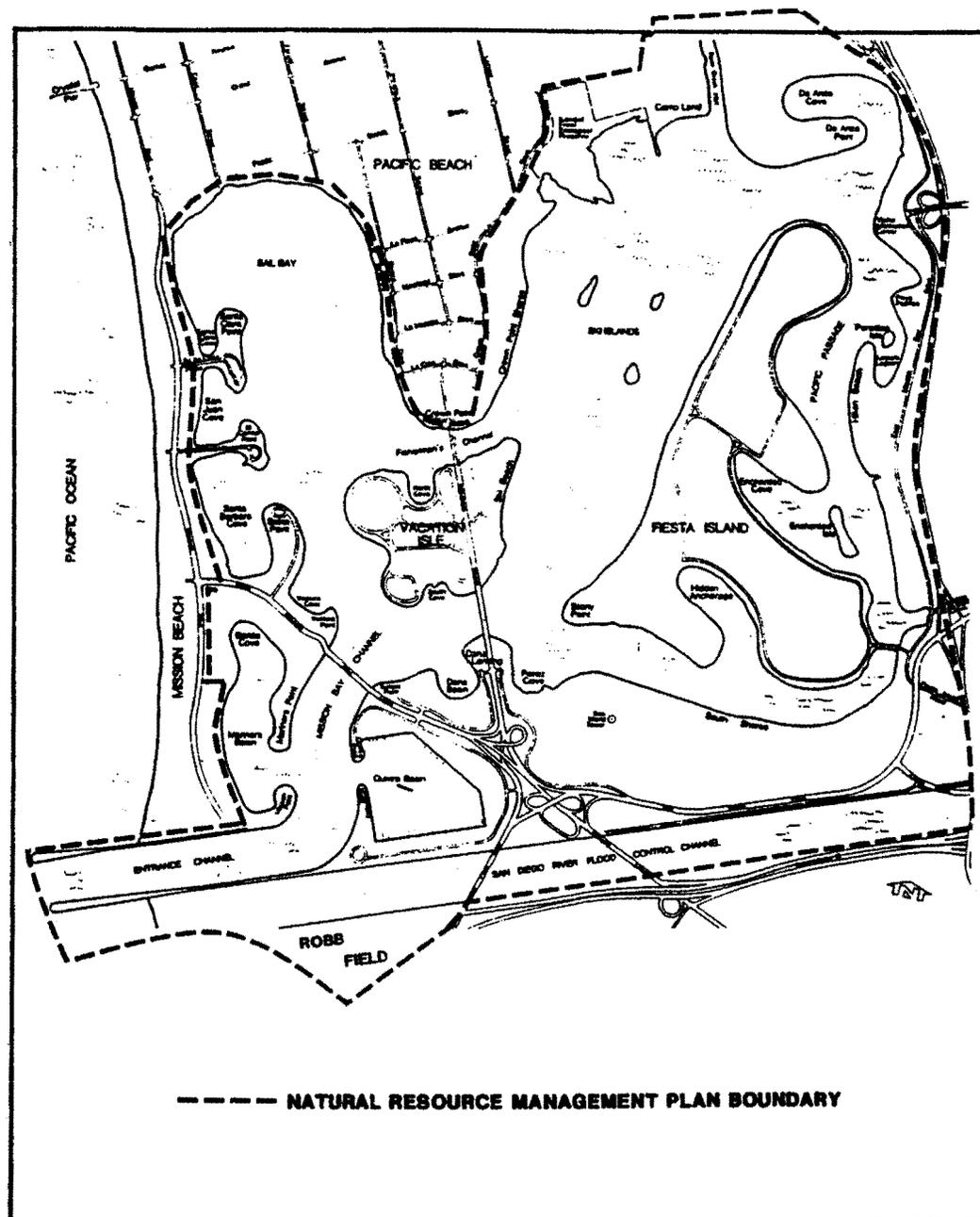
#### OBJECTIVES

The objectives of the Natural Resource Management Plan are:

1. To establish management practices to preserve and protect biological resources while providing for future recreational development, maintenance, and land use in Mission Bay Park.
2. To provide a framework for mitigation acceptable to the City and resource and permitting agencies.
3. To provide opportunities for innovative resource enhancement in Mission Bay Park.
4. To establish a foundation for increased educational and research opportunities in the Park.

#### HISTORY

Until the late 1940's, Mission Bay was a shallow, unnavigable backwater supporting saltwater marsh, swamp, and mud flat habitats. A federally approved project for flood control of the San Diego River and for small boat navigation in Mission Bay began in 1946. As part of this project, dredging activities occurred from 1946 to 1961 until Mission Bay and the San Diego River Flood Control Channel reached their current configuration (Figure 1). Extensive public and private funding supported development of most of Mission Bay's shoreline. Fiesta Island and portions of South Shores are the only major areas yet to be developed or designated for particular land use (Figure 1).



--- NATURAL RESOURCE MANAGEMENT PLAN BOUNDARY



## NATURAL RESOURCE MANAGEMENT PLAN SETTING

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

1

## AGENCY JURISDICTION AND APPLICABLE CITY PLANS

### AGENCY JURISDICTION

A number of agencies have direct or indirect involvement with land use planning and permit approvals for Mission Bay Park. The primary agencies and their degrees of involvement with activities in the Park are as follows:

City of San Diego: The day-to-day management of Mission Bay Park is the responsibility of the Park and Recreation Department, operating under the authority of the City Manager. The Coastal Division of the Park and Recreation Department performs tasks such as repairing eroded shorelines, cleaning and grooming beaches, maintaining landscaped and ecological areas, and maintaining recreational facilities. Lifeguard Services is also a division of the Park and Recreation Department. The lifeguards provide law enforcement and promote aquatic safety on the Bay. The Coastal Division, Mission Bay Park Manager, and lifeguard office is located on Hospitality Point near the Entrance Channel.

Other City departments involved in Mission Bay Park include the Water Utilities Department, Planning Department, Property Department, Police Department, Fire Department, and General Services Department. Water Utilities involvement is focused on Fiesta Island, where City sludge drying beds are located. Water Utilities currently operates the sludge beds and maintains two least tern sites on the island. The involvement of Water Utilities will dissipate once the sludge beds are removed. Responsibility for that portion of Fiesta Island and the tern sites will then revert back to the Park and Recreation Department.

A primary involvement of the Planning Department is centered around the environmental review process. It is through this process that the agencies and the public become involved in the decisionmaking process for master plan and individual project proposals. The Planning Department serves as a liaison between the City, the public, and the agencies. A Mission Bay Park steering committee headed by the Planning and Park and Recreation departments allows for interdepartmental communication and planning for Mission Bay Park. The Planning Department also has a Resource Management Division whose primary purpose is the protection of environmental resources within the City of San Diego. The Long-Range Planning Division of the Planning Department is responsible for updating the Mission Bay Park Master Plan and developing other Specific Plans for areas, such as Fiesta Island, of Mission Bay Park.

California Coastal Commission: The California Coastal Commission (CCC) is charged with administering the California Coastal Act of 1976. This Act requires local governments to prepare a Local Coastal Program (LCP) for those areas located within the Coastal Zone. The LCP is intended to bring the local government's planning process into conformance with the policies

and provision of the Coastal Act. All LCP's include a Land Use Plan (LUP) and implementing ordinances. This Natural Resource Management Plan outlines resource policies and could serve as an element of the LUP for Mission Bay Park.

The Coastal Commission retains authority for all development projects within the Coastal Zone until the LCP is adopted. Once the LCP is implemented, permit authority reverts to the local agency. All projects within Mission Bay Park currently are under the CCC jurisdiction until the City adopts the LCP. Much of Mission Bay Park, however, will remain in the CCC jurisdiction since much of the Bay area is classified as tidelands. Under the Coastal Act, permit actions on tideland areas can be appealed to the CCC even if the LCP is adopted and being implemented. Thus, development proposals will be subject to CCC review indefinitely.

U.S. Army Corps of Engineers: The Army Corps of Engineers (ACE) exercises permit authority in Mission Bay Park for projects which require permits under either Section 10 of the River and Harbor Act of 1899 or Section 404 of the Clean Water Act. Projects which involve activities (e.g., dredging or placement of structures) in navigable water need a Section 10 permit. Projects which involve the discharge of fill or dredge material into waters of the United States must secure a Section 404 permit.

California Department of Fish and Game: Involvement of the California Fish and Game Department (CDFG) occurs one of two ways. For projects involving alteration of a streambed, a permit must be issued pursuant to Sections 1601-1606 of the CDFG Code. Within Mission Bay Park, this type of permit would be required for development or maintenance activities in Rose Creek, Tecolote Creek, or the San Diego River Flood Control Channel.

The second type of involvement would occur with the CDFG serving in an advisory capacity to the CCC or ACE.

U.S. Fish and Wildlife Service: The U.S. Fish and Wildlife Service (USFWS) acts in an advisory role with projects which require an ACE permit (Section 10 or Section 404). The USFWS also serves in an advisory capacity regarding CCC permits and other permit actions. Of particular importance to the USFWS is the status of plants and animals which occur on the List of Endangered and Threatened Species, which are protected under the Endangered Species Act of 1973. Two federally-listed, endangered species, California least tern and light-footed clapper rail, nest in Mission Bay Park.

National Marine Fisheries Service: The National Marine Fisheries Service (NMFS) is involved in a similar capacity as the USFWS. NMFS provides comments on ACE permits, CCC permits, and other permits, as appropriate.

Regional Water Quality Control Board: The Regional Water Quality Control Board (RWQCB) issues permits for activities in Mission Bay. Generally, a permit is required for any project involving dredging or filling of 5,000 cubic yards of material within the Bay waters. The RWQCB serves in an advisory capacity to the CCC and other agencies.

Other Agencies: Other agencies with jurisdiction in Mission Bay Park include the State Lands Commission and U.S. Coast Guard. The involvement of these agencies with natural resources in Mission Bay Park is limited.

#### CITY PLANS APPLICABLE TO MISSION BAY PARK NATURAL RESOURCES

The two major planning documents pertaining to Mission Bay Park are (1) the Mission Bay Park Master Plan for Land and Water Use (1978); and (2) the Local Coastal Program Addendum to the Mission Bay Park Master Plan for Land and Water Use (1982).

The following 1978 Master Plan recommendations affect natural resources:

Establish a carrying capacity for natural resources and public facilities within the Park, and develop a management program to prevent overuse of the areas as the demand for outdoor recreation increases. (page 82)

Limit or restrict the public's physical access to each area of the Park only for safety or environmental considerations.... (page 84)

The Rose Creek Channel should no longer be dredged more than the minimum depth required for flood control purposes. (page 54)

Monitor the use of the very northwestern portion of Fiesta Bay to insure that power boat activities do not unduly disturb the Northern Wildlife Preserve. (page 85)

Restrict activities in the Flood Control Channel primarily to the area west of the Sunset Cliffs Boulevard Bridge, and require that any noise generating aquatic event in the Channel have the prior approval of the Park and Recreation Director. (page 85)

Provide signing, fencing, and use restrictions in adjacent areas to protect the Northern and Southern Wildlife preserves. (page 89)

Continue the existing water quality sampling program in Mission Bay, and expand monitoring activities to include factors relevant to the preservation of wildlife. (page 89)

Establish an ongoing environmental monitoring program to provide periodic data on the status of the wildlife reserves and other sections of the Park. It is suggested that an agreement be established between the City and local colleges and universities, or an environmental consultant be retained on a continuing basis, to provide the service. (page 89)

Develop a program with the Regional Water Quality Control Board to mitigate the possibly adverse effects of boating activities through spilled fuels, non-use of holding tanks, and dumping. (page 89)

Rechannel the storm drains emptying into Mission Bay and Tecolote Creek to an environmentally suitable outfall. (page 89)

Continue to set aside habitat essential to the preservation of rare and endangered species. Of special importance is the City's continued participation in the Least Tern Recovery Team, a multi-agency project to coordinate efforts for protection and enhancement of least tern nesting sites in San Diego. Public posting of all existing wildlife preserves should be instituted. (page 89)

Limit dredging of Mission Bay waters to... 4) wildlife refuge habitat restoring and managing; and 5) restoring water circulation. Dredging shall be planned, scheduled, and carried out to avoid undue disruption to fish and bird breeding and migrations, marine habitats, and water circulation. (page 90)

The Local Coastal Program Addendum (1982) incorporates recommendations outlined in the 1978 Master Plan and further clarifies and reinforces those recommendations. The LCP adds the following clarifications:

"The restoration of the Rose Creek/Northern Wildlife preservation should be part of a resource management program (work program for such a management program submitted as a separate document) to be developed to address the protection and restoration of sensitive habitats... A determination concerning the addition of Campland to the Northern Wildlife Preserve and excavation of the site to allow for marsh reestablishment, should be part of this program. The Coastal Conservancy should be involved in this as a restoration project." (page 20)

The Least Tern Management Program is called out in the LCP as "a primary element of a more comprehensive Resource Management Program... Other management elements proposed include programs for the Kendall-Frost/North Reserve/Rose Creek Complex, San Diego River Flood Control Channel...". (page 27)

## EXISTING CONDITIONS

Mission Bay Park is a 4,600-acre recreational park in southern California. Figure 1 shows the Park location northwest of downtown San Diego, bounded by Interstate 5 to the east, the community of Pacific Beach to the north, Mission Beach to the west, and Ocean Beach to the south.

The existing conditions outlined in this section are summarized primarily from the Mission Bay Park Shoreline Restoration and Stabilization Project Environmental Impact Report (1989).

### BIOLOGICAL RESOURCES

Biological resources in Mission Bay Park include a wide range of marine habitats, a prime example of coastal salt marsh, and a variety of birds, including endangered species.

### MARINE RESOURCES

Five different marine communities occur in Mission Bay: sand bottom, mud bottom, hard bottom, eelgrass meadows, and open water.

**Sand Bottom:** Sand bottom habitat is found along shoreline intertidal zones (area between extreme high and low tides) and in high energy water movement areas, such as the Entrance Channel, the Bay bridge channels, and at the mouth of the Flood Control Channel. The dominant invertebrates in this habitat include polychaete worms, armored sand stars (Astropecten armatus), swimming crabs (Portunus xantusii), sea pansy (Renilla kollikeri), and sea pen (Stylatula elongata). The population of sand dollars (Dendraster excentricus) in Mission Bay has fluctuated in the past but is currently dense in the Entrance Channel. Fish associated with sand bottoms in the Bay are California halibut (Paralichthys californicus), diamond turbot (Hypsopsetta guttulata), barred sand bass (Paralabrax nebulifer), and spotted sand bass (Paralabrax maculatofasciatus).

**Mud Bottom:** The dominant subtidal (below the area of tidal fluctuation) habitat in Mission Bay Park is mud bottom. Mud bottom habitat, however, also occurs from intertidal mudflats in the Northern Wildlife Preserve to the deepest part of the Bay and in the Southern Wildlife Preserve. This habitat is a more stable substrate and has a higher organic content than sand. It is present in areas of slow water movement and seasonal sediment deposition. Typical species found in this habitat are moon snails (Polinices and Natica spp.), California bubble snail (Bulla gouldiana), polychaete worms, swimming crabs, ghost shrimp (Callinassa spp.), mud shrimp (Upogebia pugettensis), a tubicolous anemone (Pachycerianthus spp.), and light-bulb tunicate (Clavelina hunsmani). Fleshy stalked bryozoan (Zoobotryon verticillatum) densely populate some areas during the summer. Fish frequenting mud bottom habitat include California halibut, diamond turbot, bat ray (Myliobatis californica), butterfly ray (Gymnura

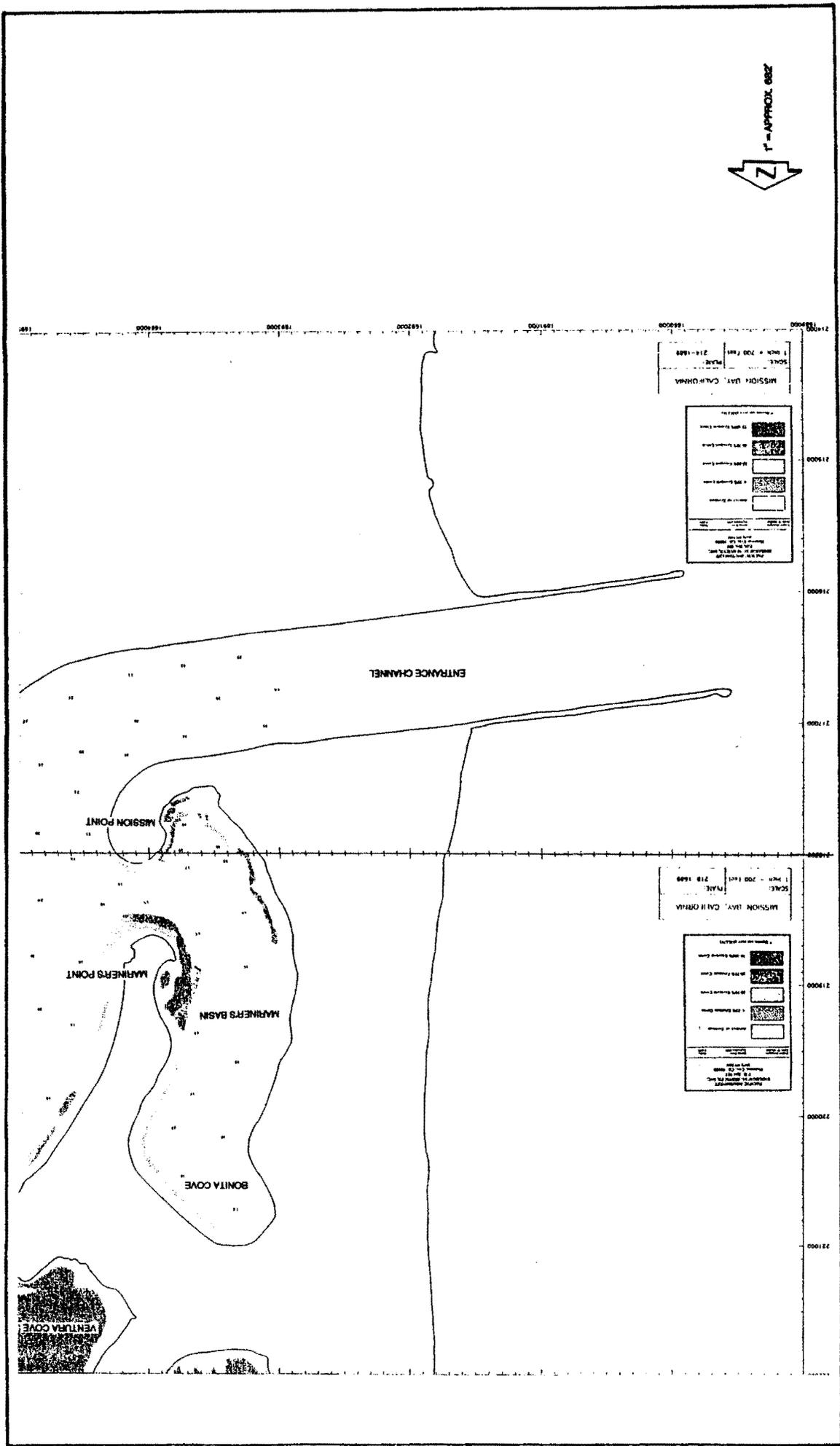
marmorata), and long-jawed mudsucker (Gillichthys mirabilis). Round rays (Urolophus halleri) are abundant in this habitat. Shallow (less than three feet), protected subtidal areas with either mud or sand bottoms, are important as nursery habitat for juvenile California halibut.

**Hard Bottom:** Hard bottom habitat in Mission Bay is associated with manmade hard substrate, such as riprap, bridge and pier pilings, docks, and concrete storm drains. Organisms in the Entrance Channel, west of West Mission Bay Drive Bridge, are found in greater numbers than in other hard substrate areas of the Bay. This is due to the preference for the cooler, less turbid water, the more intense water motion, and the less variable salinity conditions found in the Entrance Channel. Species commonly occurring in this habitat include: low-growing coralline algae (Corallina vancouveriensis, Bossiella orbignina, Gigartina spp.); giant kelp (Macrocystis pyrifera); sea fans (Muricea californica and M. fruticosa); sea stars (Pisaster giganteus, P. ochraceus); sea urchins (Strongylocentrotus franciscanus and S. purpuratus); and mollusks (Astraea undosa, Aplysiavaccaria spp., Haliotis spp.). Fish associated with the Entrance Channel riprap are garibaldi (Hypsypops rubicundus), kelpfish (Gibbonsia spp.), giant kelpfish (Heterostichus rostratus), and kelp surfperch (Brachyistius frenatus). Other hard substrate habitat in the Bay is dominated by bay mussel (Mytilus edulis), rock scallop (Hinnites multirugosus), barnacles (Tetracita squamosa and Balanus amphitrite), algae (Egregia laevigata and Gigartina, spp.) and macroalgae (Sargassum muticum and Codium fragile). Fish associated with hard substrate in the Bay include kelpbass (Paralabrax clathratus), barred sand bass (Paralabrax nebulifer), California scorpionfish (Scorpaena guttata), and opaleye (Girella nigricans).

**Eelgrass Meadows:** Eelgrass (Zostera marina) is an aquatic grass which grows on the low intertidal to high subtidal slopes in Mission Bay and the Flood Control Channel. Eelgrass plays a particularly important role in the marine ecology of bay and channel waters. Eelgrass is a direct food source for some fish and bird species. Invertebrates attached to eelgrass serve as a food source for many fish species inhabiting eelgrass beds. Disintegrating eelgrass supports amphipods and phytoplankton populations, which are sources of food for fish in the water column. In addition to a primary and secondary food producer, eelgrass plays an important role by providing a structural component to bay and channel bottoms. Eelgrass beds also provide protection for shrimps, crabs, scallops, and juvenile fish.

Substantial eelgrass habitat is present in Mission Bay and the Flood Control Channel, second in area only to mud bottom habitat (EIR 1989, PCBS 1988). Eelgrass meadows graduate into mud bottom. Eelgrass distribution in Mission Bay during 1988 is shown in Figures 2A to 2F. Future eelgrass surveys updating the 1988 data will be available in the Mission Bay Park Natural Resource Management Plan - Technical Appendices, a separate document.

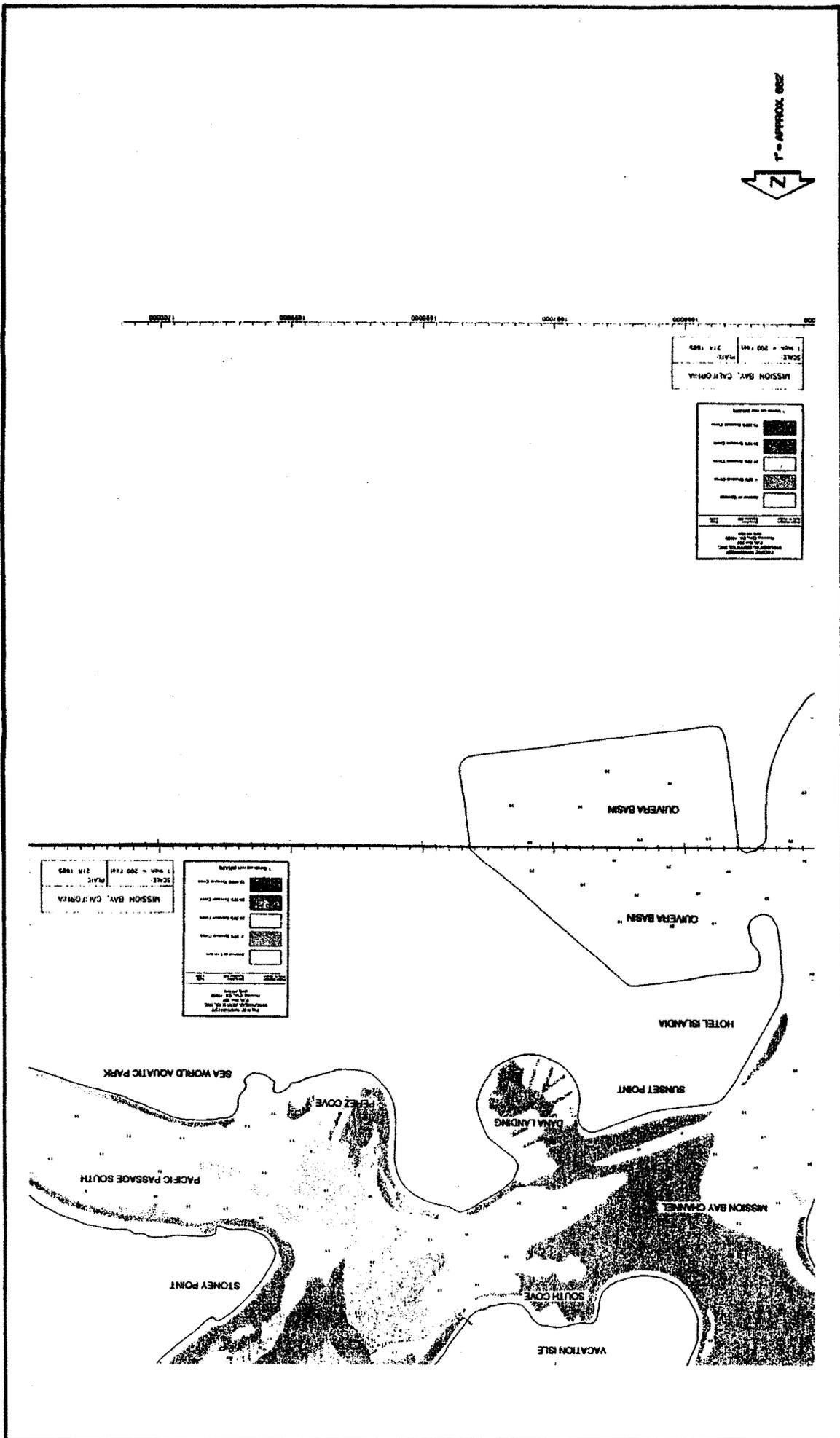
FIGURE 2A



**MISSION BAY EELGRASS INVENTORY**

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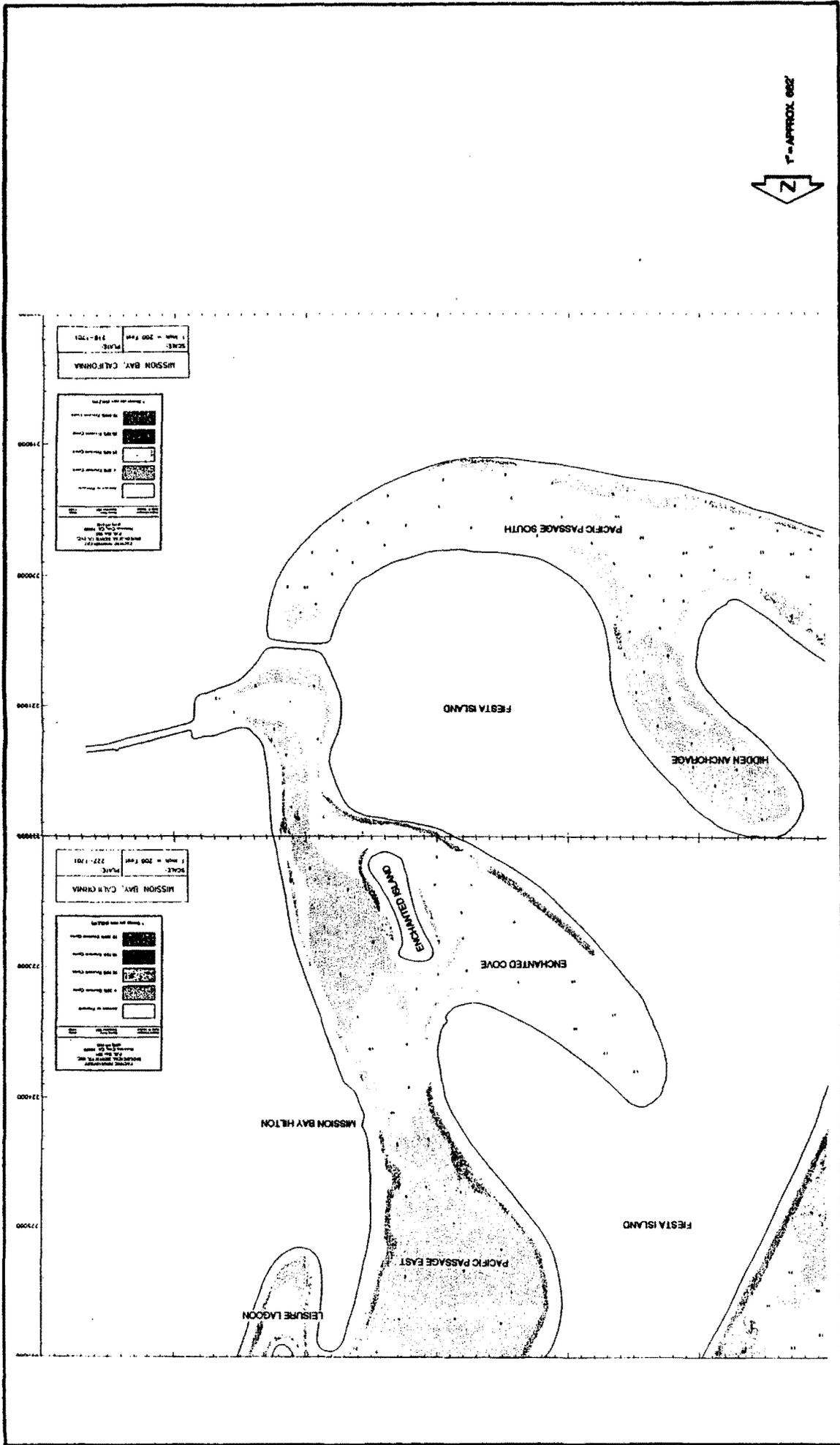
SOURCE: PACIFIC SOUTHWEST BIOLOGICAL SERVICES, 1988



**MISSION BAY EELGRASS INVENTORY**

**FIGURE 2B**



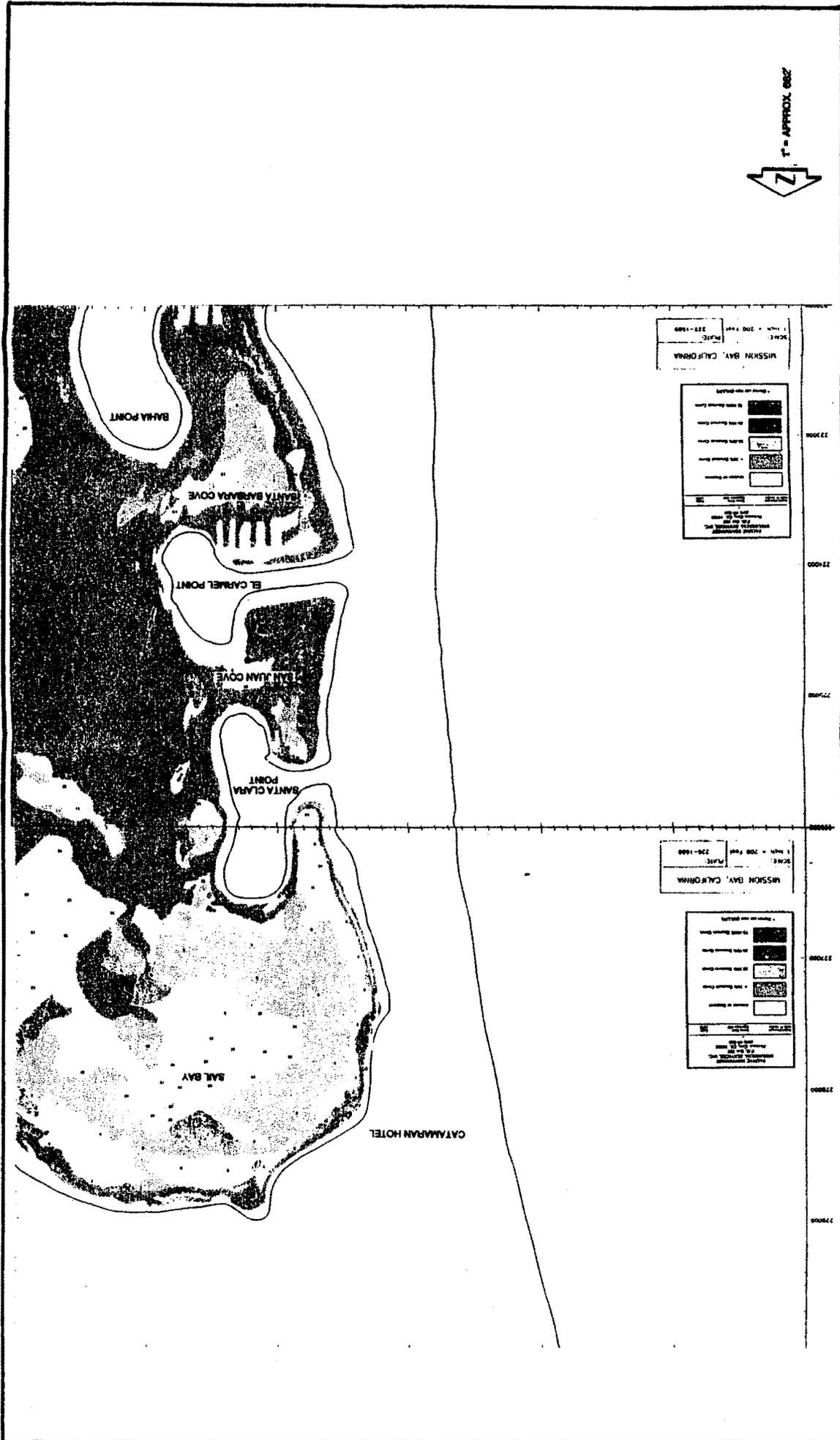


**FIGURE 2C**

**MISSION BAY EELGRASS INVENTORY**



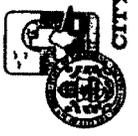
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# MISSION BAY EELGRASS INVENTORY

FIGURE 2D

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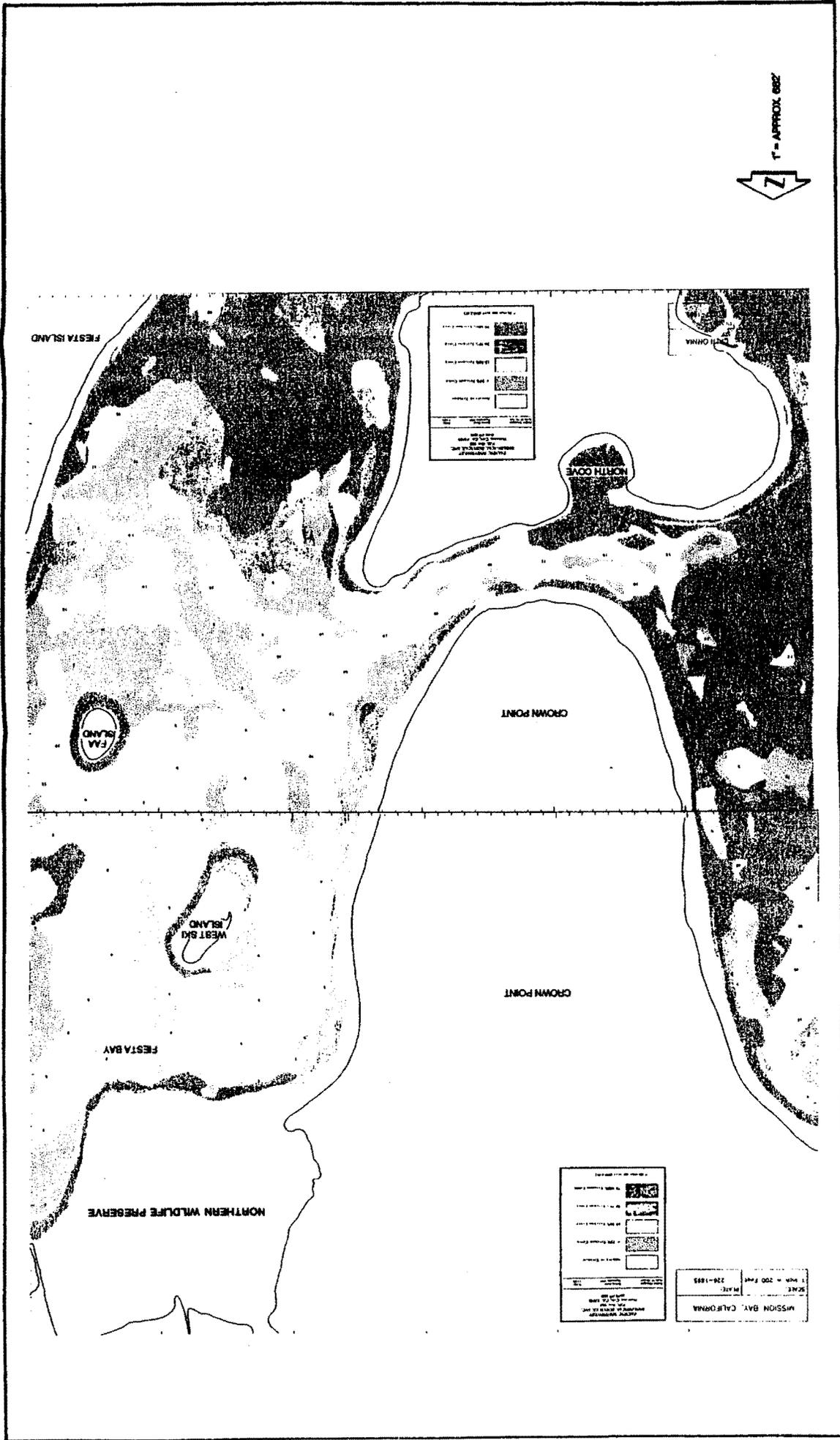
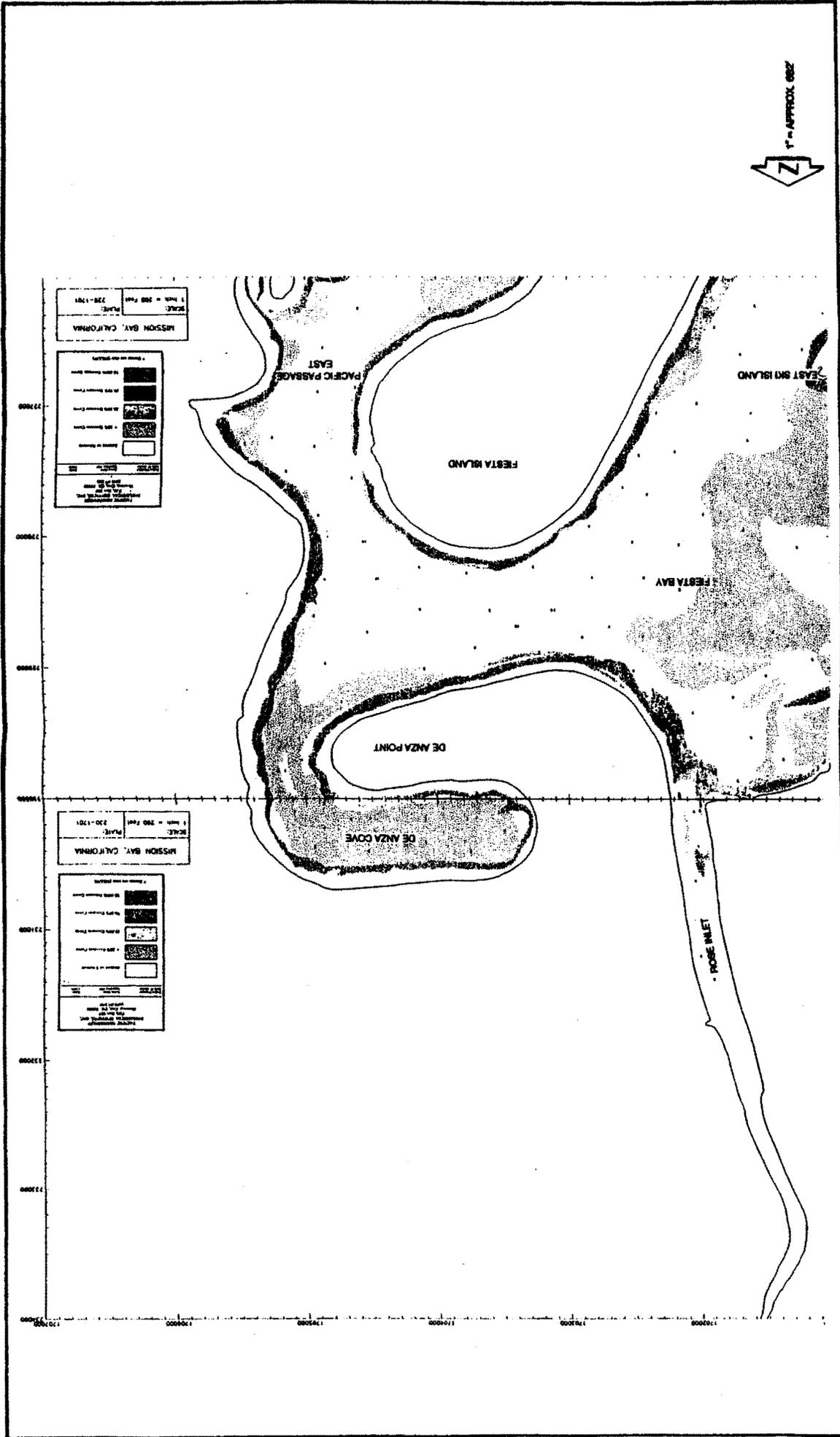


FIGURE 2E

MISSION BAY EELGRASS INVENTORY

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# MISSION BAY EELGRASS INVENTORY

FIGURE

2F



The extent of eelgrass beds in Mission Bay and the Flood Control Channel fluctuates in response to seasonal conditions and water quality. Factors which affect eelgrass distribution include light, water quality (turbidity), and substrate. Eelgrass grows in water as shallow as +1 Mean Lower Low Water (MLLW) down to -6MLLW where the water temperature is warm and the light is good. At depths between -6 and -9MLLW, eelgrass scatters widely across the bottom due to marginal conditions. In deeper water, eelgrass does not receive the temperature and light needed for growth. Years of heavy rainfall create more turbid conditions and discourage eelgrass growth. Shading from dock structures and boats has been shown to prevent eelgrass growth in the Bay. Turbidity caused by propeller action in shallow water may also impact normal growth. Eelgrass distribution is also impacted by dredging and construction activities in shallow areas. The last major eelgrass beds in southern California are found in Mission Bay and San Diego Bay. This limited distribution increases the importance of the eelgrass habitat in Mission Bay.

Dominant organisms found in eelgrass beds include algae (Ceramium flaccidum), stalked bryozoan (Zoobotryon verticillatum), epiphytic bryozoan (Membranipora spp.), and broad-eared scallop (Leptopecten latiauratus). Small gastropods (such as chink snail, Lacuna marmorata, and painted limpet, Notacmea depicta) graze in the epiphytic (attached to but causing no harm) growth on the eelgrass blades. Sea hares (Aplysia californica) graze in the eelgrass. Twenty species of fish have been found in Mission Bay eelgrass beds. The most abundant species are gobies (Gobidae spp.), topsmelt (Atherinops affinis), and California halibut (Paralichthys californicus). Other representative species include bay pipefish (Syngnathus griseolineatus), dwarf surfperch (Micrometrus minimus), giant kelpfish, and bay blenny (Hysoblennius gentilis).

Open Water: Many organisms are not restricted to specific habitats in the Bay and the Flood Control Channel; these are called pelagic or water column species. Phytoplankton and zooplankton (microscopic plants and animals which move passively with the tides) in Mission Bay include diatoms, dinoflagellates, polychaete and gastropod larval, copepods, cladocerans, and uerochordates. High densities of moon jelly fish (Aurelia aurita) have been documented periodically in Mission Bay. Pelagic fish in the Bay and the Channel include schools of topsmelt, striped mullet (Mugil cephalus), anchovies (Engraulis mordax and Anchoa spp.), and queenfish (Seriphus politus).

Several sportsfish, including California halibut, kelpbass, barred sand bass, California barracuda (Sphyræna argentea), and Pacific bonita (Sarda chiliensis), inhabit Mission Bay.

#### WETLAND RESOURCES

Only one type of wetland habitat occurs in Mission Bay Park: coastal salt marsh.

**Coastal Salt Marsh:** Considered one of the best examples of coastal salt marsh remaining in southern California, the Northern Wildlife Preserve is located at the northeastern section of Mission Bay Park (Figure 3). The Preserve is comprised of about 15 acres of City-owned land and 16 acres owned by the University of California at San Diego (UCSD) and known as the Kendall-Frost Mission Bay Marsh Reserve. This Northern Wildlife Preserve is the last remnant of salt marsh in Mission Bay. The marsh vegetation is influenced by runoff and tidal action. Lower elevations are dominated by cordgrass (*Spartina foliosa*); mid elevations by saltwort (*Batis maritima*) and pickleweed (*Salicornia virginica* and *S. bigelovii*); and higher elevations by *Suaeda californica*, alkali-theatu (*Frankenia grandifolia*), and sea lavender (*Limonium californicum*). Two invasive species, river mangrove (*Aegiceras corniculatum*) and manawa (*Avicenia marina resinifera*), planted in the Preserve in 1966-69 threaten the integrity of this habitat. Annual attempts by UCSD to eradicate these species has reduced the numbers of these species and effectively removed their intrusion.

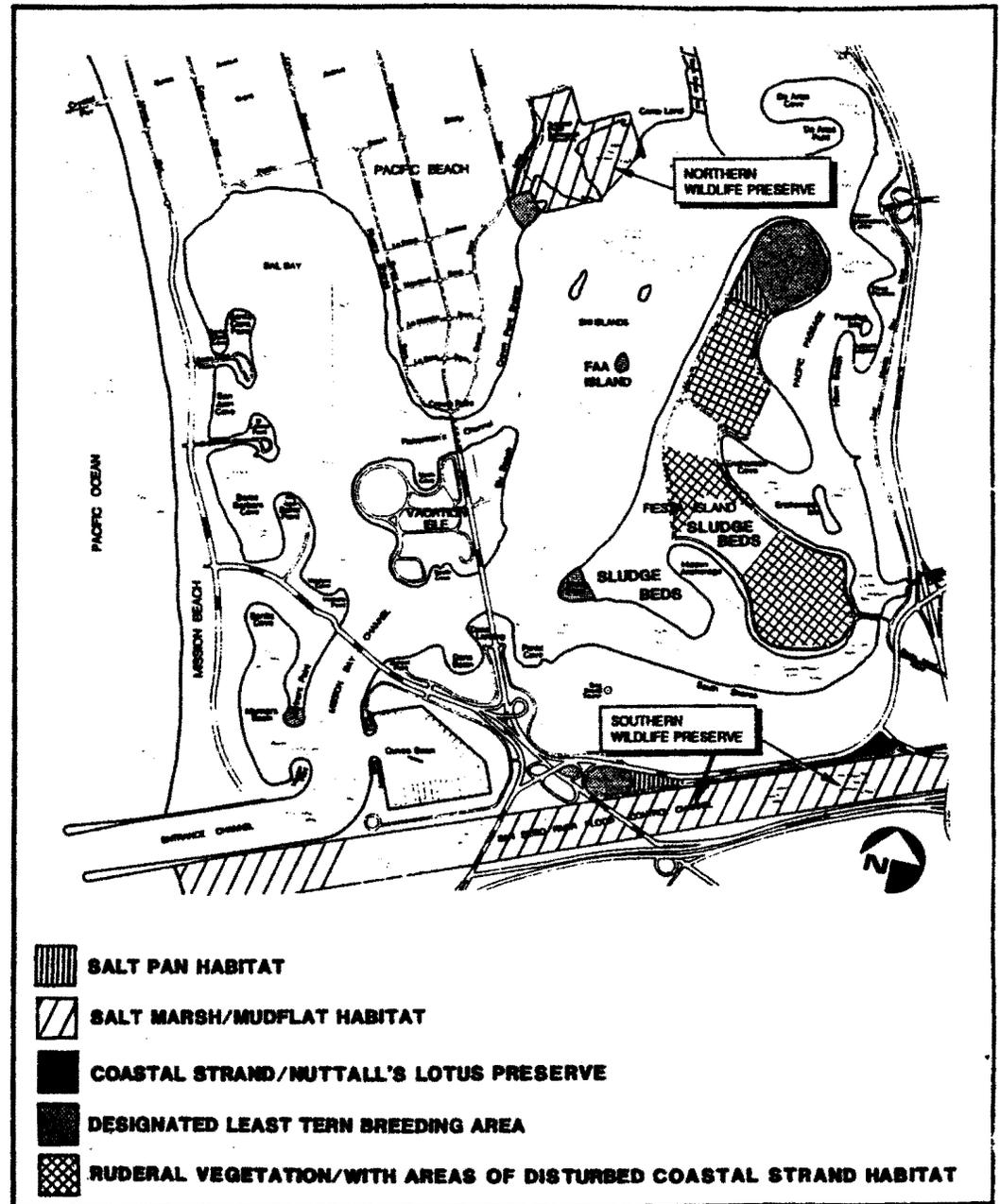
Rose Creek inlet is not included in a Preserve but contains small patches of marsh habitat along both sides of the creek channel north of Pacific Beach Drive. At the mouth of the Creek, near Grand Avenue bridge, patches of cordgrass grow and further up the creek pickleweed is present. The creek vegetation changes to brackish, disturbed wetland midway between Grand and Garnet avenues. This overgrown, weedy vegetation includes mulefat (*Bacharris glutinosa*), castor bean (*Ricinus communis*), and willow (*Salix*, spp.).

The Southern Wildlife Preserve salt marsh is located in the Flood Control Channel (Figure 3). This salt marsh is a less diverse marsh than that present in the Northern Preserve due to the fluctuations in salinity. These fluctuations result from the introduction of large volumes of fresh water released from upstream reservoirs or created during flood events. The dominant vegetation in the Preserve and the rest of the Flood Control Channel shifts depending on the degree of freshwater influence. The primary species currently found in the salt marsh are pickleweed, cord grass, and salt wort. The eastern end of the Channel (near Interstate 5) includes more brackish or freshwater species, such as cattails (*Typha* spp.) and spiny rush (*Juncus acutus*).

**TERRESTRIAL RESOURCES**

Natural habitat is limited in Mission Bay Park. Most of Mission Bay Park is parkland and maintained beaches. The majority of natural habitat in the Park is part of a preserve system (Figure 3). A 'preserve' designation in Mission Bay Park indicates an area set aside and maintained by the City of San Diego for the purpose of protecting and enhancing wildlife, wildlife habitat, or other natural resources. These preserves include:

- o Northern Wildlife Preserve, including the University of California San Diego's Kendall-Frost Mission Bay Marsh Reserve, located in the northern part of the Bay, east of Crown Point Shores (discussed under Wetland Resources).



**TERRESTRIAL HABITAT AND WILDLIFE PRESERVE SYSTEM**

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FIGURE

3

- o Southern Wildlife Preserve located in the San Diego River Flood Control Channel east of West Mission Bay Drive Bridge (discussed under Wetland Resources).
- o Seven least tern nesting sites (FAA Island, North Fiesta Island, Stony Point, Cloverleaf, South Shores, Crown Point Shores, and Mariner's Point).
- o Two salt pan habitat preserves: North Fiesta Island, adjacent and west of the least tern site, and South Shores, adjacent and east of the South Shores least tern site.
- o Coastal Strand/Nuttall's Lotus Preserve south of Sea World and Friars Road intersection.

The following is a discussion of the three terrestrial habitat-types found in the Park: salt pan, coastal strand, and disturbed habitats. Mammals, reptiles, and birds inhabiting or frequenting Mission Bay Park are also discussed.

Salt Pan: Salt pan habitat is actually higher elevation marsh habitat. In Mission Bay Park, salt pan habitat is found within the Northern Wildlife Preserve, on North Fiesta Island adjacent to the least tern nesting site, and on a ten-acre site next to the least tern nesting site between Sea World and the Flood Control Channel (Figure 3). This habitat is drier in nature than the marsh and the ponding that occurs on-site is seasonal. Vegetation growing in a salt pan is tolerant of the high salinity remaining in the soil as the seasonal water evaporates. The dominant species is pickleweed. Other species found include sea rocket (Cakile maritima), and goldenbush (Haplopappus spp.). This habitat is important for the state-listed, endangered Belding's savannah sparrow (Passercalus sandwichensis spp. beldingi) which feeds solely on pickleweed. Some federally-listed, endangered California least terns (Sterna antillarum spp. browni) have been known to nest on salt pan habitat.

Coastal Strand: Coastal strand is a native habitat type which invades unstable habitats. It historically occurs on sandy beaches and dunes along the entire coast of California. Recreational use of coastal beaches in San Diego has virtually eliminated this habitat. Coastal strand habitat in Mission Bay Park is found on the sandy soil in the central portion of Fiesta Island, north of the Over-the-Line Tournament area, in the southern end of Fiesta Island, and in the South Shores area on a seven-acre habitat preserve (Figure 3). Much of the coastal strand habitat found on Fiesta Island is growing on old dredge spoil and is poor quality habitat.

The loose sand, sea salt, and other unusual conditions allow coastal strand species to develop where other plants have difficulty. Plant species found in the central portion of Fiesta Island include bur sage (Ambrosia chamissonis), sand verbena (Abronia maritima, A. umbellata), sand beach evening primrose (Oenothera spp.), Atriplex leucophylla, and the non-native

sea rocket. The Nuttall's lotus (Lotus nuttalianus), historically found in native coastal strand habitat, is not found in central Fiesta Island. This annual species is not officially listed by federal or state wildlife agencies. It does, however, appear on the U.S. Fish and Wildlife Services' listing of taxa under consideration (USFW, 1988). The California Native Plant Society (1988) lists this species as sensitive. Nuttall's lotus grows in the southern end of Fiesta Island and within the South Shores area on hard-packed, non-sandy soil in association with pampass grass (Cortaderia selloana, C. atacamensis), broom baccharis (Baccharis sarathroides) and other invasive species. The only other coastal strand species typically found with Nuttall's lotus is the beach evening primrose. The seven-acre habitat preserve in South Shores is provided for the reestablishment of coastal strand habitat including bur sage, sand verbena, beach evening primrose, and Nuttall's lotus.

Disturbed Habitat: The last remaining terrestrial habitat in Mission Bay Park is ruderal (growing in disturbed areas) upland vegetation. This vegetation has invaded the dredge spoil deposits on Fiesta Island and portions of South Shores (Figure 3). The prominent plant on Fiesta Island is broom baccharis, a native species which is a common invader of disturbed areas. The troublesome pampass grass is also firmly established in the southern end of Fiesta Island. Brome grasses (Bromus spp.) and other weedy species are common in this area. The soil where these plants are established tends to be a harder packed soil, containing more fine particles than the beach sand which characterizes other parts of Fiesta Island. This soil type also is evident on South Shores, where vegetation includes broom baccharis, pampass grass, deerweed (Lotus scoparius), and Myoporum laetum. In some sandy areas on Fiesta Island and South Shores, sea rocket and the spring annual Chrysanthemum coronarium dominate with elements of coastal strand habitat also evident.

Mammals and Reptiles: A very limited number of mammal and reptile species occur in Mission Bay Park due to the limited area of undeveloped land. Five species of mammals have been observed in the Park: desert cottontail (Sylvilagus audubonii), black-tailed jack rabbit (Lepus californicus), California ground squirrel (Spermophilus beecheyi), western harvest mouse (Reithrodontomys megalotis), and house mouse (Mus musculus). Only two reptile species are found in the Park: western fence lizard (Sceloporus occidentalis) and side-blotched lizard (Uta stansburiana). Western harvest mice are found primarily in salt marsh habitat. The other mammal species and two lizard species usually occur in any vegetated, undeveloped area in Mission Bay Park.

Avifauna: Birds comprise the majority of the terrestrial wildlife resources in Mission Bay Park. The Park is located within the Pacific Flyway and, therefore, is an important regional habitat for resting, feeding, and, to a lesser extent, migrating birds. Resident birds also use the available habitat for feeding, resting, and breeding. The most significant habitat areas for birds include the Northern Wildlife Preserve (including Kendall-Frost Marsh Reserve) and the Southern Wildlife Preserve.

Open water areas provide resting and, for wintering ducks, feeding areas. In the Park, wintering ducks concentrate in the coves and shoreline areas around Fiesta Island, and, to a lesser extent, other coves around Mission Bay and some parts of the Flood Control Channel. Upland habitat on Fiesta Island, South Shores, and other areas support a limited number of terrestrial bird species.

The City of San Diego currently is conducting a Park-wide bird survey. The results from the first quarter (October-December) are available in Appendix B of the Mission Bay Park Natural Resource Plan - Technical Appendices (separate document). Prior to this survey, bird censuses were conducted by Reiger and Beauchamp in 1975 for the whole Park and by Sitro (1979) for the Northern Wildlife Preserve.

Birds have three principal activities (feeding, resting and breeding) which require certain habitats. The following discussion identifies which habitats support these activities in Mission Bay for shorebirds (including terns and gulls), waterfowl, terrestrial birds, and sensitive species.

**Shorebirds:** Shorebirds feed in the intertidal areas of Mission Bay Park exposed during low tides. The mudflats of the Northern and Southern Wildlife preserves expose the greatest area during low tide and provide feeding habitat for large numbers, about 60 percent, of the shorebirds (City of San Diego, 1989). Other areas in the Bay do not have such large numbers due to the narrow intertidal shoreline and high level of human disturbance. The tidal action in the Flood Control Channel is one to two hours behind Mission Bay. This out-of-sync timing allows mudflat exposure at different times, thereby providing an alternative area for shorebirds to use when the other areas become inundated. The most numerous shorebird species are western sandpiper (Calidris mauri), semipalmated plover (Charadrius semipalmatus), black-bellied plover (Pluvialis squatarola), least sandpiper (Erolia minutilla), American avocet (Recurvirostra americana), marbled godwit (Limosa fedoa), willet (Catoptrophorus semipalmatus), killdeer (Charadrius vociferus), dowitchers (Limnodromus spp.), sanderling (Crocethia alba), and red knot (Calidris canutus). The most frequently observed gulls and terns are California gull (Larus californicus), ring-billed gull (Larus delawarensis), Bonaparte's gull (Larus philadelphia), and Forster's tern (Sterna forsteri). The California least tern (Sterna antillarum browni), a federally-listed endangered species, is a visitor in the Park from April to September. The City of San Diego is conducting a foraging study, from May through August 1989. The study results will be inserted in Appendix C of the Mission Bay Park Natural Resource Plan - Technical Appendices, a separate document.

During periods of mudflat inundation, resting areas outside the two preserves are required. Potential resting areas available in Mission Bay Park include the North Fiesta Island salt pan and least tern site, Mariner's Point, other portions of Fiesta Island (Stony Point, eastern and southern shorelines), Crown Point, Riviera Shores, and various other shorelines in the Park.

Only a few shorebirds breed and nest in Mission Bay Park. The most notable nesting species, the California least tern and light-footed clapper rail (Rallus longirostris levipes), are discussed under sensitive species. Another bird nesting in salt pan and salt marsh area is the Belding's sacannah sparrow (Passerculus sandwichensis beldingi). Breeding by shorebirds in the Park is greatly restricted due to the small amount of vacant land with minimal disturbance. Low numbers of black-necked stilt (Himantopus mexicanus), American avocet, and killdeer have nested on the salt pan areas of South Shores. A successful great blue heron (Ardea herodias) rookery is located on South Shores across the Bay from Stony Point.

**Waterfowl:** Waterfowl are present in Mission Bay Park in great numbers during the winter months. Censuses in Mission Bay indicate the Park supports at least ten thousand waterbirds during winter (Mission Bay Park Shoreline Restoration and Stabilization Project EIR, 1989). The most common species or groups of waterfowl are scaup (Aythya spp.), American wigeon (Anas anserinabys), ruddy duck (Oxyura jamaicensis), northern pintail (Anas acuta), brant (Branta bernicla), bufflehead (Bucephala albeola), northern shoveler (Spatula clypeata), surf scoter (Melanitta perspicillata), gadwall (Anas strepera), cinnamon teal (Anas cyanoptera), green-winged teal (Anas carolinensis), canvasback (Aythya valisineria), mallard (Anas platyrhynchos), and merganser (Mergus spp.). The Northern and Southern Wildlife preserves support the highest concentrations of waterfowl. The large expanse of these areas and the relative isolation provide the best resting and feeding areas during high tides. When low tides limit the open space in these areas, the waterfowl must move to other open water areas in Mission Bay and the Flood Control Channel. These open water areas are most heavily used during nighttime hours and weekdays when human disturbance levels are low. Hidden Anchorage and the open water along South Shores has had substantial waterfowl use in the past; however, the introduction of intensive personal motorized watercraft use has displaced the birds to other areas (Reiger and Beauchamp, 1975).

Eelgrass beds in the open water are especially significant as feeding areas for waterbirds. Most waterfowl species, such as brant, feed on eelgrass. The large number of fish associated with eelgrass beds also attracts fish-eating birds, such as the least tern and California brown pelican (Pelecanus occidentalis californicus).

Waterfowl are not known to breed or nest in Mission Bay Park because they are not present in the Park during their breeding season.

**Terrestrial Birds:** Three categories of terrestrial bird species occur in Mission Bay Park: species nesting in upland habitats; migrating species, such as raptors, using open areas for foraging; and urban species inhabiting developed areas around the Bay.

Upland species inhabiting areas of ruderal (growing in disturbed areas) vegetation on Fiesta Island and South Shores include house finch (Carpodacus mexicanus), horned lark (Eremophila alpestris), western meadowlark (Sturnella neglecta), mourning dove (Zenaidura macroura), and burrowing owl (Athene cunicularia). Observed on Fiesta Island are loggerhead shrike (Lanius ludovicianus), and golden-crowned sparrow (Zonotrichia atricapilla).

Several raptor species utilize the open, disturbed upland areas as foraging habitat. These species include marsh hawk (Circus cyaneus), red-tailed hawk (Buteo jamaicensis), prairie falcon (Falco mexicanus), and American kestrel (Falco sparverius). The raptor population is limited due to human presence and the limited number of trees or other tall structures which raptors use for perches. The Park supports few, if any, nesting raptors.

Urban species, adapted to and inhabiting developed areas in and around Mission Bay Park include: house sparrow (Passer domesticus), starling (Sturnus vulgaris), and rock dove or pigeon (Columba livia).

#### SENSITIVE SPECIES

Sensitive species using Mission Bay Park fall into three categories: species officially listed by federal and state wildlife agencies; species listed as candidates for official listing by these agencies; and species considered unique, limited in distribution, or thought to be undergoing regional population decline.

Nuttall's lotus, discussed earlier under Coastal Strand habitat, is the only rare plant listed by the California Native Plant Society (CNPS, 1988) in Mission Bay Park. The City of San Diego has created a seven-acre preserve for this plant along Sea World Drive (Figure 3).

Three endangered bird species (California least tern, Belding's savannah sparrow, and light-footed clapper rail) nest in Mission Bay Park.

California Least Tern: The California least tern is both federally- and state-listed as endangered. As a migratory bird, the least tern is present in Mission Bay Park only during its breeding and nesting season, approximately April to September.

Least terns nest colonially and prefer open areas with sandy, shell substrate and little, if any vegetation. Historically, the least terns have used eleven different sites in Mission Bay Park for nesting. Since the early 1980's, however, least terns have nested every year on FAA Island and on Mariner's Point in 1989. In 1988, 50 fledglings produced from 79 nests were found on FAA Island. In 1989, 30 fledglings produced from 125 nests were found on FAA Island and no fledglings were found from the four nest on Mariner's Point.

The City has maintained seven least tern nesting sites as part of the Mission Bay Park California Least Tern Nest Site Management Team effort (Figure 3).

Five of the seven total nesting sites are designated "permanent" sites and were productive least tern nestings in the past. In 1986, the City entered into a verbal agreement with the U.S. Fish and Wildlife Service to set aside two other nesting sites, Mariner's Point and Crown Point Shores, for a five-year period. Mariner's Point has not supported least tern nesting since 1970 but was included for its nesting potential. Crown Point Shores has never been a least tern nesting site but is considered to have good potential as a site due to its proximity to the Northern Wildlife Preserve.

The original agreement with the Fish and Wildlife Service stated that if least terns have not nested on these sites during the agreed five-year period (1986-1990), sites can be released from the least tern nesting site designation according to the 1986 agreement. Four nests were found on Mariner's Point during the 1989 season; therefore, the Mariner's Point site loses its temporary status and is now a permanent site. This makes a new total of six permanent sites in Mission Bay Park. Crown Point Shores is still a temporary site.

The Mission Bay Park Least Tern Management Team is primarily comprised of representatives from California Department of Fish and Game; U.S. Fish and Wildlife Service; City of San Diego (Planning, Park and Recreation, and Water Utilities Departments); U.S. Army Corps of Engineers; California Coastal Commission, and University of California at San Diego; and the San Diego County Least Tern Recovery Team Coordinator (i.e., Elizabeth Copper in 1989). Each February, the team meets to decide what site preparation to undertake prior to April and the beginning of the next least tern season. Recommended treatments may include clearing of vegetation, importation of new substrate, fence and/or sign repair, installation of a chick protection fence, and placement of roof tiles for chick protection. Human intrusion and predators are ongoing problems and believed to have impacted nesting success. Increased vigilance by City personnel and least tern census takers in addition to keeping existing fences and signs in good repair is expected to help manage the human disturbance element. The City will be aiding the U.S. Fish and Wildlife Service and Department of Fish and Game in a predator control program.

California least terns feed on small fish, such as anchovy and topsmelt, in the upper one to two inches of open water habitats. The actual foraging areas in Mission Bay are unknown. A currently ongoing California least tern foraging study will hopefully indicate tern foraging habitat areas. The first year of the study is scheduled for completion in September 1989. It's hoped to have two more years of survey data to determine least tern foraging locations in Mission Bay Park.

Belding's Savannah Sparrow: The Belding's savannah sparrow, listed as a state endangered subspecies, is a small songbird endemic to California salt

marsh. This songbird typically nests in pure stands of Salicornia in coastal salt marsh and coastal strand habitats. Three locations in Mission Bay Park support Belding's savannah sparrow populations: the Northern Wildlife Preserve; the Southern Wildlife Preserve; and FAA Island, even though Salicornia is limited on the island. The Belding's savannah sparrow feeds on the tender tips of the Salicornia and on insects.

**Light-Footed Clapper Rail:** The light-footed clapper rail is listed as a federal and state endangered species. These secretive birds nest solely in coastal salt marsh habitat, particularly where cordgrass is abundant. Most of the clapper rails in California in 1980-1984 were concentrated in six marshes: Carpinteria Marsh, Anaheim Bay, Upper Newport Bay, Northern Wildlife Preserve (Kendall-Frost Marsh Reserve), Sweetwater Marsh, and Tijuana Marsh. During the period from 1980 to 1985, the Northern Wildlife Preserve had an average of 16.8 pairs each year making it one of the most significant clapper rail habitats. In 1984, the number of nesting pairs peaked at 24. The Southern Wildlife Preserve supported an average of 1.8 pairs. In 1988, a University of California at San Diego's census found four individuals, probably not pairs, in the Northern Wildlife Preserve and one individual in the Southern Wildlife Preserve.

**Other Sensitive Species:** In addition, the California brown pelican, a state- and federally-listed endangered species, forage (search for food) in various parts of Mission Bay Park. This species occurs in coastal salt water and open ocean just offshore. The nearest breeding site is the Los Coronados Islands.

Three species found in Mission Bay Park are considered uncommon and declining in population. The burrowing owl inhabits grassland, agricultural land, and coastal areas. In recent years, one or two pairs of burrowing owl have nested in Mission Bay Park on Fiesta Island, the eastern segment of South Shores and near Robb Field. As a result of predation on least tern chicks on FAA Island, predator removal measures were instituted by other agencies in the late 1970's against loggerhead shrikes and burrowing owls on Fiesta Island. The snowy plover (Charadrius alexandrinus nivosus) nests primarily on sandy ocean beaches and around drying margins of lagoons. The only snowy plover nesting recorded since 1975 is a single nest was reported in a University of California at San Diego survey in 1977. The third species, the American avocet is a common winter visitor. In Mission Bay Park, this species nested in low numbers near the sludge beds on Fiesta Island, within the salt pan areas of South Shores, and within the Flood Control Channel. American avocets only recently colonized San Diego County, and the local breeding population are not considered critical to the long-term success of this species.

#### LAND USE AND RECREATION

Mission Bay Park is a unique and valuable recreational resource because of its size, its urban coastal setting, and its diversity of uses. The Park is over seven square miles and 4,600 acres in size. The Mission Beach and

Pacific Beach communities bound the Park to the west and north, respectively (Figure 1). Interstate 5 is adjacent to the eastern portion of the Park and the southern edge just south of Robb Field, is bordered by the community of Ocean Beach. The Park has about 1,900 acres of land, 2,500 acres of water and 200 acres of preserve. The largest share (45 percent) of the parkland is public park and shoreline. Areas designated for lease development total about 492 acres (25 percent of the parkland) and are focussed primarily in the south, central (Vacation Isle), and western parts of the Bay. There is also a lease area on Tecolote Shores (Hilton Hotel) and the northeastern corner of the Park (De Anza trailer park and resort). The only industrial use in the Park is the City-owned sludge bed operation on south Fiesta Island. These sludge beds are scheduled for removal in 1995. In addition, Government Island is leased to the Federal Aviation Administration (FAA) for the purpose of maintaining airway control facilities. The remaining land is parceled among the 12 wildlife preserves (Figure 3) and vacant land still found in some areas of South Shores and the majority of Fiesta Island.

Much of the popularity of Mission Bay Park is due to the wide variety of available recreational activities. The Park serves more than 12 million people each year (80,000 people on an average peak day). The heaviest recreational use period is from Memorial Day through Labor Day. Areas along the eastern portion of Mission Bay Park tend to be used more intensively due to the proximity to Interstate 5. Land-based recreational activities include bicycling, skateboarding, golf, tennis, bird-watching, boat race viewing, baseball, camping, jogging, volleyball, use of playground equipment, over-the-line, walking, rollerskating, kite-flying, picnicking, sunbathing, and fishing. The 2,500 acres of water in Mission Bay Park support additional recreation such as waterskiing, rowing, fishing, kayaking, yachting, towing inflatables, general power boating, swimming, personal motorized watercraft (i.e., Jetskis), board sailing, sailing, the annual hydroplane and crew races, and regular power boat and sailboat races. Both public and private commercial recreational developments support these activities.

#### SAND

Mission Bay is located within the Mission Bay Littoral Cell, a 13.5-mile-long section of San Diego coastline located between Point Loma (to the south) and Point La Jolla (to the north). The San Diego River fed new sand material into Mission Bay until about 1946, at which time the river was channelized by the construction of levees. These levees contained the river until its discharge into the ocean, thus substantially reducing the influx of sand into Mission Bay. The current sources for sand within Mission Bay originate from occasional discharges from both Rose and Tecolote creeks, and from erosion of parklands within the Bay. The range in sand size found throughout Mission Bay varies from 0.16mm to 0.4mm, with an average grain size of approximately 0.2mm.

## WATER QUALITY

Mission Bay Park's focal point is Mission Bay. Mission Bay is connected to the Pacific Ocean via the riprap-lined Entrance Channel (Figure 2). The Bay is a relatively small and shallow body of water of complex shape. Water depths below the 3.2-square-mile surface area of the Bay range from 7 to 20 feet.

## POLLUTANTS

In recent years, Mission Bay experienced a lowering of water quality. In response, the City has undertaken a corrective program. Partially because of its complex shape, flushing and circulation conditions induced by tidal action are inadequate to transport pollutants out of the Bay. This is especially true of the eastern portion of Mission Bay. Runoff carrying pollutants and sediments enters the Bay through storm drains, drainage channels, and other discharge points. Currently, a total of 69 storm drains empty into the Bay. Major watersheds draining into Mission Bay include Rose Creek/San Clemente Creek watershed and Tecolote Creek watershed.

Contaminants, such as nitrates, nitrites, phosphorous, potassium, and heavy metals, have been identified in the Bay water. Many of these are urban contaminants deposited in the Bay via runoff but, apparently, levels are not yet excessively high (Tetra Tech, Inc., 1983).

In addition to urban runoff pollutants, sewage effluent enters the Bay as a result of sewer overflows or storm drainage. Sewage can also enter the Bay directly from boats, recreational vehicles, animals etc. This deposition results in high levels of coliform bacteria which indicate that disease causing organisms may be present. The presence of coliform bacteria is the most serious water quality problem in Mission Bay. Closures of sections of the Bay have occurred on several occasions for public health reasons due to high coliform bacteria levels.

The inability of Mission Bay, once contaminated, to rid itself of pollutants prompted the City to retain Tetra Tech, Inc. Tetra Tech studied the water quality problems in the Bay with particular emphasis on the poorly flushed eastern area. The results of the Tetra Tech Study (Water Quality Control Studies for Mission Bay Park, Tetra Tech, Inc., 1983) indicated that changing the Bay configuration would not appreciably improve flushing and circulation. Tetra Tech recommended constructing a system of interceptors for the major storm drains emptying into the Bay. This interceptor system would divert up to and beyond the minimum capacity of 100 gallons per minute (gpm) of polluted runoff and limited sewage flows from entering the Bay during dry weather. This runoff would be diverted into the sanitary sewage system. At the completion of all phases, this diversion project would intercept approximately 76 drain outlets.

The City has completed the East Mission Bay Storm Drain Interceptor System. The project area included the eastern shore of Mission Bay from Rose Creek Channel to Tecolote Creek Channel. All three phases have been completed. The City is also currently implementing a four-phase sewage interceptor system. Phase 1 is currently under construction in the Crown Point Shores and Sail Bay area. Phase 2 is scheduled for late 1989 for outlets in the Flood Control Channel, Quivera Basin, and Dana Basin. Phase 3 intercepts storm drains along the western shores of Mission Bay. Phase 4 includes storm drains in Ventura Cove, Riveria Shores, and additional interceptors in Rose Creek.

The Flood Control Channel drains the San Diego River watershed and serves as a control for a 100-year flood event. Six storm drains presently empty into the portion of the Flood Control Channel within Mission Bay Park. Occasional pollutant problems from runoff or sewage spills exist in the Flood Control Channel. Maintaining high water quality in the Channel is important due to the presence of sensitive wildlife habitat.

## SEDIMENTATION

Rose and Tecolote creeks contain high concentrations of organically rich, fine sediment that aggravates the silting problem in the Bay (Tetra Tech, Inc., 1983). Rose Creek inlet required dredging to remove accumulated silt deposits. The dredging activities, which were necessary to maintain navigability for boaters from Mission Bay Boat and Ski Club, resulted in adverse impacts to marsh and riparian habitats growing on the shallow deposits. Although the impact to recreation will be lessened by the proposed relocation of the Boat and Ski Club to South Shores, the relatively rapid accumulation of silt if left unchecked could present long-term maintenance problems.

Tetra Tech, Inc., proposed two ways to reduce sedimentation problems in Mission Bay. Construction of a desilting basin at the mouth of Rose and Tecolote creeks would trap the sediment previously destined for Mission Bay. The sediment would be removed later from the basin as part of an ongoing maintenance program. The City of San Diego originally planned to address the sedimentation problem from Rose and Tecolote creeks through construction of desilting basins in these watersheds. Construction of a desilting basin, however, would impact the aesthetics of the canyons and do nothing to treat the source of the erosion problem.

The other solution Tetra Tech proposed for the sedimentation problem was construction of various erosion control measures and implementation of a watershed management program. The measures proposed included such items as revegetation of denuded areas and protection of stream banks to reduce the sediment yield from the watershed.

Woodward-Clyde Consultants was retained by the City to study the feasibility and effectiveness of erosion control measures. Erosion processes in Tecolote Canyon include streambank erosion, gully erosion, and

overland erosion. Additional problems in Tecolote Creek include damage to low water crossings, as well as damage to sewer lines. The study identified 41 areas within the watershed where improvements could be made to reduce the amount of erosion occurring in Tecolote Canyon. The implementation of erosion control measures in Tecolote Canyon would reduce the volume of sediment reaching Mission Bay by 40-50 percent by treating the cause of sediment production. A desilting basin would reduce the amount of sediment reaching Mission Bay by treating the effect of sediment production. The study indicates that by implementing a watershed management program as well as the sediment basin proposed by Tetra Tech, the sediment yield could be reduced by approximately 70 percent of its current value. The City of San Diego implemented these recommendations in 1988-1989.

The City had a similar study prepared for the Rose Creek/San Clemente Creek watershed in order to determine erosion problems and sediment yields. Approximately two-thirds of the Rose/San Clemente watershed lies east of Interstate 805 and is federal land (Miramar Naval Air Station). Erosion patterns and problems were found to be uniform throughout the entire watershed. No specific problem areas were identified. Only about seven percent reduction in sediment would result from proposed erosion control measures implemented at a cost of approximately \$900,000. No further action has been taken to date due to the poor cost-benefit ratio.

## STATEMENT OF PROBLEM

Planning in Mission Bay Park must consider a variety of land use interests with differing needs and objectives all sharing in Mission Bay Park. These needs and objectives are often in conflict, especially the human versus wildlife element. These interests include commercial development, public recreation, and environmental protection.

### LEASE DEVELOPMENT

There is a need for visitor-oriented and marine-related services in Mission Bay Park. Of the 1,900 acres of land in Mission Bay Park, up to 492 acres (25 percent) are available for lease. Approximately 41 acres, of which 39 acres are in the South Shores area, are still potentially available for lease. Existing lease holders, especially hotels, are feeling pressure to expand and/or renovate their facilities to accommodate the growing demand for their services.

### PUBLIC RECREATION

Mission Bay Park provides significant aesthetic, educational, and recreational opportunities. There are 27 miles of shoreline, 15.6 miles of which are for public use, and 2,500 acres of open water supporting various aquatic recreation. Continual erosion of the shoreline from tidal surge, boat waves, storms, and wind waves create the potential for visitor and boating accidents due to uneven beaches and shoaling in navigable waters. Safety is the number one priority in public parks. Restoration and maintenance of the Park's beaches to smooth, even slopes and elimination of submerged "holes" which are not visible to waders must be done on a continuous basis. Sand shoals increasing in size must be removed to avoid navigation hazards.

With the population of San Diego and visitors to San Diego increasing, the pressure on existing recreation areas increases. The number of available recreational water-oriented activities and the coastal location make Mission Bay Park a unique recreational resource much in demand. There is constant competition among the wide variety of recreation activities (e.g., sailing, motorboats, personal motorized watercraft) for the available open water.

### ENVIRONMENTAL PROTECTION

Federal and state regulations mandate the protection and management of valuable wetland areas and sensitive natural resources. On the federal level, the primary directives are found in the Clean Water Act and the Endangered Species Act. Various sections of these Acts outline specific means for regulating the discharge of dredge and fill materials and the human interaction with federally listed endangered species. Other federal regulations relate to preservation of wetlands, coastal zone management, and flood control.

The State of California has measures in effect to protect state environmental resources. The California Department of Fish and Game Commission has a policy for protection of wetlands and requires measures to protect fish and wildlife. The California Coastal Act also protects wetlands in coastal zones.

The U.S. Army Corps of Engineers, California Coastal Commission, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Game exercise permit and agreement authority over most projects in Mission Bay Park. These agencies are charged with the protection of wetlands and carrying out federal and state regulations previously discussed. Mitigation for impacts to natural resources in Mission Bay Park has been on a project-by-project basis. This piecemeal approach does not ensure that protection of the overall Bay and river systems in the Park are given proper consideration. The agencies have found it increasingly difficult to grant approvals to projects which impact wetlands without a comprehensive plan for Mission Bay Park.

Increasing urban pressures in San Diego County and specifically adjacent to and within Mission Bay Park are impacting available habitat, wildlife foraging, and successful wildlife reproduction. In addition, studies indicate the sea level is rising at a faster rate than in the past due to global warming. Future rises in sea level could further impact coastal habitats, such as salt marsh, which involve tidal interaction. Human, cat, and dog intrusion on habitat preserves has become an increasingly severe problem as preserve areas are of limited space and wildlife has less chance to evade the increasing feline predation, canine disruptions, and human pedestrian and vehicle presence.

## CONSTRAINTS AND OPPORTUNITIES

Mission Bay Park offers an opportunity to combine recreational and community planning with the protection and enhancement of biological resources.

The Mission Bay Park Natural Resource Management Plan recognizes the following constraints:

- o The extent of existing development and recreational pressures in Mission Bay Park preclude ever returning all of Mission Bay to the salt marsh it was originally.
- o The primary purpose of this Management Plan is to protect, preserve, and enhance natural resources in Mission Bay Park. Since, however, the Park is in an urban setting, the Park must serve multiple purposes and cannot serve solely as wildlife habitat.
- o Protection of natural resources, as required by state and federal law precludes certain human activities (e.g., construction, dredging, recreation) from certain areas and during certain seasons (e.g., least tern nesting season).
- o Undeveloped land remaining in the Park is limited.
- o Area available for marine habitat mitigation in the Park is extremely limited.

Opportunities for preserving wildlife habitat and maintaining a valuable recreational resource include the following:

- o Comprehensive planning can provide adequate protection measures for natural resources.
- o Wetland habitats can be established in areas where they do not currently exist.
- o Areas of degraded habitat exist which can be restored to improve the overall natural resource system in the Park.
- o Habitat improvement or conversion can be used as mitigation for future losses.
- o The Park and Shoreline land use designation and most recreational activities are relatively compatible with most natural resources.
- o The Park preserve system can be used for educational and research purposes.

## LAND USE PROPOSALS

Scheduled future land use projects in Mission Bay Park fall into two categories: City projects and private development projects. Most future development in the Park involves City projects such as roadway improvements, storm drain interceptors, development of park uses, and shoreline stabilization and maintenance. Private development proposals are less extensive involving primarily refurbishing and/or expansion of existing facilities within a leasehold and the approximately 41 remaining acres are available for lease. For both City and private development projects, compliance with the Mission Bay Park Natural Resource Management Plan and mitigation of impacts to natural resources will be the responsibility of the developer. Mitigation programs should incorporate the guidelines set forth in this Plan, as appropriate. The following list includes only those projects known at this time. Future additional projects will undoubtedly be initiated during the life of this Plan.

### CITY PROJECTS

1. Dock refurbishment at De Anza Cove and Dana Landing (Park and Recreation Department) - in design.
2. Harbor patrol dock replacement at Hospitality Point (Park and Recreation Department) - in preliminary planning.
3. New boat ramp at the De Anza Cove (Park and Recreation Department) - in design.
4. Sail Bay continuing improvements: bicycle and pedestrian walkway and landscaping between Verona Court and Moorland Drive (Park and Recreation Department) - in design.
5. New comfort station at Santa Clara point (Park and Recreation Department) - out for bids.
6. Comfort station replacement at Ventura Cove and De Anza Point (Park and Recreation Department) - in design.
7. Small children's play area at Santa Clara Point (Park and Recreation Department) - budgeted for fiscal year 1990.
8. Shoreline Restoration and Stabilization Project (Park and Recreation Department) - master plan and environmental impact report in approval process.
9. Open channel drainage replacement with drain pipe at southern Crown Point Shores (Park and Recreation Department) - begin construction in September 1989.

10. Replace comfort stations at Bahia and El Carmel points and Crown Point Shores (Park and Recreation Department) - in design.
11. South Shores Development: nine-acre Bay and related development (Park and Recreation Department) - construction interrupted; project is being rebid.
12. South Shores Development: ten-acre seasonal wetland to be constructed on Fiesta Island as mitigation for South Shores development (Park and Recreation Department) - in design.
13. Sail Bay continuing improvements: pedestrian bridge across Briarfield Cove (Briarfield Boardwalk) to connect sidewalks (Park and Recreation Department) - in design.
14. Sail Bay Mitigation Program: reestablishment of offshore eelgrass beds (Park and Recreation Department) - second year of five-year monitoring program.
15. Mission Beach Drain Improvements (Engineering and Development Department - Storm Drains) - in contract negotiation.
16. Sunset Cliffs Boulevard Bridge Bike Path (Engineering and Development Department - Streets) - design review.
17. North Ingraham Street Bridge widening (Engineering and Development Department - Streets) - under construction.
18. Offshore Breakwater Project (City Manager's Office with U.S. Army Corps of Engineers) - project under consideration.
19. Sewer Pump Stations 11, 14, 15, and 16 redevelopment (Water Utilities Department) - in design.
20. Mission Bay Storm Drain and Sewage Interceptor System (Water Utilities Department) - in design.
21. Sewage Management Master Plan (Water Utilities Department) - in design.
22. Sidewalk along street adjacent to Northern Wildlife Preserve (Park and Recreation Department) - in design.
23. Handicapped play area at Tecolote Shores (Park and Recreation Department) - in design.
24. Tecolote Shores public parking lot adjacent to handicapped play area (Park and Recreation Department) - in design.
25. Fence replacement and viewing platforms at Northern Wildlife Preserve (Park and Recreation Department) - in design.

26. Signs at wildlife preserves (Park and Recreation Department) - in design.

#### PRIVATE DEVELOPMENT PROJECTS

1. Bahia Resort: Complete redevelopment of resort on existing leasehold - in design.
2. Princess Resort: Expansion of existing facilities within leasehold, possible future expansion of marina facilities and docks - in design.
3. De Anza Trailer Park Redevelopment: replacement of trailer park with hotel/shopping/recreation complex, may include a bridge joining Pacific Beach Drive across Rose Creek - in design.
4. Dana Inn Redevelopment (Dana Basin): waiting for City Council approval prior to beginning construction.
5. Carmel Point Rowing Center: new rowing facility, includes bulkhead - in design.
6. Youth Aquatic Facility: boat launch on Fiesta Island - in design.
7. Sea World: marina expansion - unknown status.
8. Seaforth Sportsfishing (Quivira Basin): redevelopment into hotel/restaurant complex - in design.
9. Marina Village (Quivera Basin): redevelopment - under study.
10. Catamaran Hotel: extension of dock - in design.

#### BEACH MAINTENANCE

The City of San Diego needs to maintain Mission Bay Park shoreline areas for safety, sanitation, and shoreline stabilization reasons. Three types of beach maintenance activities occur in Mission Bay Park: grooming and cleaning of dry sand areas; removal of intertidal debris; and smoothing of intertidal sand.

Beach areas in the Park are groomed to smooth irregularities in the sand. The sand is also sifted through large sieves to remove trash and broken glass. These activities occur in the dry sand on a regular basis above Mean Higher High Water (MHHW). During the summer when human activity is high the sand is cleaned and groomed on a weekly basis. Cleaning and grooming occur less often, about twice a month, during winter months. The trash is taken to an area on Fiesta Island until enough is collected for hauling to a dump site.

Debris, including marine plants and animals washed ashore, is removed from the intertidal area of the beaches about twice a month and after a storm event. Removal is done after an extreme high tide occurs and the debris is washed to the highest elevation. Equipment enters the intertidal area only to move the debris out of the intertidal zone. The decaying marine plant and animal debris is brought to a site away from the public on Fiesta Island where it is allowed to decay. Any sand which can be retrieved is stockpiled for later use in replenishing sand beaches where erosion or storm events have depleted the beach.

Regular smoothing of cliffs created by storms, tidal action and, boat waves in the intertidal area is not currently done in Mission Bay Park. Such a maintenance program, however, is proposed in the Mission Bay Park Shoreline Restorative and Stabilization Project Plan to minimize erosion and excessive on Mission Bay beaches. Without regular maintenance to make beach slopes smooth and consistent, the tidal action would do its own smoothing of shoreline irregularities, carrying much of the sand into the Bay. If the water does the smoothing instead of beach equipment, sand is lost and cliffing begins to occur causing erosion and accretion problems.

Occasional beach replenishment is needed in Mission Bay Park. The additional sand is needed after a storm event has carried away an existing beach. Currently, additional sand is also placed on some beaches where sand has been lost by erosion before summer to accommodate the increase in visitor activity. The Mission Bay Park Restoration and Stabilization Project Plan proposes softscape methods which would reduce the frequency of need for beach replenishment. California Coastal Commission and U.S. Army Corps of Engineers permits are required for beach replenishment activity.

Some unavoidable accretion occurs in the Bay which can only be removed by periodic dredging. The Park and Recreation Department, Coastal Division, is proposing to undertake dredging in six areas of the Bay to remove submerged navigable hazards and accretion zones. Navigable hazards are present in Fisherman's Channel, west of Ingraham Street Bridge, and in the Entrance Channel, between South Vacation Isle and Dana Basin. As mudflats in the Northern Wildlife Preserve accrete more material, they extend further into the Bay. To avoid navigational problems, the City proposes to dredge the outer boundary, as defined in the attached bathymetry report, of the Northern Wildlife Preserve as needed to maintain the existing boundary. (Appendix A).

## DEVELOPMENT GUIDELINES

The following guidelines and requirements are provided for the protection of sensitive natural resources. These requirements and guidelines should be incorporated into impact analysis and mitigation planning for any proposed project in Mission Bay Park, including City and private developer sponsored projects.

### CALIFORNIA LEAST TERN

As a federally-listed, endangered species, the California least tern and its habitat are protected by the Endangered Species Act of 1973. The requirements listed conform with the Endangered Species Act to protect the least tern during its breeding season in Mission Bay Park. Limitations on human activity on or adjacent to designated least tern nesting sites are necessary for maintaining the attractiveness of the sites for breeding and nesting. Maintenance of good water quality will ensure that the least terns will be able to forage in Bay waters. Least tern nesting sites are designated on Figure 3.

1. No in-water construction or dredging will be permitted in Mission Bay or the Flood Control Channel from April 1 through September 15, the least tern breeding season. If in-water construction is required during this time, exceptions are possible, upon approval of the City, California Department of Fish and Game, and U.S. Fish and Wildlife Service. 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. No direct impacts to permanently designated least tern nesting sites are permitted. The only exception is the Cloverleaf site, which may be converted in the future to landscaping if no least terns use the site. This land use change would require the approval of a mitigation replacement site by the resource agencies.
3. The following buffer zones for each least tern nesting site will be free of new structures with heights of over six feet, including fencing around the site. This will keep raptors from using a high vantage point to prey on least tern chicks.

#### Permanently Designated Sites

North Fiesta Island - 150 feet

FAA Island - 150 feet

Stony Point - 150 feet

South Shores - 150 feet

Cloverleaf - 100 feet

Mariner's Point - 150 feet

#### Temporarily Designated Sites

Crown Point Shores - 100 feet

4. Special Use Permits for activities on Mariner's Point will require that the 150-foot buffer zone north of the least tern nesting site be free of all formal activities and activity structures (e.g., tents, stages, bands).

### EELGRASS HABITAT

Eelgrass is important to the Mission Bay ecosystem as food, shelter, and nursery for many marine organisms and fish. Many of these animals provide food for larger marine life and birds. Eelgrass habitat in southern California is rapidly disappearing due to in-water development and increasingly poor water quality. Project impacts to eelgrass are direct (e.g., construction activity) and indirect (e.g., shading from structures or boats). Efforts must be made to maintain the eelgrass habitat available and improve water quality.

1. No net loss of eelgrass meadows is acceptable. A 1:1 replacement ratio of similar density is required for impacts to eelgrass habitat as delineated in the 1988 survey (Figures 2A-2F).
2. Mitigation is required in Mission Bay itself, if the impact occurs in Mission Bay. Mitigation is required in the Flood Control Channel or Mission Bay if the impact occurs in the Flood Control Channel.
3. New sand beaches below Mean Lower Low Water (MLLW) should be replanted with eelgrass whenever the slope is changed by maintenance activities and eelgrass beds are impacted.
4. Replanting efforts are best during low energy tides (late summer - early fall).
5. Any construction or dredging project in Mission Bay or the Flood Control Channel will buoy off areas from which it is restricted prior to the start of activity. This is to limit the extent of direct impacts to existing eelgrass.
6. Any construction or dredging project disturbing the substrate in Mission Bay or the Flood Control Channel will use silt curtains or

similar devices around disturbance areas. This will limit any adverse impact to water quality to the immediate construction area; thereby, reducing impacts to eelgrass and foraging birds.

7. Eelgrass surveys for a project site will be required before and after construction to determine the extent of impact. Mitigation requirements for eelgrass will be based on the amount of actual loss.
8. A mitigation program, including maintenance, would be required for impacts to eelgrass habitat. Requirements for this program are discussed under "Development Responsibilities," Page 48 of this plan.

#### MARINE AND TERRESTRIAL HABITAT

Salt marsh, salt pan, coastal strand, and open water habitats are important in a diversified, well-balanced wetland ecosystem. Each of these habitats provides for the needs of specific species. The remnants of salt marsh, salt pan, and coastal strand habitats in Mission Bay Park are especially important as these habitats are rapidly disappearing from California's coast. Without the habitat, the plant and animal species indigenous to that habitat will not be able to survive.

1. No net loss to any salt marsh, salt pan, coastal strand associated with a sensitive species, or open water habitat will be permitted without replacement of equal or greater habitat value.

The healthy salt marsh found in the Northern Wildlife Preserve is the last remnant of the once extensive salt marsh in Mission Bay. The salt marsh in the Southern Wildlife Preserve is also flourishing; however, because of its location in a Flood Control Channel, a high flood event could damage portions of the marsh. Because these salt marsh areas are extremely sensitive to disruptive activities, no direct impact is permitted, unless required for protection or enhancement of the marsh. Should protection or enhancement measures become necessary, they should be done outside of least tern, clapper rail, and savannah sparrow nesting seasons and incorporate measures to contain and reduce the impact. Any proposed measure for the Northern Wildlife Preserve must be approved by the University of California at San Diego and the City joint management committee as well as appropriate resource agencies. Any measure proposed in the Southern Wildlife Preserve requires City and appropriate agency approvals.

2. Buffer zones serve a biological function by providing a separation and screening of wildlife habitat from human activity associated with human development. Land use within buffer areas will be limited to bikeways, walkways, and passive recreation, such as nature study, viewing, and picnicking. Buffer areas should be planted with appropriate vegetation native to southern California and compatible with the adjacent habitat. Measures should be taken to keep run-off from entering habitat reserves.

Buffer zones around terrestrial habitats in Mission Bay Park which exclude any development are as follows: salt marsh - 100 feet; salt pan - 50 feet; and coastal strand - 50 feet.

The only exceptions to buffer zone provisions are signs, buoys, boundary fences, and educational or research-oriented structures with City approval on a project-by-project basis. City approval will include environmental review.

#### DREDGING

Two types of dredging affect open water habitat: maintenance and construction dredging. Maintenance dredging primarily removes navigational hazards or retrieves sand accumulating as sand spits or accretion zones along the shoreline. The City has identified five areas that require periodic maintenance dredging (Figure 4). (For additional information on these areas, refer to the Mission Bay Park Shoreline Restoration and Stabilization Project Plan). Construction dredging is required for projects that require pilings or additional depth clearance.

In addition to requirement number 1 under "Least Terns" and requirement numbers 1, 3, 4, 5 and 6 under "Eelgrass," the following are required for proposed dredging in Mission Bay and the Flood Control Channel.

1. Dredging impacts to marine habitat will require a 1:1 replacement ratio. Impacts from maintenance dredging will require a one-time mitigation for lost resources. Subsequent maintenance dredging for the original location, which has already mitigated the impact, will not require additional mitigation each time it is dredged.
2. All dredging activities should comply with permit conditions of the U.S. Army Corps of Engineers, Regional Water Quality Control Board State Lands Commission, and California Coastal Commission. Permits issued by these agencies may specify additional requirements for timing of in-water construction, spoil disposal methods, and dredge sediment material testing.
3. Sand of good quality retrieved in dredging operation will be stockpiled on a non-sensitive, designated site on Fiesta Island upon approval of the City. This sand will be used later in replenishment if it is of the proper grain size for beach stabilization. If room is not available on Fiesta Island, other arrangements for dredge spoil disposal will need to be made and approved by the City and other appropriate resource agencies.
4. If the sand is determined by a qualified expert to be unclean, to contain toxic material, or to be of poor quality, it will be transported to a permitted landfill. Sand containing toxic material will be taken only to a landfill qualified to handle toxic material.
5. Dredging of the Northern Wildlife Preserve outer boundary as defined on the bathymetry map (Appendix A) is permitted if in the future the outer

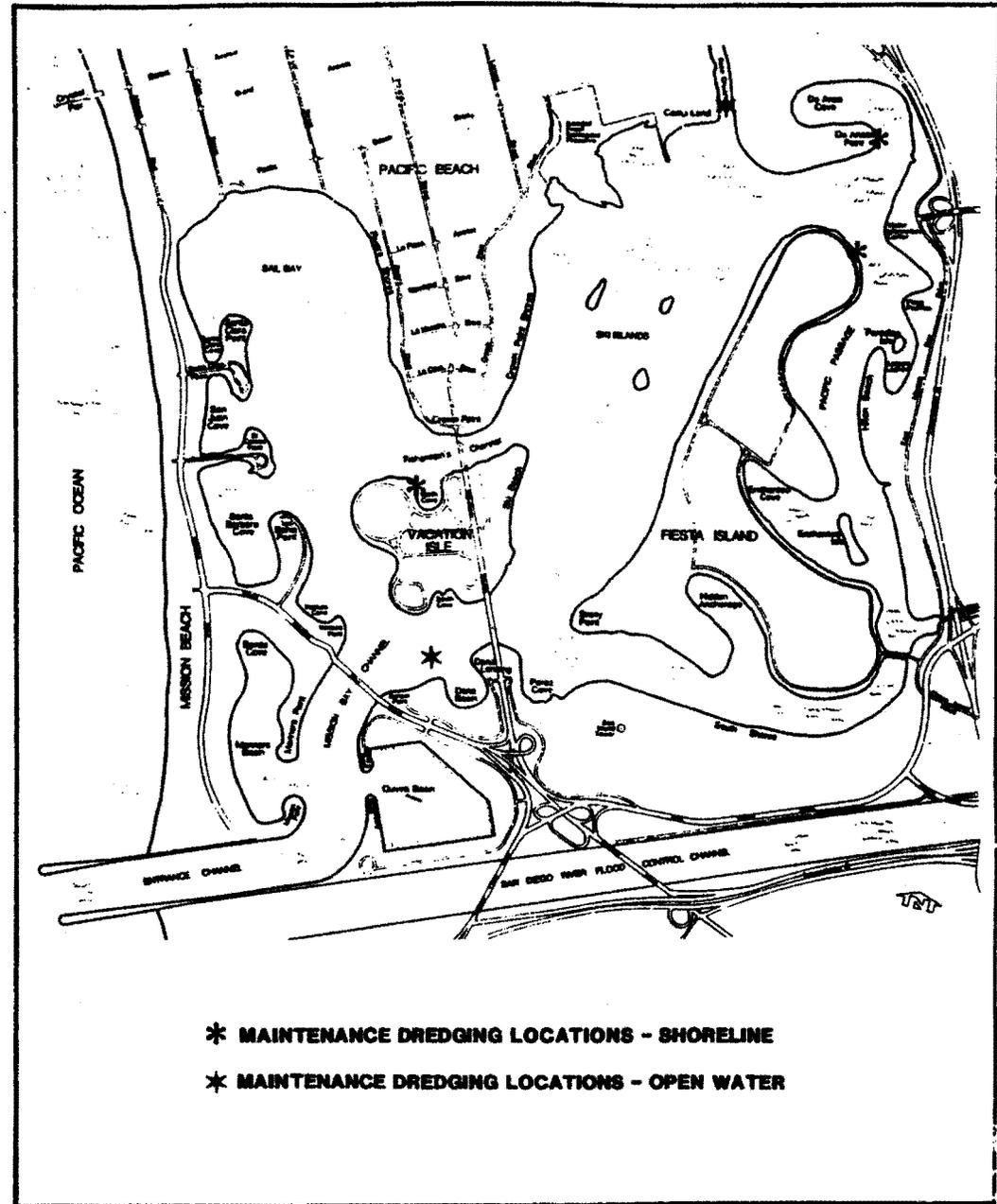
boundary moves further into the Bay. The future dredge line will be outside the minus ten mean sea level (MSL) contour to preserve as much

eelgrass and marsh habitat as possible. Spot elevation checks will be done every two years at nine locations along the proposed dredge line, outlined on the bathymetry map. These elevation checks will be the basis for deciding if the boundary needs dredging. Impacts of the dredging operation will be determined and methods used to minimize impacts (e.g., noise reduction, silt curtains, etc.). Timing is especially important to avoid disturbance to nesting birds. Impacts to eelgrass will need to be mitigated the first time the area is dredged but not for subsequent maintenance dredging at the same location.

6. Potential erosion and sedimentation control measures for Rose Creek have been researched (Woodward-Clyde, 1986). This study concluded that no action by the City could eliminate more than seven percent of the sedimentation problem and those measures would have substantial environmental impacts. Dredging of Rose Creek, therefore, is still a necessity for flood control. Dredging of the Rose Creek area within Mission Bay Park will be allowed from Pacific Beach Drive south to the Bay for flood control. Rose Creek will not be dredged north of Pacific Beach Drive to protect mudflat and salt marsh habitats occurring further upstream. Soundings will be taken to determine bottom depths and the need to dredge will be based on low-tide boat draft requirements. Impacts from dredging operations will be determined and methods used to minimize impacts (e.g., noise reduction, silt curtains). Timing is especially important to avoid disturbance of nesting birds. Mitigation of impacts to eelgrass will be required the first time the area is dredged but not for subsequent maintenance dredging for the same location.
7. Sand reclamation and beach grooming and recontouring activity in areas adjacent to eelgrass beds will not require mitigation if silt curtains are utilized to avoid the secondary impact of drifting material and reduced water quality.

#### BEACH MAINTENANCE

Grooming and cleaning activities (smoothing and removing trash from the sand) in the dry sand above Mean Higher High Water (MHHW) will not require mitigation. Removal of debris washed ashore will not require mitigation if the activity occurs above Mean Lower Low Water (MLLW), removes as little sand as possible, and follows responsible construction practices. Smoothing tidal cuts in intertidal areas will not require mitigation if it is done above MLLW, above eelgrass beds, does not add sand, and follows responsible construction practices. Beach replenishment should be done only to replace sand lost in a storm event or to dress a beach prior to the summer visitor season. The City will not require mitigation for beach replenishment (the adding of sand in depleted areas) if it is done above MLLW, above eelgrass beds, and follows responsible construction practices. Beach replenishment requires an Army Corps of Engineers permit and a California Coastal Commission permit.



## MAINTENANCE DREDGING LOCATIONS

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

4

## WATER QUALITY

1. All erosion and potential erosion areas should be landscaped, with the exception of the cliffs along Riveria Shores where irrigation runoff would aggravate the problem.
2. Irrigation systems should be designed and properly maintained to avoid the creation of erosion.
3. Dry flow interceptor systems should be maintained and operated to minimize dry weather surface contaminants from entering Mission Bay.
4. Runoff should be directed away from the Bay wherever possible.
5. Every effort should continue to be made to improve water quality for preserve areas and the Bay. The University of California Natural Reserve System and City of San Diego joint - management of the Northern Wildlife Preserve would include efforts to regularly monitor water quality in the Preserve.
6. Future changes to stream flows (instream discharge) in the San Diego River Flood Control Channel, Rose Creek, or Tecolote Creek should consider the natural resource management policies in Mission Bay Park.

## MITIGATION OPTIONS AND GUIDELINES

### TERRESTRIAL HABITAT MITIGATION

Mitigation options for impact to or loss of salt marsh, salt pan, and coastal strand habitats are limited to the creation of new habitat. Mitigation for wetland habitat requires special treatment to ensure the habitat value is offset. Some special requirements are listed below to maximize wildlife value of the newly created habitat. Additional requirements may be added should they be necessary for creation of a viable wetland habitat.

1. The replacement ratio for salt marsh habitat will be determined project-by-project based on the type and degree of indirect impact to the marsh. No direct impact or loss of salt marsh is permitted except as required for protection or enhancement of the marsh, as stated on Page 34.
2. The replacement ratio will be 1:1 for salt pan habitat within Mission Bay Park.
3. Assessment of impacts to coastal strand habitat will include quality of the habitat and identification of any sensitive species. Mitigation for loss of any sensitive species could include replacement at up to a 1:1 ratio.
4. A variety of habitat types should be created to encourage diversity of species.
5. Vertical and horizontal plant diversity should be established.
6. An irregular rather than straight shoreline or border should be created between habitat types to maximize the edge effect.
7. Wildlife areas of concentration should be created where vegetation is especially dense and extensive.
8. Only appropriate plants native to coastal southern California should be used in revegetation.
9. Human impacts should be considered in designing revegetation (e.g., use of thorny shrubs to limit access to sensitive areas).
10. Temporary irrigation, if necessary, should be provided to help establish new vegetation.
11. Any non-native or invader species should be removed on a regular basis.

12. The revegetation site should be monitored regularly and appropriate recommendations should be made for enhancing revegetation efforts.

#### EELGRASS HABITAT MITIGATION

Mitigation options for impact to or loss of eelgrass habitat is limited in Mission Bay Park. Mitigation banks seem the most economical and viable means of mitigating eelgrass impacts for greater losses. Mitigation banks actually allow for more habitat to be created than is currently required. This allows impacts from future projects to be mitigated without additional habitat creation. A project would "purchase" the area of eelgrass habitat needed to mitigate its impact from the developer of the bank. This is assuming the bank has available the acreage that is required and that the project wishing to purchase the mitigation habitat meets the following criteria: the project is water oriented; the project can only be built in or over the water; and the project is a permitted use. Available mitigation options are as follows:

1. New eelgrass beds could be created by elevating areas of the Bay or Flood Control Channel bottom to an appropriate depth for eelgrass growth.
2. Elevation of portions of smaller islands such as Enchanted Isle could be reduced, to create additional habitat.
3. Three options for mitigation and/or mitigation banks are:
  - a. The top of East Ski Island and/or West Ski Island could be removed to form an underwater bench at minus 5 or minus 6 Mean Lower Low Water for eelgrass planting.
  - b. Eelgrass could be planted in the South Shores embayment currently under construction.

This assumes that the Sail Bay eelgrass mitigation has been satisfactorily met in the area designated in Sail Bay. If additional mitigation area is needed to satisfy the Sail Bay mitigation requirement, that mitigation has priority for use of the South Shores embayment.

- c. An embayment could be created in Fiesta Island and planted with eelgrass. This area should be on the western shore of the Island west of the road, where the current sludge beds are (Figure 5), where the new habitat would benefit the most from tidal action and good water quality.

#### ENHANCEMENT GUIDELINES

The guidelines subsequently outlined are provided for the enhancement and protection of natural resources in Mission Bay Park. The City is responsible for implementing these measures.

#### CALIFORNIA LEAST TERNS

1. The annual Mission Bay California Least Tern Management Program, a joint-agency effort, should be continued. This Management Team will continue to be comprised of representatives from U.S. Fish and Wildlife Service, California Department of Fish and Game, California Coastal Commission, U.S. Army Corps of Engineers, City of San Diego Park and Recreation Department and Water Utilities Department (until sludge beds are renewed from Fiesta Island), and San Diego County Least Tern Recovery Team Coordinator (e.g., Elizabeth Copper in 1989). Other least tern experts (e.g., private organizations or citizens) may be included. Every year, prior to March, the Management Team will meet to discuss that year's per site preparations for the upcoming least tern season. Preparations may include, but are not limited to Items 2, 3, 4, 5, and 6 listed below.
2. Signs, gates, and fences at least tern nesting sites (Figure 3) should be kept in good repair. New signs should be added and fencing added or replaced as needed.
3. Vegetation should be removed, the site graded, and new sandy, shell substrate should be added as needed.
4. Chick protection devices, such as a chick fence or roofing tiles for cover, should be added when needed.
5. U.S. Fish and Wildlife Service and California Department of Fish and Game should be aided in predator control efforts for nesting sites, especially on Fiesta Island and at South Shores.
6. Decoys should be placed by resource agencies on sites, deemed by the Least Tern Management Team to be safe (i.e., relatively free of predators), to attract least terns to the site(s).
7. One person once a week for sixteen (16) weeks should be provided to aid agencies in monitoring least tern nesting sites during the least tern breeding season.
8. Various City departments (e.g., Lifeguard Services, Police Department) should be alerted on the need to enforce keeping intruders off least tern sites.

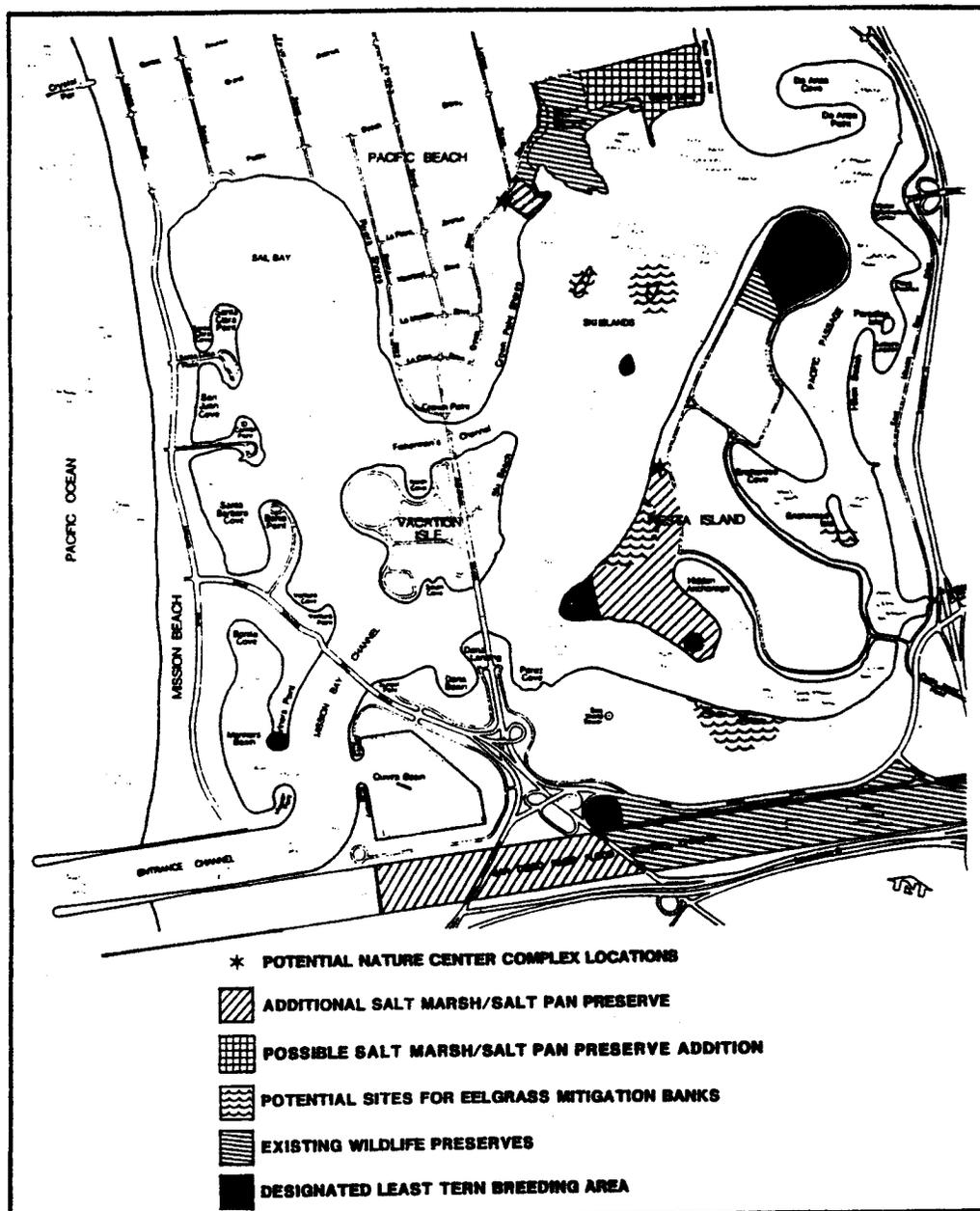
## EXPANSION OF PRESERVE SYSTEM

The preserve system in Mission Bay Park allows the protection and enhancement of sensitive ecological habitats and natural resources. Except for preserve maintenance, only limited educational and research activities are allowed within a Mission Bay Park preserve. The following recommendations would further protect the existing natural resource system in the Park by providing additional habitat base. Figure 5 illustrates proposed additions to the preserve system. A larger habitat base allows an expansion of population necessary to counterbalance the negative impact of a progressively urban influence and future threat of rising sea levels. Expansion of salt marsh upland habitat is important for balancing the negative effect of potential future rises in sea level. Rising sea level would result in existing intertidal areas becoming subtidal areas; thereby, creating a need for existing upland areas being available to become future intertidal areas. These measures do not conflict with existing recreational use or leaseholder activities in Mission Bay Park.

1. The entire Flood Control Channel should be considered part of the Southern Wildlife Preserve from Interstate 5 west to the point south of the east edge of Hospitality Point (see Figure 5). Waterfowl and shorebirds, in addition to least terns, use this area of the Channel regularly to hunt for food (forage). To minimize disturbance to birds, especially wintering waterfowl, inhabiting the Flood Control Channel, only non-motorized boats will be allowed to use the Channel west of Ingraham Street Bridge from April through September. Obtaining a park use permit from the Park and Recreation Department, Coastal Division, will be required prior to use of the Channel. The Coastal Division will instruct permit applicants on use restrictions and will limit permits to ten for any given day. Signs will be posted to delineate the new boundaries of the Southern Wildlife Preserve. Fishing is allowed in the Flood Control Channel west of Sunset Cliffs Boulevard. Wading in the Channel to fish is permissible only from Dog Beach.
2. The Crown Point least tern nesting site should be made available for salt marsh/salt pan rehabilitation. This is an excellent opportunity to expand one of the most productive salt marshes in the state and the habitat for two other endangered birds (light-footed clapper rail and Belding's savannah sparrow). The use of this site is contingent upon the lack of least tern nesting on the site through the 1990 season. If no nesting occurs by September 1990, the City would have the prerogative of converting this site to wetland habitat. During the fund acquisition and design phase of the marsh restoration, the Crown Point site would continue to be actively managed as a least tern nesting site. If least terns have nested prior to the beginning of restoration, a portion of the site would be retained as permanent least tern nesting habitat. If least terns have not nested, the entire site could be restored to wetland habitat; however, consideration will be given to retaining a portion of the restored wetland area for least tern nesting. The revegetated salt marsh and salt pan habitat would be applied as mitigation credit for any future impacts to the natural habitat. The rehabilitation plan for this site should be designed by a

qualified wildlife biologist with experience in successful marsh/wetland rehabilitation.

3. The 1978 Mission Bay Park Master Plan for Land and Water Use states that "consideration should be given to adding this area [Campland lease] to the Northern Wildlife Reserve upon termination of the lease [2017]". The Natural Resource Management Plan supports consideration of an eastern expansion of the Northern Wildlife Preserve to include part or all of the 15-acre Campland lease area. From a resource management perspective, eastern and western expansion of the Northern Wildlife Preserve salt marsh has a high priority. Such expansion would broaden the base for all of Mission Bay Park's natural resources in the face of urban pressure and future threat of rising sea level. Expansion of such a productive salt marsh as the Northern Wildlife Preserve is a unique opportunity in an area of urban development. The proposal to expand the Preserve to the west is dependent on least tern nesting activity and only a portion may be available for marsh expansion. Marsh expansion eastward should be considered, therefore, with other proposed options for future use of the Campland lease area. Consideration should also be given to the acquisition of the two-acre Frost property adjacent to the Preserve for wetland expansion by either the University of California Natural Reserve System or the City of San Diego.
4. The Cloverleaf least tern nesting site is a permanent site which has not been used since 1975, except in 1982. It is surrounded by high traffic roads, is less than an acre in size, and is difficult to maintain and monitor. For these reasons, it is recommended that the Cloverleaf site be released from a permanent nesting site designation and be returned for park use, such as landscaping. To mitigate the loss of the Cloverleaf site, one of the other existing permanent least tern nesting sites would be expanded by the approximate size of the Cloverleaf site.
5. The area (approximately 110 acres) currently supporting sludge beds on Fiesta Island west of the road, should be considered for a new preserve. A variety of habitats, such as salt marsh, salt pan, coastal strand, a least tern nesting area(s), and a small embayment planted with eelgrass would be created within the new preserve. The rehabilitation plan for this site should be designed by a qualified wildlife biologist with experience in successful salt marsh/wetland rehabilitation. This Fiesta Island Wildlife Preserve would serve as a mitigation "bank" for the habitat types created. The bank would provide mitigation credit for future projects. This mitigation credit system is discussed later under Mitigation Options.
6. Should additional least tern habitat be needed in the future because of increased least tern populations, overcrowding of existing sites, or conversion of the Cloverleaf site to park use, the Stony Point or North Fiesta Island least tern sites could be expanded. Areas for future additional least tern nesting sites could be West Ski Island or part of the new wetland preserve proposed on Fiesta Island that could be converted to least tern nesting habitat. Another possible site is the coastal strand habitat preserve (Figure 3) where least tern nesting would be a compatible use.



#### NORTHERN WILDLIFE PRESERVE

1. More buoys should be installed to discourage boats and people from entering the Northern Wildlife Preserve from the Bay.
2. The existing fence should be replaced and the interior fence separating City property from University of California property removed.
3. University of California at San Diego is encouraged to continue their efforts to clear mangroves from the Preserve.
4. Viewing platforms should be built at several locations around the perimeter of the Preserve.
5. Pampass grass should be removed wherever possible, as it is an introduced species and provides habitat for predators that feed on least tern chicks.
6. A joint-management team comprised of a University of California, San Diego, representative and a Park and Recreation Department representative will meet regularly to discuss, evaluate, and attempt to solve preserve management problems. This team will also work cooperatively to maintain and/or expand the preserve data base and monitoring efforts.
7. A predator control program jointly sponsored by the City of San Diego and the University of California Natural Reserve System should be implemented for the protection of native, sensitive, and endangered preserve inhabitants.

#### FIESTA ISLAND

1. Pampass grass should be removed.
2. Where appropriate, native vegetation should be used in landscaping.

#### FLOOD CONTROL CHANNEL AND SOUTHERN WILDLIFE PRESERVE

1. Continue the removal of pampass grass from the Flood Control Channel banks to maintain flood protection as well as to eliminate an ecologically undesirable plant.
2. Interpretive and informational signs will be placed along the boundaries of the Southern Wildlife Preserve.

#### MISSION BAY PARK

Landscaping along preserve buffers and in non-public use areas should emphasize native plants.

FIGURE

5

## PROPOSED WILDLIFE PRESERVE ADDITIONS

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

## EDUCATION/RESEARCH

The natural habitat preserve system in Mission Bay Park provides wonderful educational and research opportunities. The following measures are designed to utilize some of those opportunities in a wise, nondisruptive manner.

1. Standard informational, educational, and boundary signs will be developed for least tern, salt marsh, salt pan, and coastal strand preserves.
2. Signs will be strategically placed for maximum benefit and designed or placed to avoid use by foraging raptors.
3. The data base for Mission Bay Park will be kept current. The data base will be updated by January of every year. City-sponsored surveys include:
  - a. Eelgrass/underwater habitat survey - every three years using the same methodology as described in the scope of work provided in Appendix A of the Mission Bay Park Natural Resource Plan - Technical Appendices document.
  - b. General year-long bird survey - every five years using the same methodology described in the study provided in Appendix B of the Mission Bay Park Natural Resource Plan - Technical Appendices document.
  - c. A California least tern foraging study will be conducted annually from 1989-1991. The methodology for the first year (1989) is provided in Appendix C of the Mission Bay Park Natural Resource Plan - Technical Appendices document.

Data obtained from or in cooperation with other organizations include:

- a. Annual least tern nesting data - Least Tern Recovery Team, U.S. Fish and Wildlife Service.
- b. Fish population studies - National Marine Fisheries Service and Hubbs Research Institute.
- c. Clapper rail and Belding's savannah sparrow population and nesting data and other information collected in the Northern Wildlife and Southern Wildlife Preserves - University of California at San Diego.
- d. Water quality data - Regional Water Quality Control Board.

4. A nature center complex, including a system of nature trails, will be developed in Mission Bay Park. The possible locations are: 1) Fiesta Island as part of the new preserve system, closest to the road; or 2) the western edge of the Crown Point Shores expansion of the Northern Wildlife Preserve (assuming this site is released from the least tern nesting site designation) (Figure 5). The proposed nature center complex will include: a nature trail system along the fringes of the marsh, closest to the nature center; interpretive exhibits and signs; observation platforms; and a small structure (about 1,000 square feet) for lecture, orientation, and meeting purposes. The Nature Center complex design will maintain the integrity of the marsh environment and limit the potential for human disturbance. All structures will be built prior to habitat restoration, excluding dredging of embayment if Fiesta Island site is chosen, to eliminate impacts to newly rehabilitated habitats. A design will be prepared for the Nature Center complex and surrounding preserve by a designer knowledgeable of interpretive centers and salt marsh/salt pan rehabilitation.
5. Zones for educational and research uses will be identified for each preserve as well as buffer areas with no human disturbance.
6. Graduate student proposals for studies to gather unknown information on natural resources will be reviewed by the Mission Bay Park Technical Advisory Committee. The committee will recommend certain studies for funding. Potential funding would come from grants or the City. If the City will be funding a study, the City would have the ultimate choice of which study to fund.

## IMPLEMENTATION

### FEDERAL AND STATE AGENCY PERMITS AND AGREEMENTS

In addition to City of San Diego permits, any proposed project must obtain a California Coastal Commission Permit and a U.S. Army Corps Engineers 404 and/or Section 10 permits if dredging or deposition of material is proposed. Permit requirements of the State Lands Commission and Regional Water Quality Control Board would also have to be met for dredging activities or inwater construction. This Natural Resource Management Plan was undertaken partly to facilitate and expedite the federal and state permit process. This Plan provides the basis for a common understanding among government agencies, including City of San Diego, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Coastal Commission, California Department of Fish and Game, and private interests, regarding projects affecting natural resources in Mission Bay Park and the manner in which mitigation is to be undertaken.

Representatives from the City and five agencies, listed above, actively participated in the development of this Plan to ensure that the mitigation requirements are consistent with policies of their respective agencies. It is anticipated, therefore, that projects planned in conformance with the Natural Resource Management Plan will meet the requirements of the other permitting agencies, and permit processing can be simplified and the time minimized. This will provide increased certainty to applicants concerned with the granting of permits for their projects and to agencies concerned with the protection of natural resources.

A nationwide permit from the Army Corps of Engineers to cover City shoreline maintenance would further simplify the permitting process. This type of permit would cover all maintenance outlined in the Beach Maintenance section under "Land Use Proposals" for a five-year period and negate having to obtain individual permits for each action. It would be beneficial if a similar arrangement could be made with the Coastal Commission.

Federal and state agencies will be notified of all proposed projects affecting natural resources and the Natural Resource Management Plan. This includes land and water-oriented development proposals. Mitigation plans and mitigation monitoring reports for individual projects will also be submitted to these agencies for their review and comment. If a mitigation plan can be approved concurrent with the City's review process, federal and state permit processing will be expedited.

### DEVELOPMENT RESPONSIBILITIES

The Natural Resource Management Plan covers three general categories of proposals: 1) new development or redevelopment of land and water; 2) park and shoreline maintenance activities; and 3) habitat enhancement. It will

be the responsibility of the City or public applicant to plan, implement, maintain, and monitor the mitigation effort. The applicant is also responsible for consulting with state and federal resource agencies early in the planning process. A list of agencies for consultation is included in Appendix D in the Mission Bay Park Natural Resource Plan - Technical Appendices.

Mitigation Planning: For any development plan, the project applicant will have a biological consultant conduct a site-specific field survey. This survey will include underwater habitats, if any water-oriented aspects are proposed, to determine the type and extent of natural resources and to identify possible mitigation requirements. A qualified biologist with wetlands experience must perform the field work and consultation.

If a revegetation plan is required, a biological consultant, who may work with the applicant's landscape architect and/or planner, will outline the mitigation proposal. Revegetation plans will contain the following: a landscape plan which addresses in detail the compensation concept and design criteria; the types and extent of habitats to be developed; grading requirements (if any); plant materials to be used; method of planting; and plans for maintenance and monitoring of the revegetation. The City will review and approve revegetation plans before project approval is granted.

A binding mechanism will be instituted to ensure an applicant will implement, maintain, and monitor the mitigation effort as planned and approved. This mechanism can be a bond or other means of assuring funds will be available to complete the mitigation program. In cases where mitigation habitat area is to be purchased from an already existing City mitigation bank, the acceptability of the project as a participant in the bank will need to be approved by the City and the required mitigation area purchased prior to project development.

Mitigation Implementation: Mitigation programs will be implemented according to mitigation plans preceding or coincident with project construction. This includes the purchase of mitigation area from a mitigation bank. Wherever necessary, exotic or invader vegetation will be removed and an irrigation system will be installed to water plants until they have become established.

After project construction is complete, a second habitat survey of impacted areas will be conducted by a qualified biologist to ensure the success of the mitigation plan.

Mitigation Maintenance: Mitigation and enhancement plans will include a long-term monitoring program to determine the success of the plan and identify maintenance needs. In the first three to five years after plan implementation, monitoring will be conducted and reports made to the Park and Recreation Department on a regular basis. The frequency of monitoring will be determined during the mitigation plan approval process. After the first three to five years, mitigation sites will be monitored to obtain

information regarding species and quantity and quality of their growth. An annual report of the monitoring effort will be prepared and submitted to the Park and Recreation Department. The report will address plant survival, vegetative cover, the success of establishing designated habitats, and recommended actions necessary to accomplish full mitigation. Resource agencies will receive copies of mitigation monitoring reports.

The applicant will be responsible for maintaining revegetated mitigation sites for five years from the date the planting is completed. Replacement of vegetation and elimination of undesirable species will be undertaken as part of the mitigation maintenance program.

Any vegetation that dies or is otherwise damaged within the first few years due to flooding, disease, over-or under-watering, vandalism etc., will be replaced by the applicant. Vegetation should be monitored on a regular basis and replaced as needed to fulfill mitigation plan conditions.

In order for mitigation areas to be successfully established, non-native plants which compete with native plants for light and space must be controlled. Non-native species, such as giant reed (*Arundo donax*), pampas grass (*Cortaderia atacamensis*), castor bean (*Ricinius communis*), and tamarisk (*Tamarix* spp.) must be removed from all mitigation sites. Any non-native plants should be removed biannually during the five-year maintenance period. Once removed, the plants should be disposed of in a landfill.

#### CITY RESPONSIBILITIES

Planning for the protection and enhancement of natural resources in Mission Bay Park is an important part of the Mission Bay Park Master Plan, Local Coastal Program Addendum. The Mission Bay Park Natural Resource Management Plan is in conformity with and should be used in conjunction with the Master Plan and the Local Coastal Program Addendum.

The City Planning and Park and Recreation departments are responsible for the administration of the Natural Resource Management Plan. The Planning Department will review all public and City development proposals to determine conformity with the Natural Resource Management Plan. The California Environmental Quality Act (CEQA) process will be applied to determine the environmental impacts of development proposals and identify mitigation measures and alternatives to reduce impacts to Mission Bay Park's natural resources.

The Park and Recreation Department is responsible for conducting maintenance activities in the Park in compliance with the Natural Resource Management Plan. The Park and Recreation Department will review public and City project plans along with revegetation and mitigation plans to ensure the projects meet the requirements and objectives of the Natural Resource Management Plan. Enhancement projects and a current data base are also the responsibility of the Park and Recreation Department. Mitigation bank development will be developed and administered by Park and Recreation.

Funding for enhancement, management, and preserve maintenance for the Park's natural resource system can come from a variety of sources. Items outlined in this management plan are listed below with possible funding sources.

#### 1. Mission Bay Least Tern Management Program

- a. Predator Control - one person for six months (March-September), annually, via contract with USFWS or CDFG or City sources for implementation of a predator control program. Potential funding: operating budget.
- b. Nesting Site Monitor - provide one person once a week for sixteen weeks to help monitor nesting sites. Approximately 130 hours a year. Potential funding: intern program.
- c. Management and Improvements to Sites - Potential funding: operating budget.

#### 2. Expansion of Preserve System

- a. Extension of Southern Wildlife Preserve - no cost to implement.
- b. Extension of Northern Wildlife Preserve to Include Crown Point Shores Least Tern Nesting Site and, possibly, a portion or all of the Campland lease area - grading, revegetation, and fencing required. Potential funding: Environmental License Plate Grant; Coastal Conservancy; possible future state bond initiatives; capital outlay fund.
- c. Creation of New Wildlife Habitat Preserve and Embayment in South Fiesta Island - grading, dredging, revegetation, and fencing required. Potential funding: Environmental License Plate Grant; Coastal Conservancy; possible future state bond initiatives; cost recovery for embayment as an eelgrass mitigation bank could come from future City and developer projects purchasing mitigation area from the bank; capital outlay fund.
- d. Mitigation Bank in South Shores Embayment - planting of eelgrass and monitoring program. Potential funding: Coastal Conservancy; cost recovery from future City and developer projects purchasing mitigation area from the bank; capital outlay fund.

#### 3. Removal of pampas grass from Fiesta Island and Northern and Southern Wildlife Reserves - Potential funding: operating budget.

#### 4. Placement of Additional Buoys Along Northern Wildlife Preserve - 15 additional buoys to discourage boaters and jet skiers from entering the salt marsh. Potential funding: Environmental License Plate Grant; Coastal Conservancy.

5. Informational, Directive, and Educational Signs - additional permanent signage needed for seven least tern and five (possibly six) wildlife preserves, approximately 150 signs. Potential funding: Environmental License Plate Grant; Coastal Conservancy; possible future state bond initiatives; operating budget.

6. City-sponsored Surveys

Eelgrass/underwater habitat survey by consultant (approximately 600 hours and \$16,000 (1988 dollars) for equipment and computer time);

General bird survey by interns or consultants (approximately 500 hours); and

California least tern foraging study by consultant (annual cost estimate for the three-year (1989-1991) study is \$18,000 per year (1989 dollars).

Potential funding: operating budget.

7. Nature Center Complex- includes nature trails, observation platforms, structure (approximately 1,000 square feet), fence, signs, and interpretive displays. Potential funding: Environmental License Plate Grant; Coastal Conservancy; possible future state bond initiatives; capital outlay fund.

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- Tetra Tech, Inc., Water Quality Studies for Mission Bay Park, City of San Diego, Park and Recreation Department, 1983.
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**Appendix F**

***MISSION BAY PARK REGULATIONS***

**Prepared by**

*City of San Diego*



# MISSION BAY REGULATIONS

## Speed

**BASIC SPEED LAW** — Local and State laws prohibit the operation of any vessel or other watercraft at a speed greater than is reasonable and prudent, and at no time at a speed that endangers life, limb or property.

### CONTROLLED SPEED AREAS —

- (1) Speed limits are posted on buoys and signs throughout the bay, at the entrances and inside controlled areas. Basically, West Mission Bay, all narrow channels, and coves have controlled speed.
- (2) The speed limit from sunset to sunrise (night-time) is five nautical miles per hour (5 kts) in all areas of the bay.
- (3) The speed limit is five nautical miles per hour (5 kts) in the following areas: (a) within 100 ft. of the shoreline of Mission Bay including the shoreline of Fiesta Island and Vacation Island, (b) within 200 ft. of any dock or landing float to which boats are made fast or is being used for the loading or unloading of passengers; and (c) under any bridges.
- (4) The speed limit is limited to steerage way only (no wake) in all marina areas and basins.
- (5) The speed limit in Sail Bay is limited to 5 mph from 11:00 a.m. to 5:00 p.m., from May 1st through October 31st.

**OPEN SPEED AREA** — Fiesta Bay in the eastern half of Mission Bay is the only area with no daytime speed limits, except the specific situations listed above.

## Waterskiing

- (1) Fiesta Bay in the eastern half of the bay is the main waterskiing area, with three designated beach landing and take-off zones. Beach landings and take-offs are prohibited in all areas not posted with signs for these purposes.
- (2) Sail Bay in the northwest part of the bay, between Santa Clara Point and Riviera Shores, has one zone designated for beach landing and take-off; but it is only open for limited waterskiing at the following times:
  - (a) May 1st through October 31st — sunrise to 11 a.m., and 5 p.m. to sunset; (5 mph from 11 a.m. to 5 p.m.);
  - (b) November 1st through April 30th — sunrise to sunset (daytime).
- (3) Waterskiing is prohibited in all other areas of the bay.
- (4) In addition to the operator, every vessel towing a skier must have an observer at least 12 years old. The operator must watch ahead, and the observer must watch the skier and advise the operator of any hazards or when the skier falls. All occupants of the boat must remain seated during operation.
- (5) Waterskiing and similar activities are prohibited between sunset and sunrise (night-time).
- (6) No waterskier or the towing boat shall operate within 100 ft. of another boat, canoe, paddleboard, float, swimmer or fisherman. Also, no waterskier or the towing boat shall operate within 100 ft. of any beach, except for taking-off and landing in the prescribed areas posted for that purpose by the City.
- (7) Motorboats in all waterski areas shall adhere to a counter-clockwise pattern (turning towards port/left) at all times.
- (8) Observers or operators must signal with a red ski flag in the air whenever there is a person or hazard in the water adjacent to or in the vicinity of their boat. The operator must cut the motor completely when picking up a person from the water into the boat.
- (9) Tow lines must not exceed 75 feet in length.
- (10) No person shall use any hang glider, ski kite, parasail, or similar device from the water or land in Mission Bay Park.
- (11) No vessel may operate within 200 feet of the shoreline of an area designated for waterski landing or take-off, except a vessel actively involved in towing a waterskier.

## Personal Watercraft

Jet Skis, Wet Bikes, Dyna-Foils, Wave-Runners, Wave-Jammers, and similar types of watercraft may use any of the boating areas, following all of the regulations for powerboats. There is a special personal watercraft area at the east end of South Pacific Passage, where boats are prohibited; however, operators using the area must comply with the 5 mph speed zone immediately outside of the area. A second personal watercraft area exists at the south end of North Pacific passage. Between sunset and 9:30 a.m. all craft must travel at less than 5 mph. Operators are also responsible for obeying all other existing safety regulations.

## Sailing

- (1) Sailboats are permitted in all boating areas throughout the bay; however, the entire West Bay is meant mainly for sailing, with controlled speeds for powerboats. Sail Bay is limited to 5 mph from 11 a.m. to 5 p.m., May 1st through October 31st, and the rest of the West Bay is 5 mph at all times. Sailboats are cautioned to stay away from Waterski Zones and Swimming Areas.
- (2) Sailboat operators should check the height of their mast with the vertical clearance markers before attempting to sail under any bridges.

## Required Equipment, Registration, and Age Restrictions

- (1) All vessels must comply with California and U.S. Coast Guard requirements for minimum safety equipment. The basic items for all boats include Personal Flotation Devices (PFD's or life preservers) for each person on-board, navigation lights for night-time operation, and some sort of sound-signaling device. Powerboats are generally also required to have a fire extinguisher, muffler, back-fire flame control, and ventilation system. Most boats are also required to carry Visual Distress Signals on-board for emergency use. Boat operators should check with the Lifeguard Service, Police or Coast Guard to determine the specific equipment required for their boat.
- (2) Boats must comply with California laws for vessel registration. Basically, all undocumented vessels using or on the waters of California must be currently registered in this State, except:
  - (a) vessels currently registered in another state or federal numbering system, and such vessel is not within California for more than 90 days;
  - (b) foreign vessels temporarily using the waters of the United States;
  - (c) public vessels of a city, county, district, state or the United States;
  - (d) a ship's lifeboat (not used for recreational purposes);
  - (e) any class of vessels exempted by the state or federal government; and
  - (f) any sailboat 8 ft. or less in length, and any vessel propelled solely by oars or paddles.
- (3) Vessel registration is performed by the Department of Motor Vehicles, and boat owners should contact their local DMV office for more information.
- (4) The boat registration certificate/card is required to be carried on-board the vessel at all times, and must be presented to any peace officer upon request.
- (5) No person may permit any other person under the age of 12 years old to operate, nor may any person under the age of 12 years old operate:
  - (a) any motorboat towing any person;
  - (b) any motorboat designed to carry only one person; or
  - (c) any motorboat with an engine of more than 10 horsepower, unless an adult (over 18 years old) is on-board; except for using a dinghy between a moored vessel and the shoreline.

## Reckless, Negligent, and Intoxicated Operation

- (1) No person shall use any vessel, or manipulate any waterskis, aquaplane or similar device in a reckless or negligent manner so as to endanger the life, limb or property of any person. [Misdemeanor.] Endangerment includes, but is not limited to, the following acts:
  - (a) riding on the bow, gunwales or transom of a powerboat (without adequate protective railing);
  - (b) any action causing any waterskis, aquaplane or similar device, or the person thereon to collide with any object or person;
  - (c) maneuvering towed skiers or other devices so as to pass the towline over another vessel or its skier; or
  - (d) navigating any vessel, skis or other devices between a towing vessel and its tow(s).
- (2) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device while under the influence of intoxicating liquor, any drug, or the combined influence of intoxicating liquor and any drug; or when addicted to any drug. [Misdemeanor.]
- (3) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device who has a blood-alcohol level of 0.10% or more. [Misdemeanor.]
- (4) No person shall operate any vessel, or manipulate any waterskis, aquaplane or similar device while under the influence of intoxicating liquor, any drug, or the combined influence of intoxicating liquor and any drug; and while so operating do any act forbidden by law or neglect any duty imposed by law for the use of the vessel, waterskis, aquaplane or similar device, which act or neglect proximately causes serious bodily injury to any person other than himself. [Felony.]
- (5) Persons lawfully arrested for intoxicated operation must submit to a chemical test of their blood, breath or urine to determine the alcohol or drug content of their blood.

## Boating Accidents

- (1) The operator and owner of any vessel involved in a collision, accident or other casualty must stop and render any practical assistance to the other persons involved (without serious danger to his

own vessel or crew), and also to give his name, address, and vessel identification in writing to any injured person or the owner of any property or vessels damaged. Failure to stop and give the required information is a misdemeanor for accidents involving property damage only, and a felony for accidents involving injury, death or disappearance.

(2) Accidents where a person dies or disappears from a vessel must be reported immediately, by the quickest means available, to the nearest enforcement agency.

(3) Written accident reports are required to be filed with the California Department of Boating and Waterways on official forms, which may be obtained from the Lifeguard Service or Police Department:

(a) within 48 hours if: a person dies within 24 hours after the accident, a person disappears, or an injured person requires more than first-aid treatment; and

(b) within 10 days if: a person dies more than 24 hours after the accident, or damage to the vessel and other property totals more than \$200.

## Anchoring, Mooring, and Beaching

(1) Vessels may be anchored during the daytime anywhere in the bay, except:

- (a) Swimming Areas,
- (b) Waterski Landing/Take-Off Zones, and
- (c) any position that obstructs navigation and/or is prohibited by signs.

(2) Vessels may anchor or moor overnight in North Mariner's Basin only. The time limit for overnight transient/guest anchorage is 72-hours in any seven-day period, and an adult must remain on-board overnight.

(3) Vessels are prohibited from tying to all aids to navigation (buoys) at all times. Vessels are also not allowed to tie up to a private mooring buoy without a permit from the Lifeguard Services Division.

(4) Overnight boat beaching is allowed only in designated areas after obtaining a permit from the Lifeguard Services Division. (Some areas have time restrictions.)

(5) Vessels and trailers shall not be left on the beach overnight in Sail Bay from 10 p.m. to 7 a.m., Sunday through Thursday. Overnight beaching in Sail Bay is only permitted on Friday and Saturday nights and the night before a City holiday.

(6) A permit is required to place, construct or use a mooring in Mission Bay. Any such moorings must comply with the specifications set by the Lifeguard Services Division.

(7) It is unlawful to use, tie up to, or occupy any float, dock or other harbor facility without first obtaining permission from the owner thereof. Use of the public docks is limited to 15 minutes for loading and unloading passengers and supplies on recreational boats; while commercial uses are expressly prohibited.

(8) It is unlawful to beach, anchor, launch, or retrieve boats, vessels or personal watercraft of any type in areas marked by signs prohibiting such actions.

**NOTE:** Any vessel found in violation of these and other regulations is subject to be impounded by the Lifeguards or Police and fees charged for the impounding; and the operator or owner may be prosecuted if applicable.

## Launching and Removal of Boats

(1) Boats may only be launched and removed at areas designated by the City. There are four concrete public launch ramps at various locations in the bay, and one hard-sand, hand launch area located on El Carmel Point.

(2) It shall be unlawful to launch or remove any vessel over any seawall, sidewalk, street end, public or private property, except at locations or businesses designated for such purposes.

## Noise Levels

(1) The exhaust on every motorboat shall be effectively muffled at all times to prevent any excessive or unusual noise.

(2) Motorboats must not exceed the following noise levels (measured at a distance of 50 ft.) based on the manufacture date of their engine(s):

- (a) built before January 1976 — 86 dbA;
- (b) built on or after January 1, 1976 and before January 1, 1978 — 84 dbA; and
- (c) built on or after January 1, 1978 — 82 dbA.

## Dogs and Other Animals

(1) No person shall bring any dog, whether leashed or unleashed, on any public beach or public park in the City of San Diego between the hours of 9 a.m. and 6 p.m.; except for seeing-eye guide dogs, and except for on Fiesta Island (not in Youth Camp) and at north Ocean Beach (at the Flood Control Channel). A leash, maximum length of 8 ft., is required at all other times.

(2) It is unlawful to bring, leave, turn loose or allow to go loose, any animal in any beach area or park in the City of San Diego.

## Beach Fires, Litter, and Glass

(1) Fires are permitted only in the concrete fire rings provided by the City (on most beach areas). Barbecue grills are permitted as long as they do not damage grass or shrubbery, or heat-up the sand/dirt. Hot coals must be dumped into either a fire ring or the special concrete containers designated for that purpose.

(2) It is unlawful to litter, or to deposit waste or rubbish of any kind, or discharge any refuse matter of any description upon the waters, shorelines, beaches or other park areas in the City of San Diego and Mission Bay Park.

(3) Bottles, glasses, cups, and any other glass beverage containers are prohibited on all beach areas, including adjacent sidewalks and park areas.

## Swimming

(1) Swimmers should use the designated Swimming Areas, which have lifeguards on-duty daily during the summer season. Swimming and wading is prohibited in all waterski zones, and swimmers should not swim in speedboat areas or far away from shore. If you want to swim a long distance — swim parallel to the shoreline where there are fewer boats and help is close by; do not swim across coves or channels.

(2) It is unlawful to jump or dive from any bridge in Mission Bay; or to swim, dive or play in the Mission Bay Channel.

## Fishing

Fishing is permitted in all areas of the bay, except in Swimming Areas, Waterski Landing and Take-Off Zones, Special Events Area, Personal Watercraft Area, and from any bridge. Fishermen in boats should stay away from waterski areas, and are not permitted to anchor in or near the center-span of bridges, or so as to obstruct the free navigation of any area.

## Parking

(1) Most public parking lots in Mission Bay Park and the beach areas are closed from 2 a.m. to 4 a.m. daily (with a possible \$50 fine); except Dana Basin and West Bonita Cove parking lots. There is a 72-hour maximum limit for parking in all public areas, not otherwise restricted, including streets.

(2) At Santa Clara Point, unattached boat trailers are prohibited between 2 a.m. and 5 a.m. daily.

(3) Parking any vehicles, motorcycles or trailers on any sidewalks, grass, beaches or other park areas not designated for parking is prohibited at all times. Driving off of the paved streets and parking lots is also prohibited.

**NOTE:** Parking facilities are limited and usually filled during the summer months; for this reason, beach and bay visitors are encouraged to car-pool or use public transportation as much as possible.

## Camping

(1) It is unlawful for any person to camp, sleep or lodge overnight on any public beach or in any public park in the City of San Diego.

(2) It is unlawful to erect, maintain, use or occupy any tent or similar structure on any beach or park area, unless at least two sides are open with an unobstructed view from the outside.

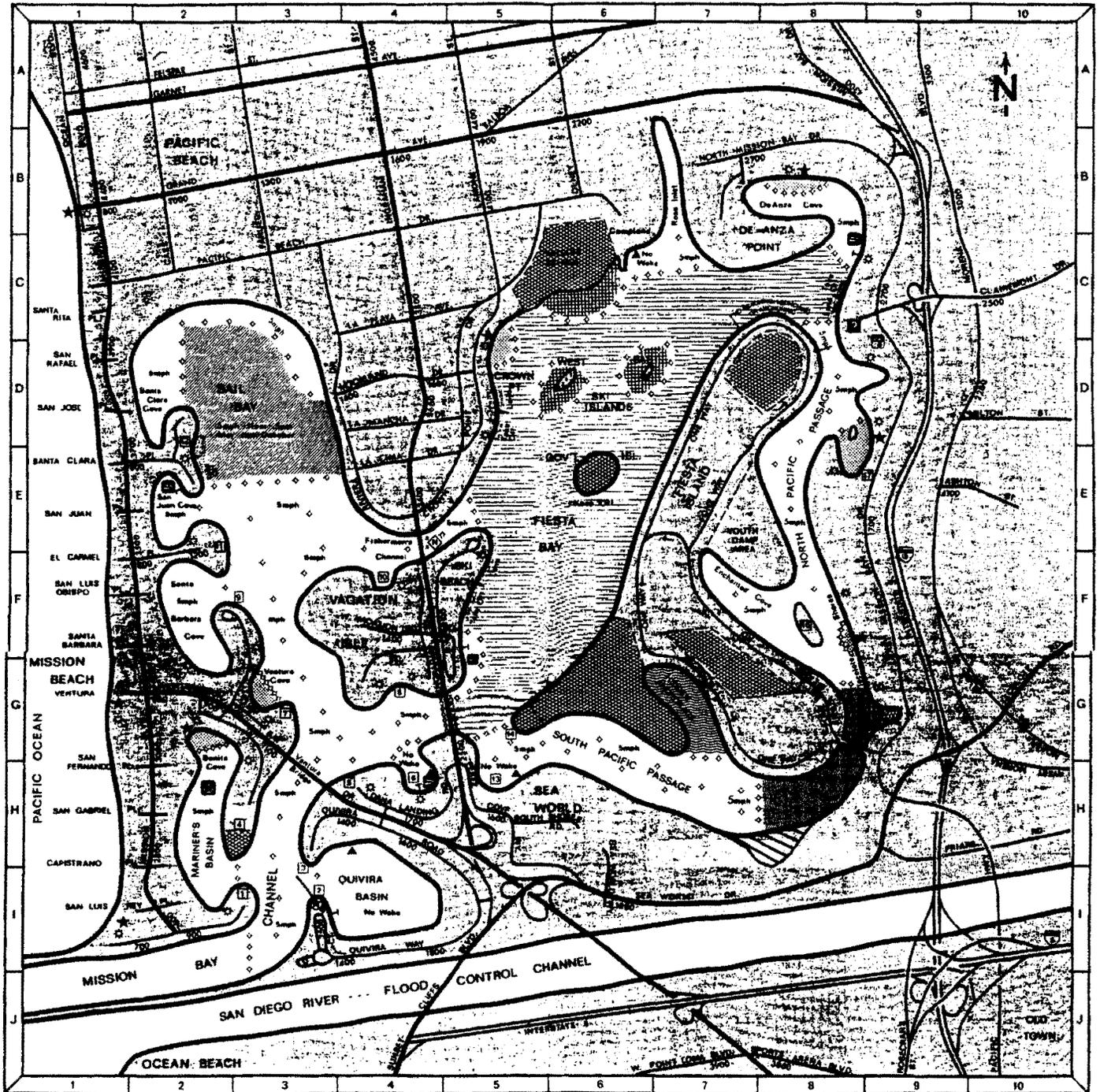
(3) There are two Youth Camp areas provided for organized youth groups, such as Boy Scouts, YMCA, Girl Scouts or similar groups with adult supervision. The areas are located on Vacation Isle and Fiesta Island, with limited availability. A permit (with fee) is required from the Coastal Division office in advance.

## Penalties

(1) Any person in violation of "operating under the influence" and doing any forbidden act or neglecting any required duty, which act or neglect causes serious injury to another person, is guilty of a felony and shall be punished by imprisonment in the state prison, or in the county jail for not less than 90 days or more than one year, and by a fine of not less than \$250 nor more than \$5,000.

(2) Any person in violation of most other boating and park regulations is guilty of a misdemeanor and may be subject to a maximum penalty of imprisonment in the county jail for up to one year, and a fine of up to \$1,000, or by both imprisonment and fine. Some violations have lower penalties, and some penalties increase with multiple violations.

# MISSION BAY PARK



## LEGEND:

- Open Speed/Waterskiing (Daytime Only)
- Waterski Landing/Take-Off Zone (Observe Signs; Counter-Clockwise Direction)
- Sailing Area/Controlled Speed (Read Regulations for Details)
- Special Event Waterski Area (Permit Required for Use)
- Personal Watercraft Area (No Boats)
- Swimming Area (No Vessels)
- Sand Bar (Use Caution)
- Closed Area - Keep Out

- Mission Bay Park Headquarters (Coastal Division/Lifeguard Service Division)
- Lifeguard Station
- Lifeguard Boating Safety Unit
- S.D. Police Harbor Unit
- Navigational Buoy
- Public Restroom
- Public Dock (15 min. limit)
- Public Launching Ramp
- R. V. Pump-Out
- Transient Vessel Anchorage (72 hr. Limit per Week)
- Visitor Information Center
- Fuel Dock

**SPECIAL NOTE:** The North Inghram Street Bridge at Fisherman's Channel is scheduled for re-configuration from mid-1998 through mid-1999 and will be closed to vessel passage.

### Bridge Clearances:

(At Mean Low Tide; 0.8 ft.)

	VERTICAL	HORIZONTAL
Ventura Bridge	42 ft.	116 ft.
So. Inghram St.	43 ft.	130 ft.
No. Inghram St.	35 ft.	125 ft.

(See Special Note about construction)

Depths: (At Mean Low Tide; 0.0 ft.)

Mission Bay Channel	20 ft.
Mariner's Basin	20 ft.
Quivira Basin	20 ft.
All Other Areas	8 ft.

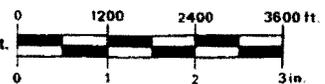
Radio Beacon: (North Channel Jetty)

317 MHz "M B" - - - -

### Map Locations: (Indicated by Circled Numbers)

NO.	LOCATION	MAP REFERENCE
1, 3	Mission Point	1, 3
1, 3	Hospitality Point	1, 3
H, 3	Isabella/Quivira Point	H, 3
H, 3	Mariner's Point	H, 3
H, 4	Sunset Point	H, 4
H, 4	Deane Basin	H, 4
G, 3	Ventura Point	G, 3
G, 4	South Cove	G, 4
F, 2	Saha Cove	F, 2
F, 4	North Cove	F, 4
E/F, 2	El Carmel Point	E/F, 2
D/E, 2	Santa Clara Point	D/E, 2
H, 5	Penix Cove	H, 5
G, 5	Stony Point	G, 5
G, 4	Model Yacht Pond	G, 4
F, 8	Enchanted Isle	F, 8
E, 8	Leisure Lagoon	E, 8

SCALE: 1 in. equals approx. 1200 ft.





**Appendix G**

***DESIGN GUIDELINES***

**Prepared by**

***Wallace Roberts & Todd***



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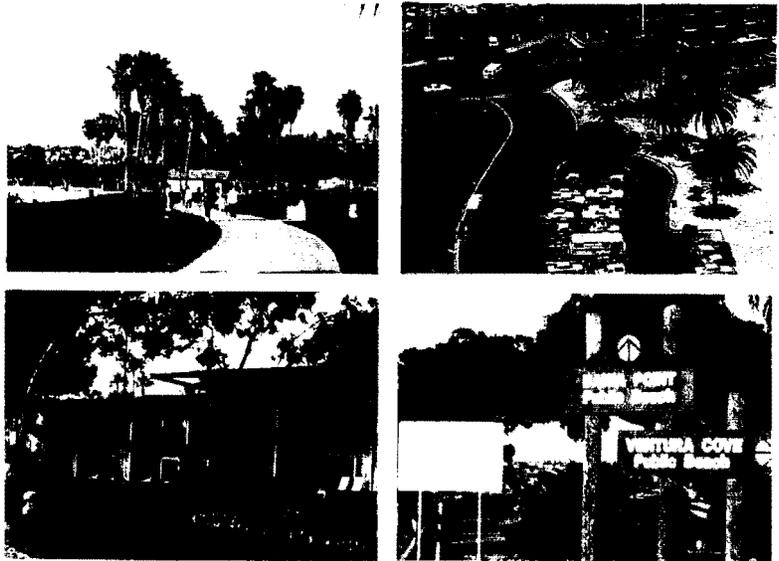
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## I. OVERVIEW



This report summarizes the Design Guidelines proposed to guide the continuing development of Mission Bay Park as it further matures into a unique, world-class water-oriented recreation area.

The Design Guidelines address functional and aesthetic issues in the following categories: Site Design, Landscape, Architecture, and Signage. By necessity, the Guidelines are general in nature, not site-specific. As the Park develops, more detailed designs will be conducted on a project-specific basis in accordance with the goals and objectives of the Master Plan Update.

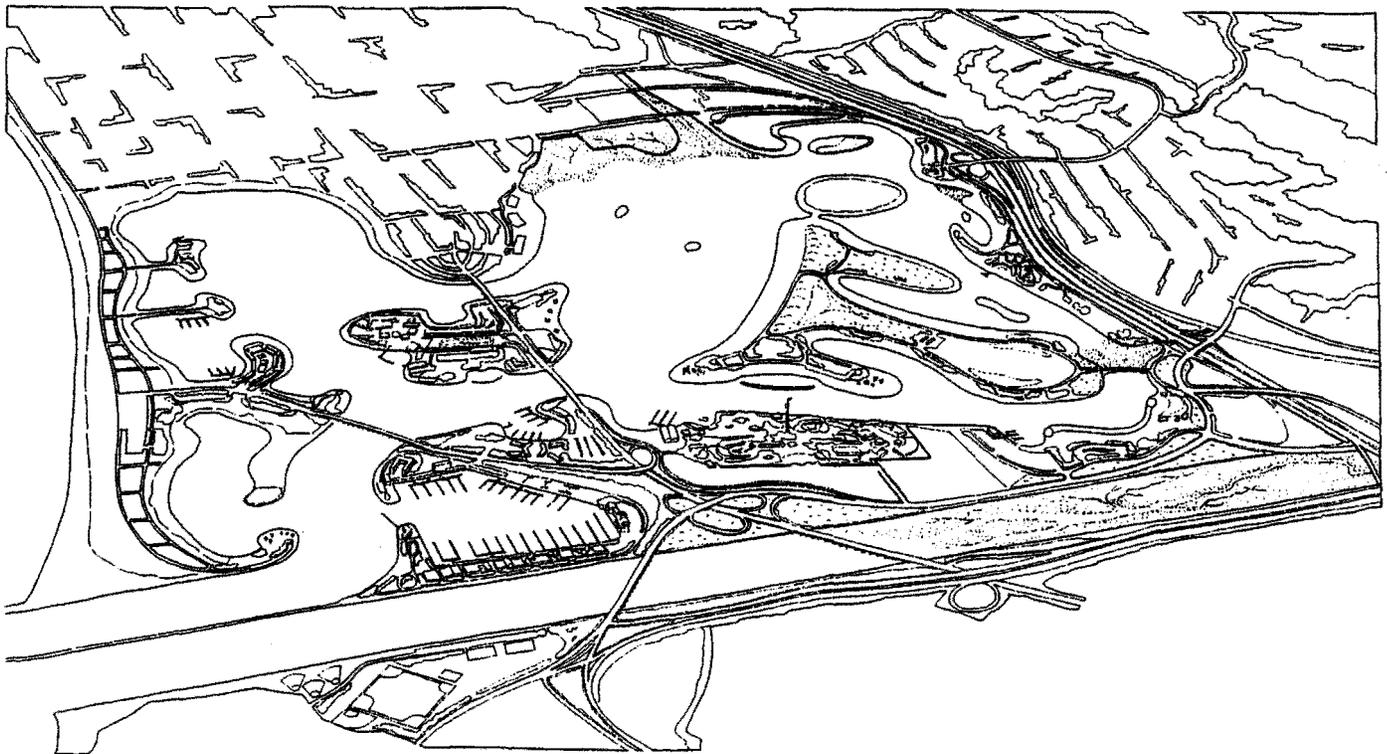
### USING THE GUIDELINES

The Design Guidelines should be used as a “baseline” from which to develop project and site-specific design solutions for Mission Bay Park. They provide minimum standards, where necessary, along with specific statements of design intent to help designers generate creative and innovative solutions for all Park improvements.

In the relatively unimproved areas of the Park, namely Fiesta Island and South Shores, the Guidelines should be applied fully as new park improvements are contemplated. In established areas of the Park, the Guidelines should be relaxed where overriding existing conditions preempt their implementation. In such cases, the provisions of the Guidelines should be pursued "to the greatest extent possible," as conditions permit.

### SPECIAL PROVISIONS

By virtue of their site layout or level of improvement, some areas of the Park require special design consideration and/or exemption from Guideline provisions. Reference to such cases is made in the Guidelines under the heading "Special Condition, page 9."



**Fig.1: Aerial View of Mission Bay Park**  
(As described in the Master Plan Update)

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## II. SITE DESIGN



Site design includes the overall control of views, the organization of public recreation areas, roads, parking and paths, and the types of furnishings required to support recreational activity. The general intent of the Site Design Guidelines is to ensure optimum, secure, and comfortable visual and physical access to the shore areas and water bodies of Mission Bay.

### VIEWS AND ACCESS

Mission Bay Park is highly visible from a number of public roadways. These include the southbound lanes of I-5 between Grand Avenue and Clairemont Drive; the westbound lanes of I-8; the Friars Road, Pacific Highway, and Mission Bay Drive entrances; the Midway Drive, Ingraham Street and Sunset Cliffs Boulevard bridges; and Clairemont Drive as it descends from the Clairemont hills, among several surrounding roadways. The Park area visible from any one of these vantage points is called a viewshed.

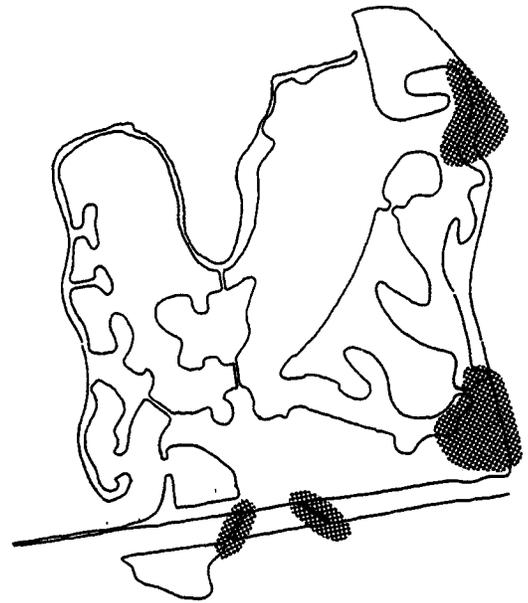
1. **Viewshed Controls:** To ensure as unencumbered and amenable a view of the bay environment as possible, no structure, earthform, or landscape feature should be constructed within the major public view corridors, or viewsheds, so as to impede, diminish or negatively affect the view of the Bay's environment.

2. **Public Access Corridors:** Around Sail Bay and the western coves and basins, views of the Bay from public access corridors should be maintained and enhanced. Palm trees or other landscape features placed along the beach to meet the landscape provisions of these Guidelines should not screen more than half the view of the water as seen one block away from the Park from any of the public access corridors (see Figure 2).

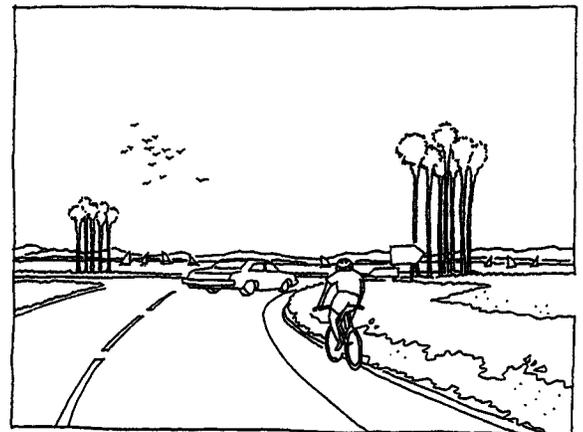
Property owners within 300 feet of any proposed beach improvements affecting private view corridors should be notified and allowed input when such projects are in the schematic design phase.

3. **Billboards:** Consideration should be given to examining and enforcing the City's billboard policy with the aim of restricting the placement of billboards that block the view of the Park from surrounding roadways and public access corridors.

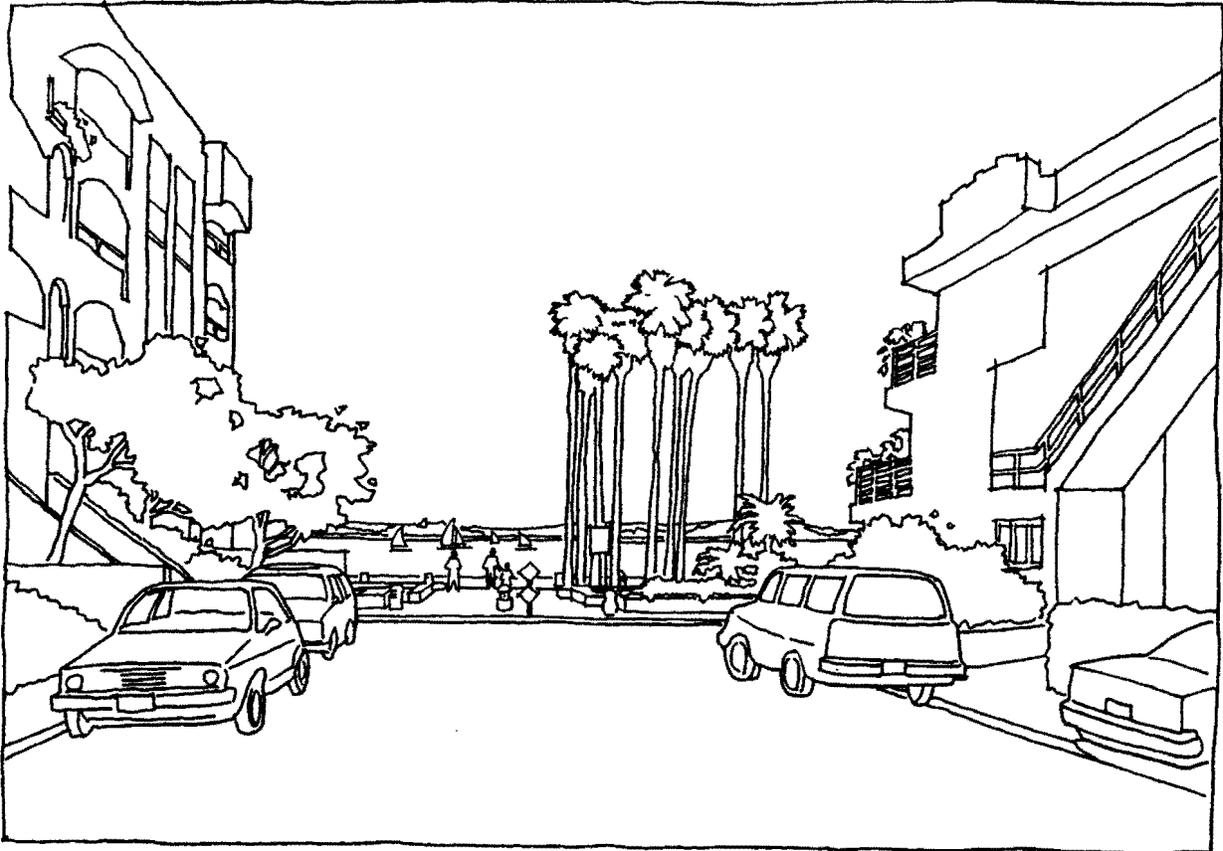
4. **Gateways:** It is normal for entrances to urban Parks to be marked or "posted" by signs and special landscaping. However, Mission Bay Park is characterized by its expansiveness, particularly as seen from the approach roads to the Park. Accordingly, the Park's regional gateways (roadways leading to South Shores, East Shores and Fiesta Island) should stress open views into the Bay, containing as little visual clutter and interference as possible. The arrival experience should be felt like a "release," or open view, rather than a "pinch," or framed view. "Welcome to Mission Bay Park" signs should be part of the gateways, but designed as secondary, not primary, features.



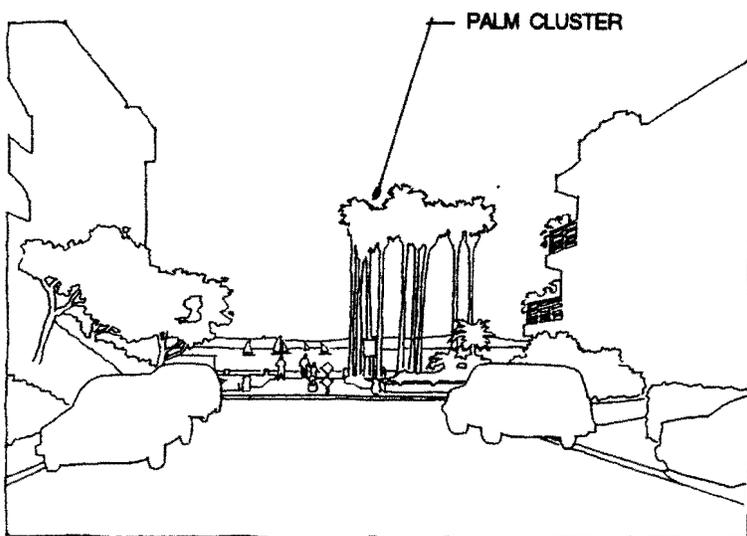
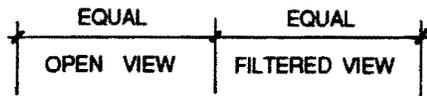
*Viewsheds*



*Gateway*



*Fig.2: Public Access Corridor*



As is discussed further in this report, the perimeter of the Park should have a consistent, naturalistic and coastal-oriented landscape treatment. The intent is for visitors to be aware as they arrive at the Park that they have entered a distinctive area of San Diego. Each entry road, therefore, will function as a gateway, without the addition of artificial, forced "gateway features."

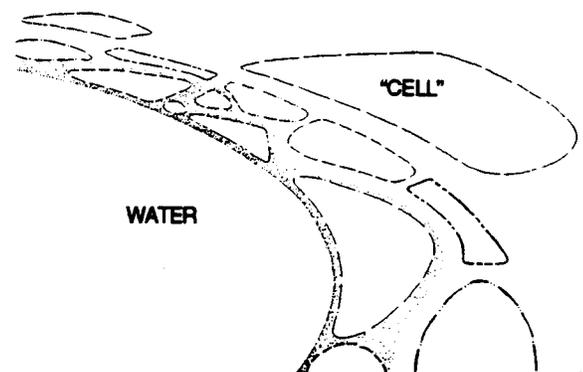
Signage informing visitors of Park events and directing them to their destinations should be part of the Park gateway areas. Such signage, however, should not dominate the view from entrance roadways and paths.

## PARKLAND

Parkland is defined as the turfed areas adjacent to the Park's beach and water areas. Parkland areas are used for picnicking, sunbathing, kite-flying, and informal play, and are in very high demand at Mission Bay Park.

5. **Water Influence Zone:** Following on-site investigations, it has been determined that the primary parkland zone in level areas of the Park lies within 300 feet of the water line. Beyond this distance, the water becomes barely visible and the shore becomes difficult to police. Accordingly, new regional parkland areas should be planned to take maximum advantage of this water-influence zone, providing a variety of recreational environments from wide open beach areas to shady, more intimate picnic groves and open play areas. Roadways and secondary recreation facilities should be planned beyond 300 feet from the shore.

6. **Activity "Cells":** Within the primary water influence zone, parkland areas should be designed as a series of discrete recreation "cells," each with its own spatial character according to the planned activity it is intended to accommodate. For example, the turfed areas should have both open "cells" for informal play and shaded, palm-planted "cells" more suitable for lounging and picnicking. Some turf areas should be in close proximity to the water, while



*Activity "Cells"*

other areas should be more removed, allowing for a deeper beach. Similarly, beach areas should contain wide and narrow areas, used, respectively, for play and for sun bathing "out of the line of fire." The "cell" approach will generate a meandering turf frontage offering a variety of views and spaces in what otherwise is a linear, homogenous landscape.

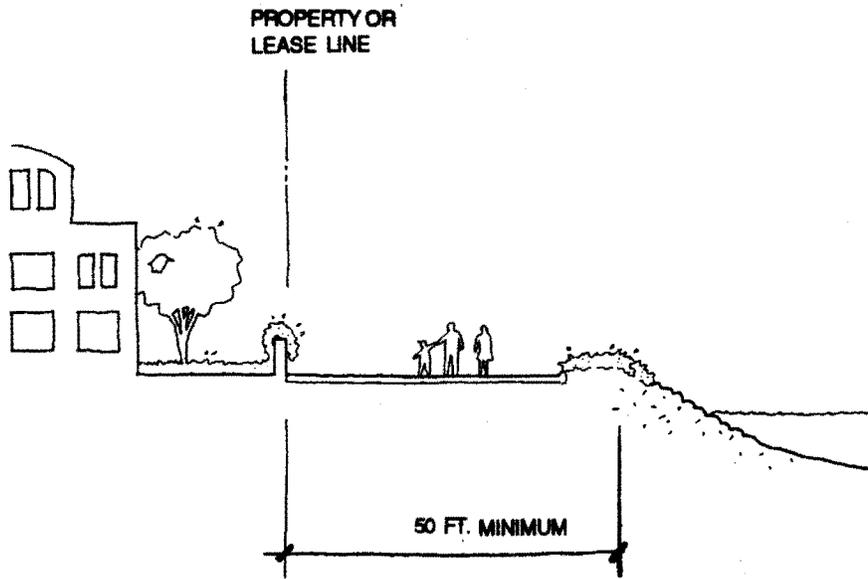
**7. Active, Informal Play Areas:** Turfed areas lying inward from the park road should be designed to accommodate active, informal play — not scheduled league or tournament activities (excluding Robb Field and the Pacific Beach Athletic Fields). Alternatively, where appropriate, portions of these areas should be mounded or sloped to encourage passive activities with improved views of the water.

**8. Restroom Facilities:** Restroom facilities should be placed to the rear of the parkland zone, proximate to parking areas for easy service and maintenance and to minimize their obstruction of the water.

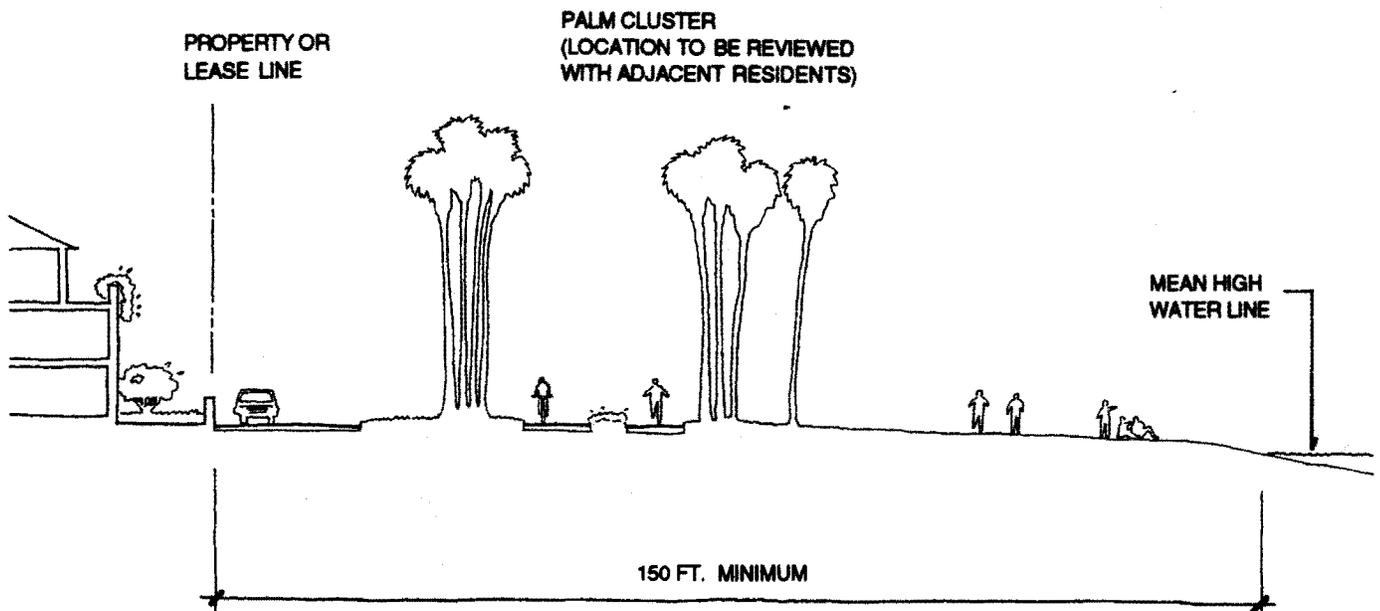
## SHORE ACCESS

As a water-oriented recreation area, the Park's shore should remain accessible for public use throughout its length. Public access to the shore should be secure and safe, providing sufficient visibility from adjoining facilities and allowing access by patrol and emergency vehicles. In addition, such access should be sufficiently wide to permit the Park's landscape to flow through it, maintaining its continuity along the shore.

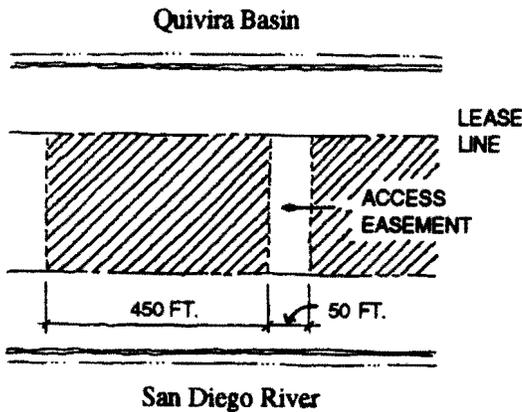
**9. Public Use Zones:** Within leasehold areas, a 150-foot minimum public use zone should be maintained along the beach areas of the shore measured from the mean high water line (elevation +2.01 MSL datum). Along bulkhead or rip-rap areas of the shore, a 50-foot minimum public use zone should be maintained measured from the top of bulkhead or rip-rap. The Park's combined bicycle and pedestrian path should be sited within the public use zone.



**Fig.3: Public Use Zone - Bulkhead/Rip-Rap Areas**



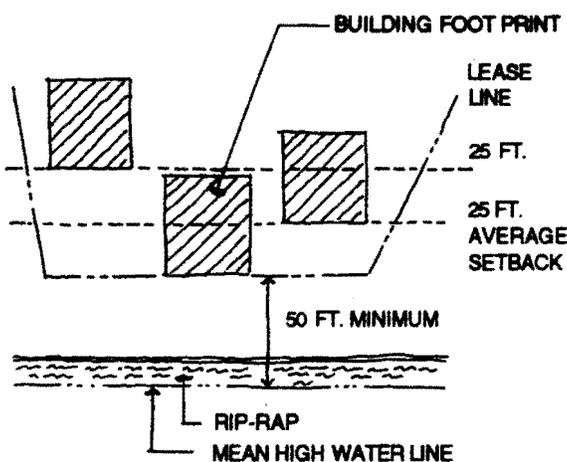
**Fig.4: Public Use Zone - Beach Areas**



**Special Condition - Bahia Point:** Because of the narrow land area available for the continuing operation and redevelopment of the Bahia Hotel, the public access zone may be narrower than as stipulated above, so long as a continuous, smooth-curved pathway for bicycles and pedestrians is provided along the entire perimeter of the Point.

**Special Condition - Quivira Basin:** Due to the proximity of the Bay to the San Diego River in the southern portion of Quivira Basin, access easements between the two shores should be maintained at intervals of not less than 450 feet. For security reasons, and contrary to the public use zone, these would be easements within a leasehold, and should be permitted to be secured after hours. The easements should not be less than 50 feet in width between any proposed buildings.

**Special Condition - De Anza Cove:** To minimize impact of any proposed development to the envisioned habitat areas at the outfall of Rose Creek, the public use zone should be not less than 100 feet in width on all sides facing the wetland areas, regardless of the shore treatment.



**Leasehold Setback**

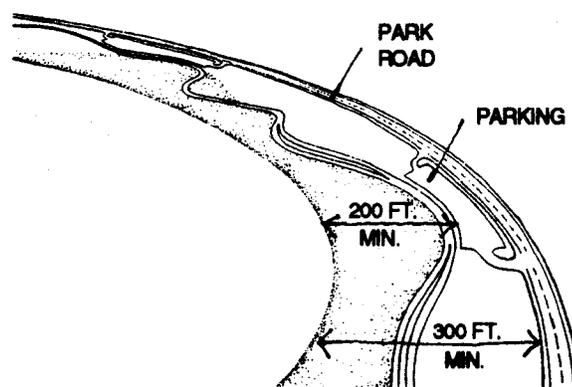
**10. Leasehold Setbacks:** In leasehold areas, buildings and landscape should be sited with the aim of enhancing the experience and use of the Park's waterfront (see following sections on landscape and architecture). Creating a varied building frontage along the public use zone to allow for landscape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

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

## ROADS & PARKING

The Park's roads and parking areas serve access, emergency and security functions. Such facilities should be conveniently sited to serve the recreation areas of the Park, but without detracting from the landscape, the views, and the physical space required for recreation. Notwithstanding the guidelines that follow, all new roadway and parking improvements should meet design criteria for safety as set by the City's Engineering and Development Department.

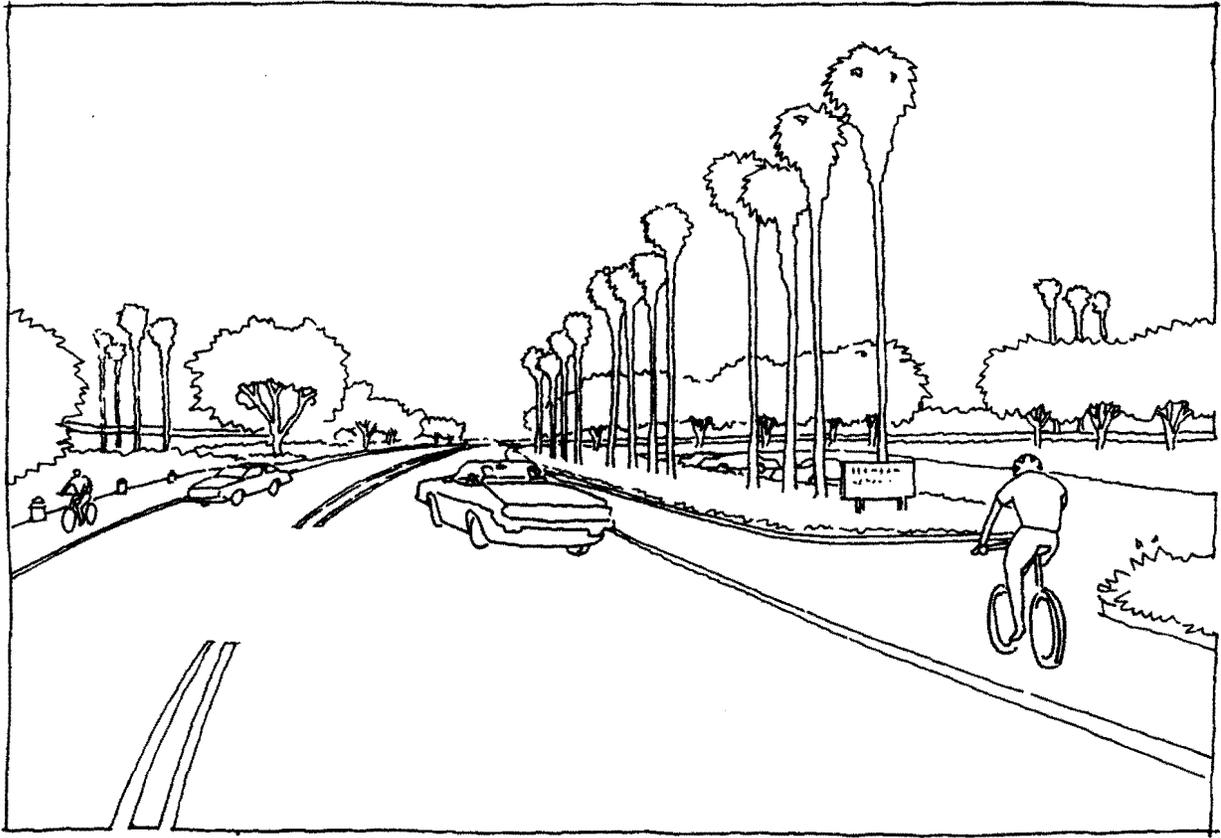
**11. Waterfront Clearances:** Park roads should be placed outside the 300-foot beach frontage zone wherever possible. Parking lots should be spaced along the road and, where physically possible, not closer than 200 feet from the mean high water line. This guideline will result in a 200 to 220-foot minimum parkland depth, which is adequate for flexible play and recreation and for supervising the waterfront from the park road and parking areas. Parking lots should be limited in size (not continuous) along the park road. This would allow for a greater depth of parkland between the lots, which enhances visual access to the water while creating larger areas for picnics and play.



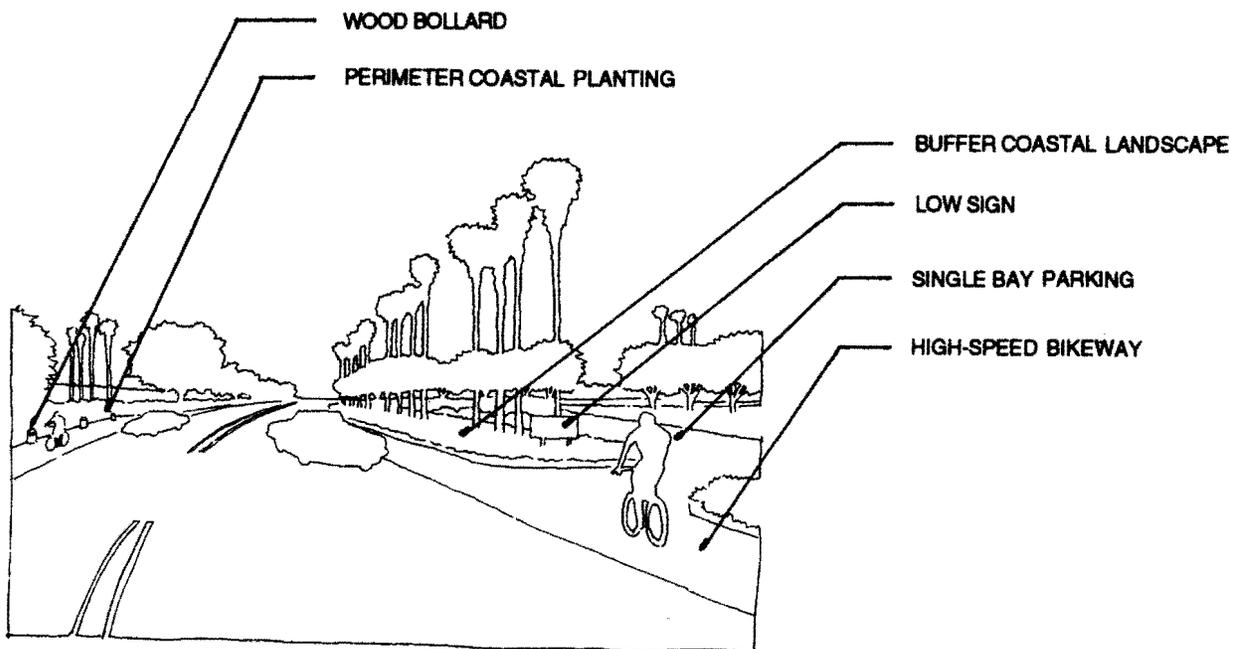
*Park Roads & Parking*

**12. Roadside Parking:** To maintain views of the Bay, patrolling of parkland areas, and to enhance circulation safety, curbside parking along the park road should be prohibited in new development areas, and eliminated in existing parkland areas to the greatest extent possible. Any "lost" parking should be regained in the proposed overflow parking area in South Shores, which will potentially be served by a public tram on peak days.

**13. Roadway and Parking Design:** To reinforce the Park's unique aquatic identity, roadways and parking areas, and all right-of-way features such as lights, signs, curbing, etc. should be uniquely different in material, form, color and texture from that of surrounding city streets. Asphalt paving, for example, should have a coarser texture, or a different stone for aggregate; curbs could be deleted and colorful landscape brought to the edge of the road (where



**Fig.5: Roads and Parking**



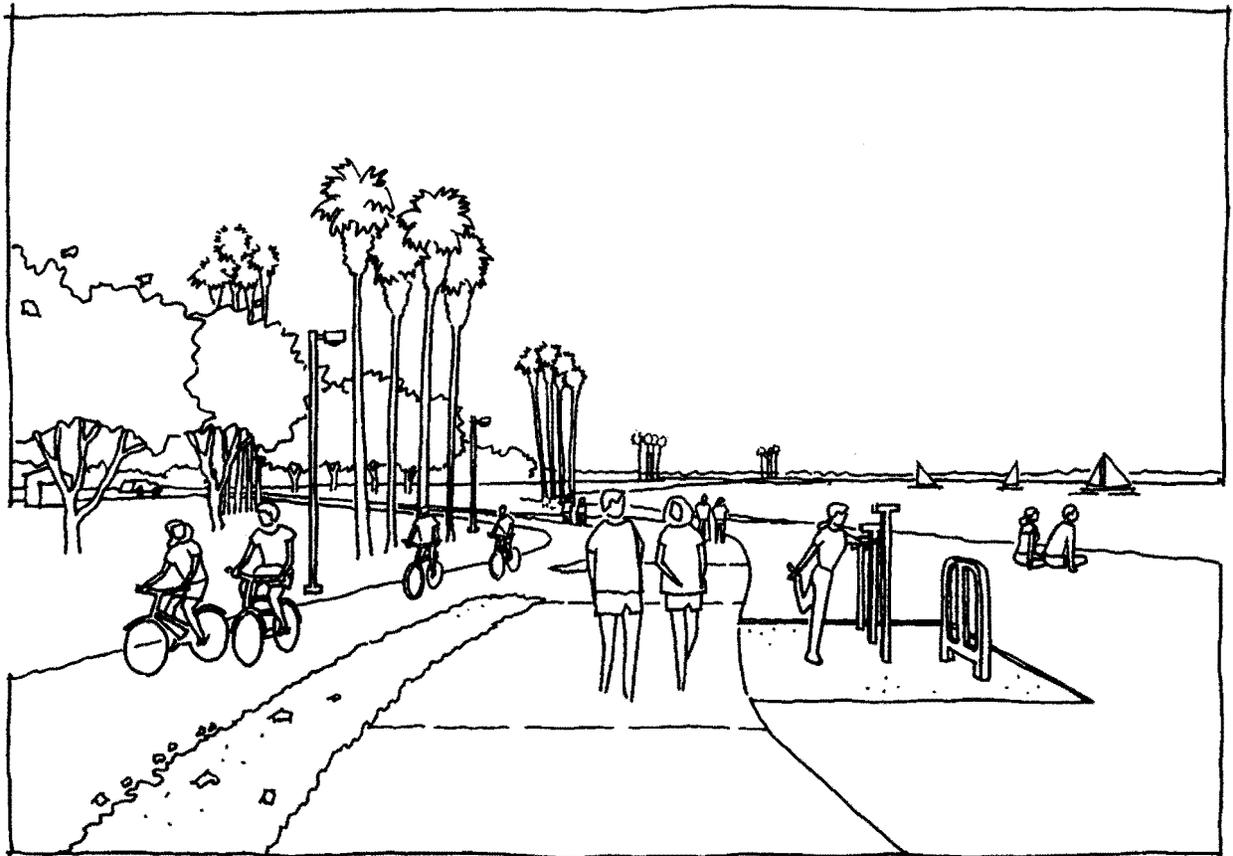
vehicle control is necessary, bollards in place of curbs should be considered); and street lights and signage poles should be of a distinctive style.

**14. Provisions for Persons with Disabilities:** The design of parking areas shall comply with the Americans with Disabilities Act of 1992. In addition, water access for persons with disabilities should be provided throughout the Park, where appropriate.

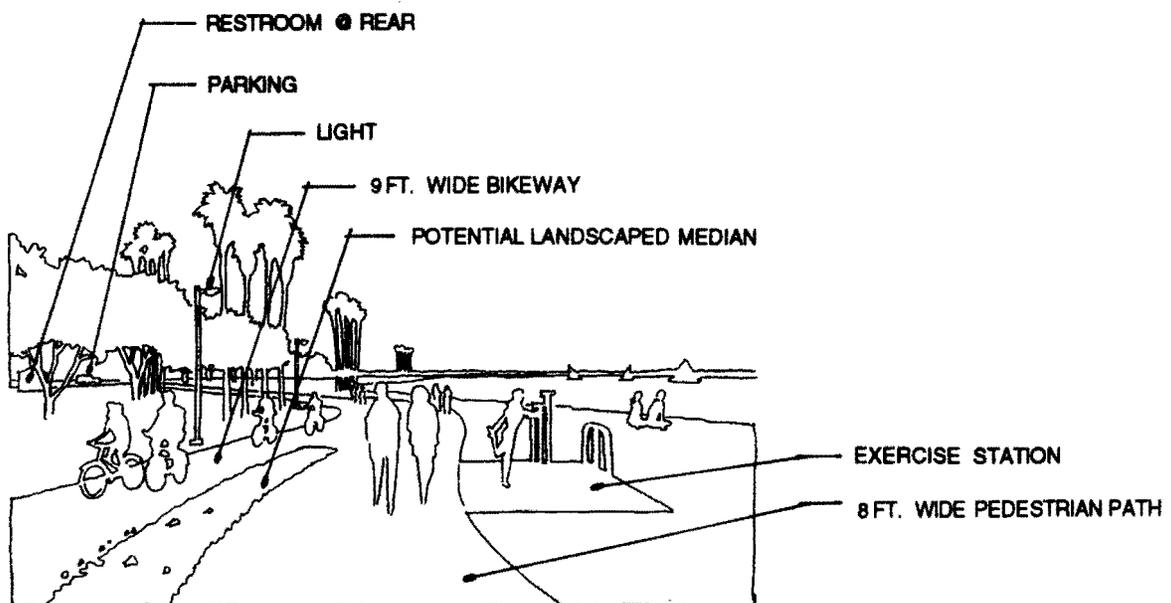
### **BIKEWAYS AND PEDESTRIAN PATHS**

Recent State-wide, as well as localized, surveys on recreation confirm that walking, jogging and bicycling are highly preferred recreation activities in California. This is also the case in Mission Bay Park according to the telephone survey conducted as part of the Master Plan Update. Functionally, the paths should afford the highest possible degree of safety and suitability for moving around the Park. Because of their high use, the paths should be envisioned as a likely target for the Park's art program, both as a means to guide people to art installations and as art works in and of themselves. In the words of artist David Antin, "the paths should be viewed as a vehicle for 'terrain drama,' whereby sections of the walkways, with the use of distinctive materials, could express the unique qualities of every environment in the Park."

**15. Types and location of Paths:** The Park's paths serve two main user groups: pedestrians, joggers, and other individuals on foot; recreational bicyclists, in-line roller skaters and other individuals on wheels. To meet the needs of each group, each type of path should be designed as a separate and dedicated Park facility.



**Fig.6: Low-Speed Bikeway and Pedestrian Path**

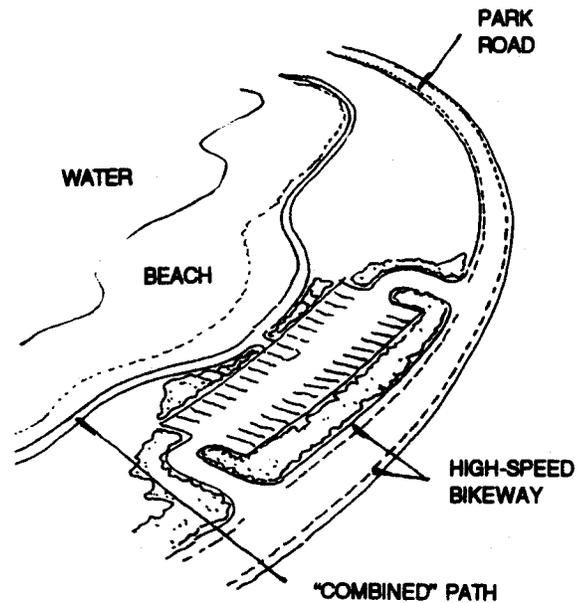


The conflict between pedestrians and cyclists/skaters primarily involves individuals that ride for exercise and/or commute on bicycles rather than for a casual, relaxed recreation. The first group, or touring cyclists/skaters, prefers to ride on the park road to avoid potential conflict with pedestrians. For this reason, dedicated class 2, paved bicycle lanes should be provided along the park road, while a "combination" pedestrian and bicycle (low-speed) path should be provided within the parkland, beach and waterfront promenade areas of the Park.

**16. "Combined" Pedestrian and Bicycle Path:** The combined pedestrian and low-speed (posted 5 m.p.h.) bicycle path should have a minimum width of 17 feet: 9 feet dedicated for bicycles and skaters (and service and emergency vehicles), and 8 feet dedicated for pedestrians. Pedestrians should circulate in the section closest to the water. A four to ten-foot landscape strip should separate the two sections wherever possible. The combined path should also meander along the parkland, varying in proximity to the water to afford as diverse and enjoyable an experience of the Bay as possible.

In constrained, narrow areas of the waterfront, the landscaped median may be dispensed; in such cases, the overall width of the path should not be less than 16 feet, and a painted line should separate the foot path from the bikeway.

In all cases, clearly marked symbols or signage should inform park users of the function of each path.

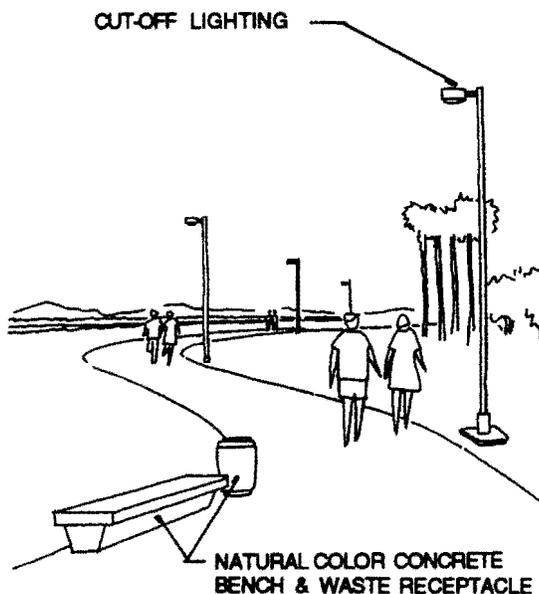


***"Combined" Path & High-Speed Bikeway***

## LIGHTING

Lighting in the Park serves two functions, security and nighttime use. Currently, no areas of the Park are lit for nighttime use, which encourages the use of illicit or undesirable activities while limiting the Park's potential hours of legitimate operation.

**17. Parking and Path Lighting:** In recognition of their recreational and functional value, the Park paths and parking areas should receive a continuous level of illumination for nighttime use and security purposes. As nighttime use would be less than daytime use, only a portion of each parking lot should be lighted, preferably that area closest to the water to provide residual illumination into parkland or beach areas.



*Lighting & Furniture*

**18. Lighting Standards:** Lighting should be provided by cut-off, non-glare pole fixtures. The height of light fixture shall be 12 to 15ft above the adjacent surface of the path. 2-1/2 to 3-1/2ft height bollard-type lights should be used where the combined path fronts residential and/or resort hotel areas so as not to affect the nighttime view of the Bay from residences and guest rooms. The level of illumination should be a minimum of 1/2 footcandle at ground level. Average to minimum uniformity ratio shall be no greater than 4 to 1 within the paved area. Ambient light supplied by surrounding buildings should be considered when determining the lighting requirements for the Park.

## FURNISHINGS AND FENCES

Park furniture includes picnic tables, benches, waste receptacles, drinking fountains, lighting, flagpoles, bike racks, hot-coals dispensers and other miscellaneous features. The Park's furniture should be durable and vandal resistant. More importantly, it should be inconspicuous; that is, be a background element that serves its purpose without detracting from the landscape.

**19. Furnishing Standards:** The Park's furnishings should be reasonably consistent and compatible in style throughout the Park, and of durable materials and forms that blend with the landscape. Light sand blasted, natural color concrete is a durable and inconspicuous outdoor furniture material. It should therefore be predominant in the Park.

To blend with the landscape, any necessary metal furnishings, such as bike racks, for example, should be painted in neutral, matte tones, or be plastic coated. Bike racks should be placed to the land side of the bicycle path. Free-standing, portable, metal waste receptacles should be phased out.

**20. Fences and Walls:** One of the amenities of Mission Bay Park is its openness. In most areas of the Park, the eye can rove around without being obstructed by walls, screens and other barriers. Some barriers are unavoidable, however, such as fences between public areas and private leaseholds. In such areas, utility or security fences should be as inconspicuous as possible and be screened by landscaping. In no case should barriers, hedges or fences exceed a height of 7 feet; taller fences would become too prominent in the context of the Park and begin to be seen as a visual barrier rather than an access control feature.

### III. LANDSCAPE



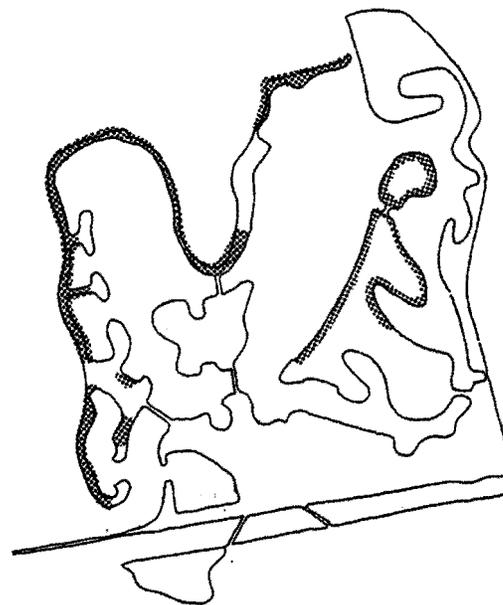
The general aim of the Park's landscaping is to help define Mission Bay Park as a special recreation resource, uniquely different from other City parks in form and character, and attuned to the Bay's coastal setting. It is also an objective to reduce the consumption of water for irrigation by emphasizing the use of drought-tolerant plants wherever not in conflict with the Park's recreation and land use functions. To meet these objectives, and to ensure that the Park's landscape efficiently accommodates the various planned recreation activities, four broad landscape types are recommended: Beach/Coastal Strand; Coastal Sage Scrub; Mediterranean; and Parkland. These landscape types reinforce the overall land use pattern proposed for the Park as defined in the Master Plan.

#### **BEACH/COASTAL STRAND**

The Beach/Coastal Strand landscape is associated with the open beach areas, such as in Sail Bay or the west side of Fiesta Island.

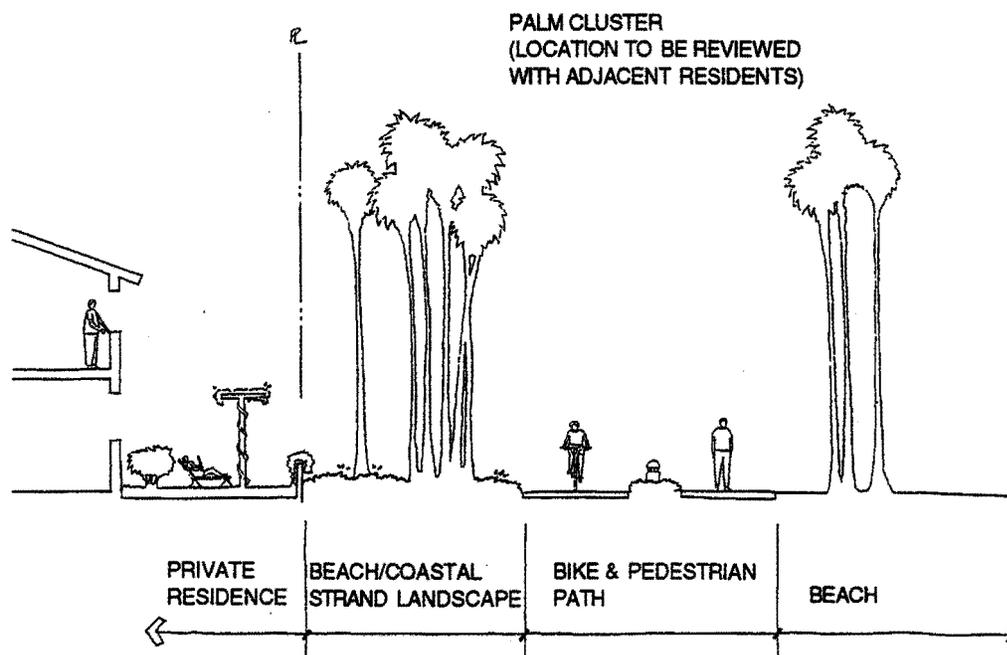
**21. Coverage and Intent:** In the Beach/Coastal Strand landscape, the sandy (beach) areas should be “backed up” by front line dune and strand plants such as Beach Sand-Verbena (*Abronia maritima*, *A. umbellata*), Beach Evening Primrose (*Oenothera* spp.), and Beach Saltbush (*Atriplex leucophylla*). The placement of these plants should be restricted to buffer areas and non-activity zones like the stretch on Sail Bay between the public path and the residential fencing. The intent is twofold: 1) to add low-scale color and texture to the long stretches of sand, and 2) to create more naturalistic recreation areas emphasizing the native coastal landscape.

The Beach/Coastal Strand landscape should also border the Park’s existing and proposed marsh areas so as to establish and ecologically integrated wetland and upland landscape to the greatest extent possible.

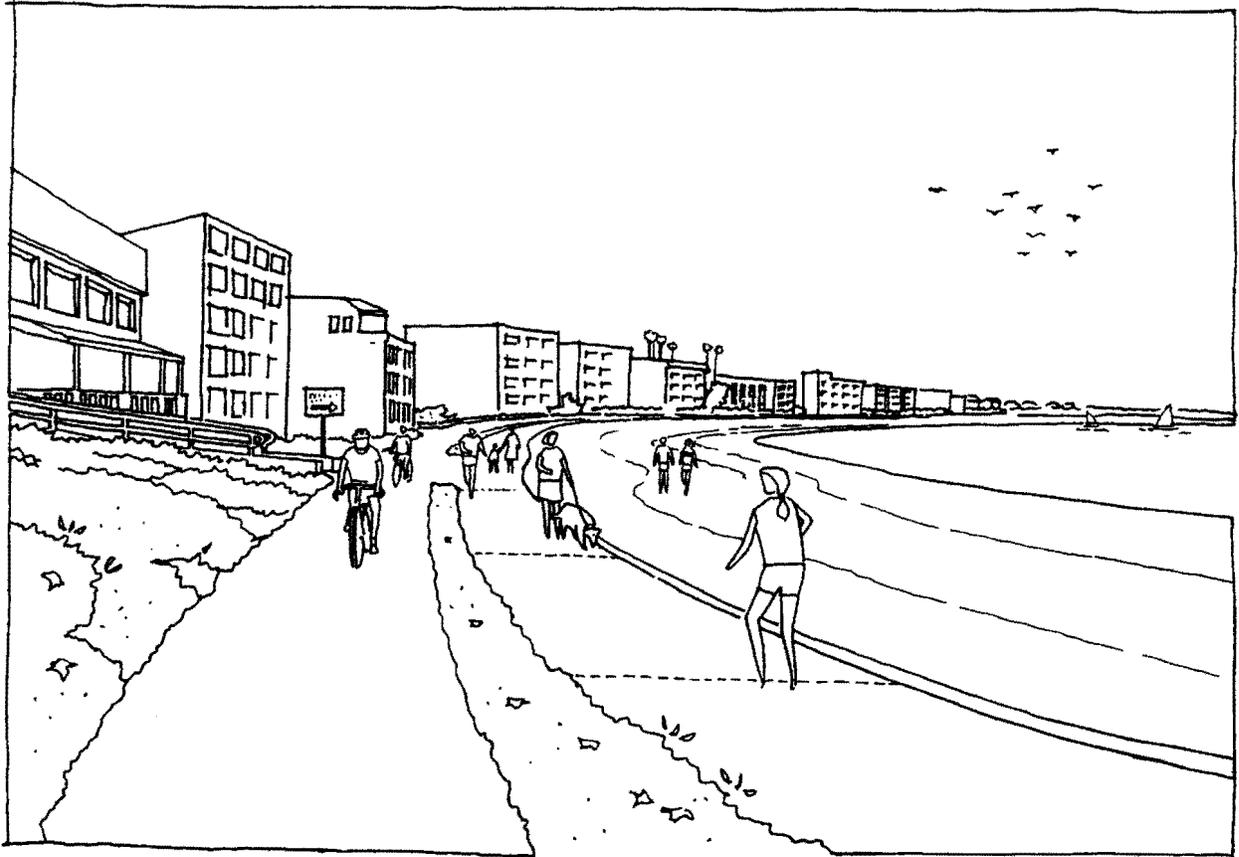


*Beach/Coastal Strand*

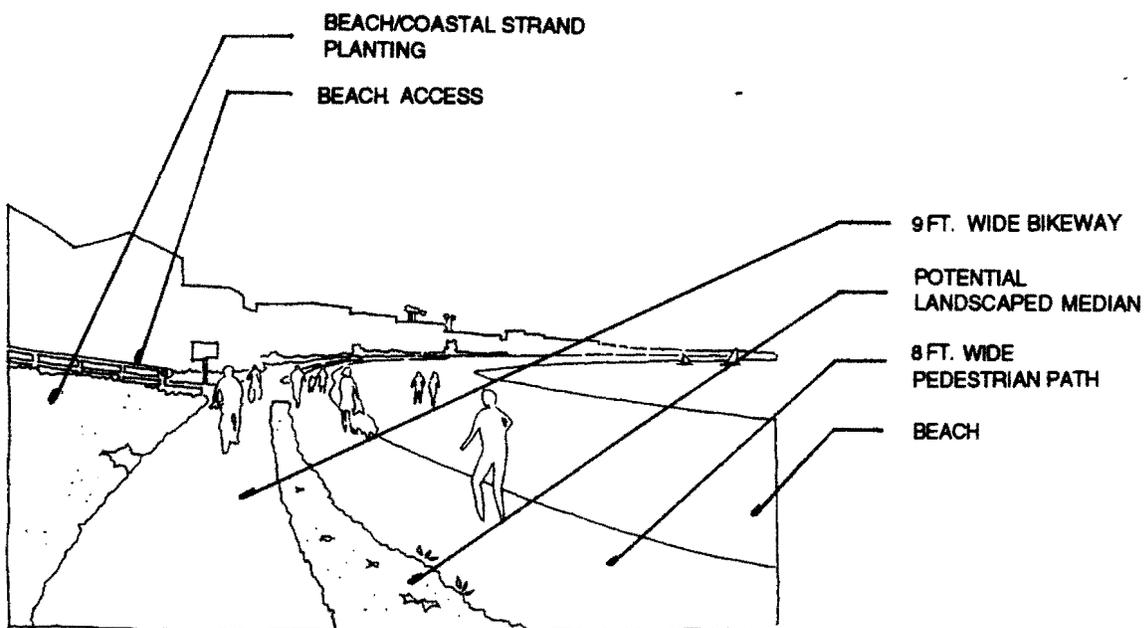
**22. Use of Palm Trees:** Mexican Fan Palms should be among the plants to be considered in the Beach/Coastal Strand landscape. These plants would break the long stretches of sand providing shade and more intimate gathering areas. The palms should be placed in widely spaced clusters, sited to minimize their impact upon the views from adjoining homes, apartments or Park access roads. Palms should not be placed in the vicinity of Least Tern nesting sites.



*Fig.7: Beach/Coastal Strand Landscape at Sail Bay*



*Fig.8: Beach Side Landscape*

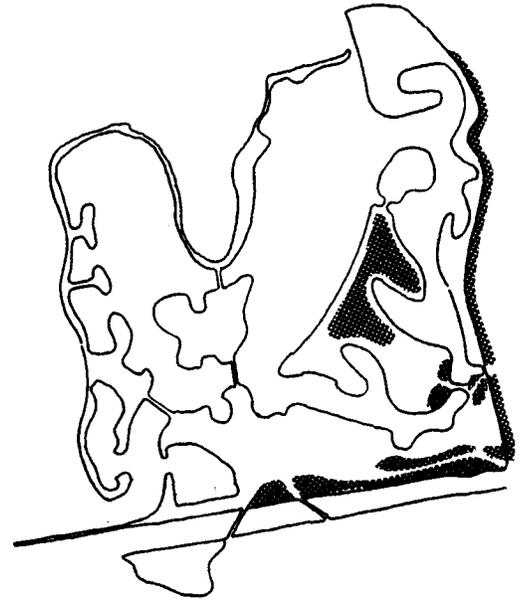


## COASTAL SAGE SCRUB

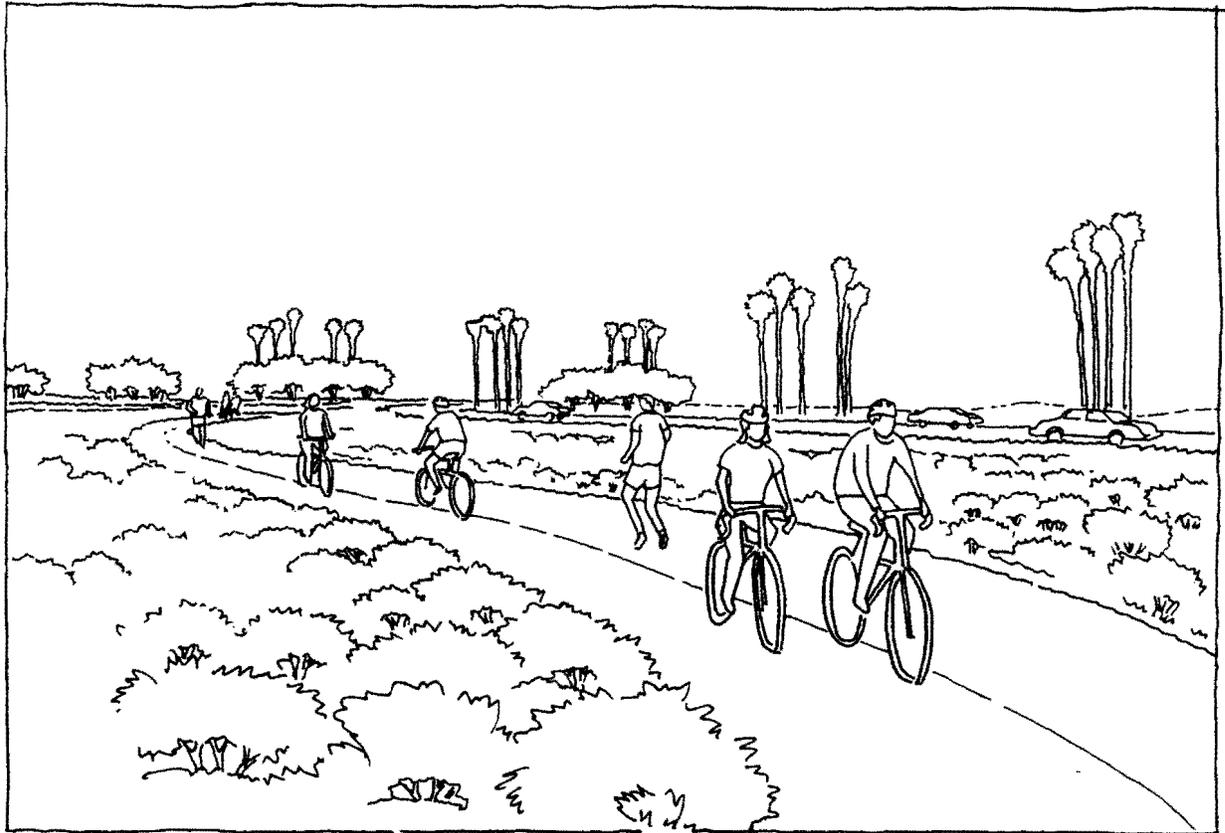
The Coastal Sage Scrub landscape is associated with the Park's upland habitat areas, buffer and perimeter areas, and non-recreational areas such as roadway berms, parking islands, etc.

**23. Coverage and Intent:** This landscape consists of shrubs, ground cover, palms and trees typical of the coastal environment such as *Coreopsis* (*Coreopsis* spp.), Bush Poppy (*Dendromecon harfordii*, *D. rigida*), California Sagebrush (*Artemisia californica*), Wild Lilac (*Ceanothus* spp.), Holly-leaf Redberry (*Rhamnus crocea ilicifolia*), Torrey Pine (*Pinus torreyana*), Coastal Live Oak (*Quercus agrifolia*) and Coral Tree (*Erythrina* spp.). These types of plants are drought-tolerant, require little sustained maintenance, and impart a naturalistic character appropriate to a coastal environment. Accordingly, all areas of the Park not directly used and dedicated for active recreation and play should be landscaped with Coastal Sage Scrub plant species. Such areas include upland habitat areas as defined in the Plan, land bordering natural preserves, the stretch of land in East Shores between Mission Bay Drive and I-5, other roadway berms, parking islands, and areas around directional signs, gateways, utility buildings and fences.

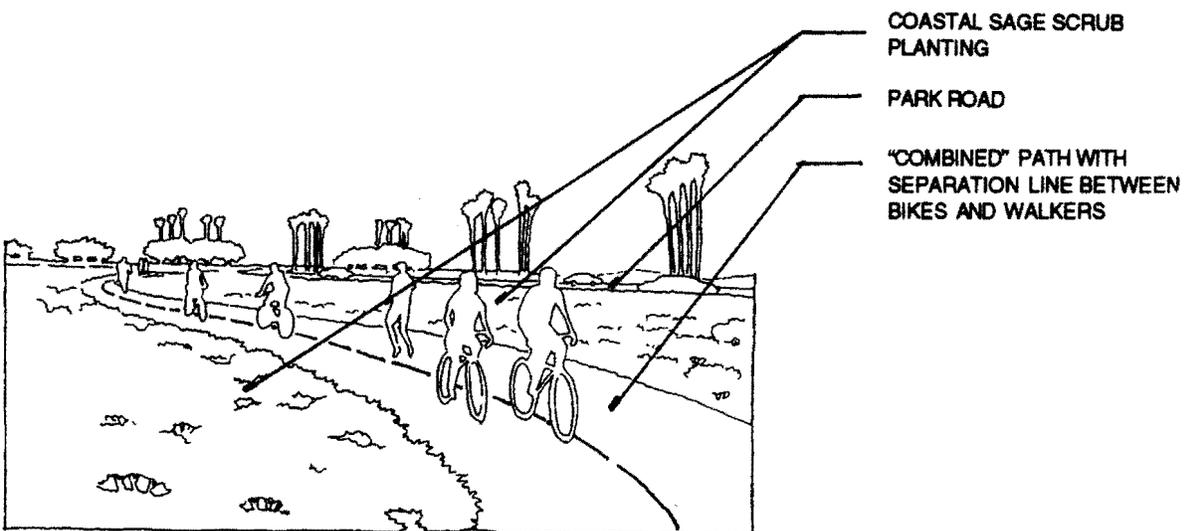
The placement of the Coastal Sage Scrub plants should be naturalistic rather than linear or geometric. This will permit the "micro-management" of the landscape to account for special public views, entrances, low or high terrain, etc. Coordination with Caltrans should be exercised to achieve an integrated perimeter landscape between I-5 and Mission Bay Drive.



***Coastal Sage Scrub Landscape  
(Main Areas)***



**Fig.9: Coastal Sage Scrub Landscape**

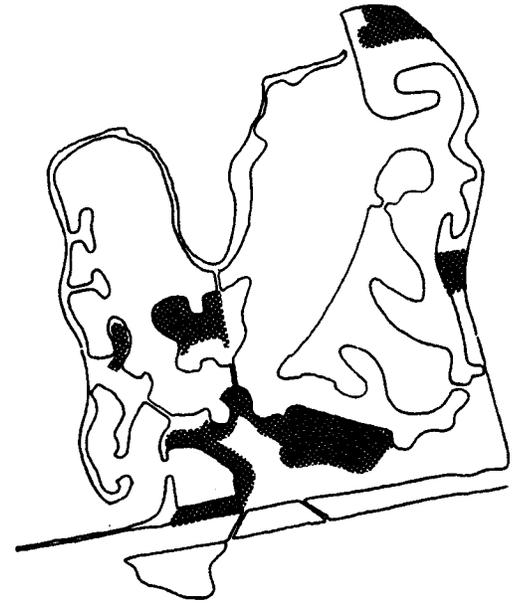


## MEDITERRANEAN

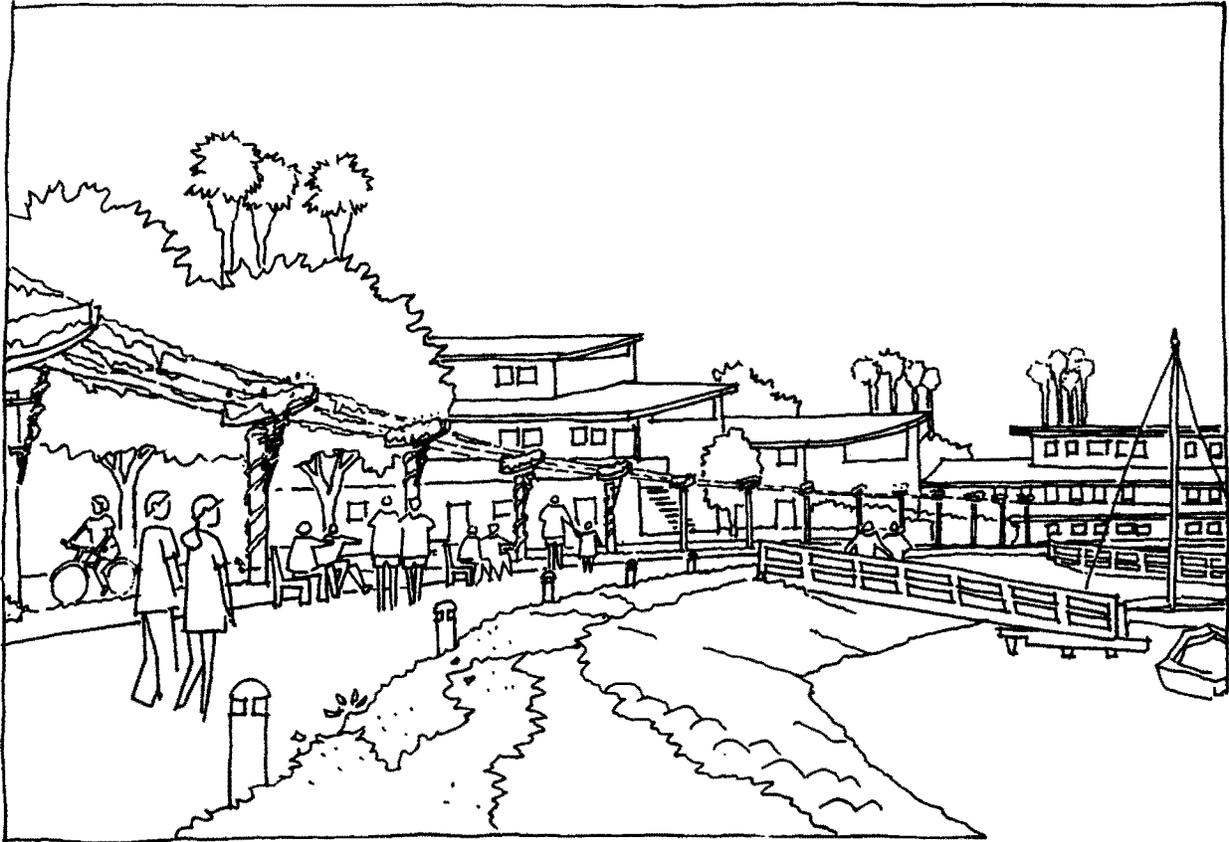
The Mediterranean landscape is associated with the resort hotels, theme park, and other commercial and non-profit lease areas in Mission Bay.

**24. Coverage and Intent:** The Mediterranean landscape consists predominantly of native plants and selected, drought-tolerant species endemic to the world's Mediterranean climates. A typical plantscape would include exotic plants such as Bougainvillea (*Bougainvillea* spp.), Jasmine (*Jasminum* spp.), Lantana (*Lantana* spp.), Jacaranda (*Jacaranda mimosifolia*), and Date Palms (*Phoenix* spp.), and natives such as Aloe (*Aloe* spp.), Yarrow (*Achillea* spp.), Lupine (*Lupinus* spp.) and Mazanita (*Arctostaphylos* spp.). This class of plants is colorful, attractive, water conserving, and highly appropriate in resort areas, hotels and other pedestrian-intensive areas. Canopy trees like Eucalyptus or non-native conifers are inappropriate to the Bay's coastal setting and should not be permitted. Similarly, plants native to the tropics such as Hibiscus, Philodendron, Musa, etc., should be avoided.

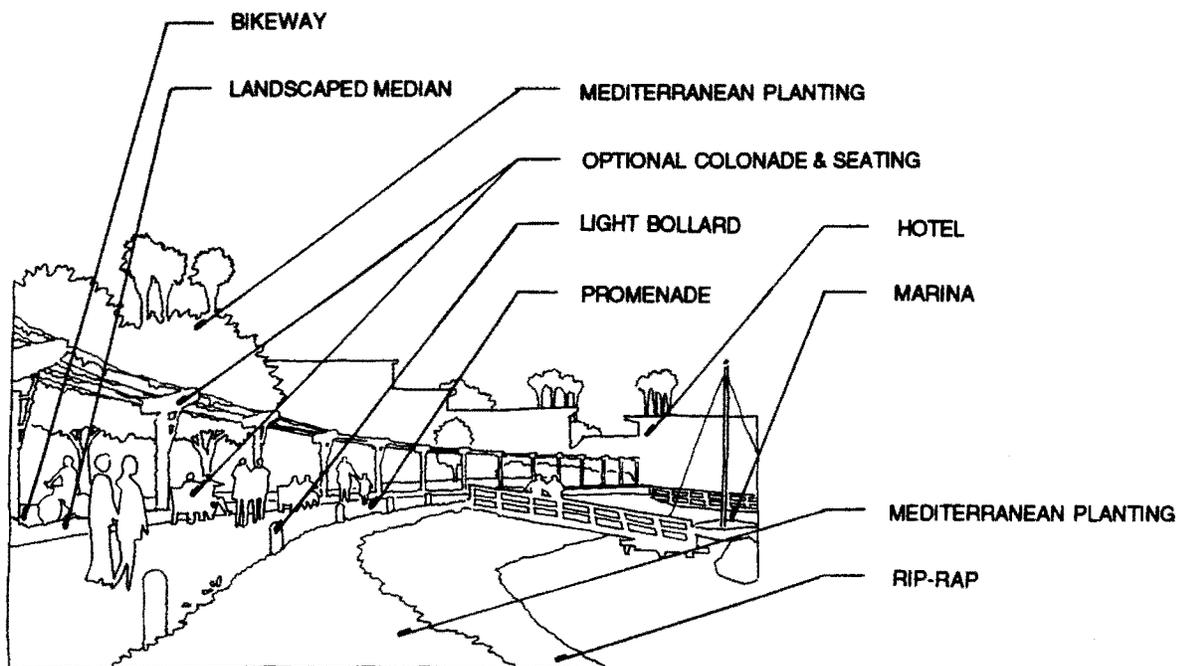
The Mediterranean landscape should also emphasize the use of textured paving, planters, arcades, and pergolas; features that can showcase the plants and mediate between the buildings and landscape.



*Mediterranean Landscape*



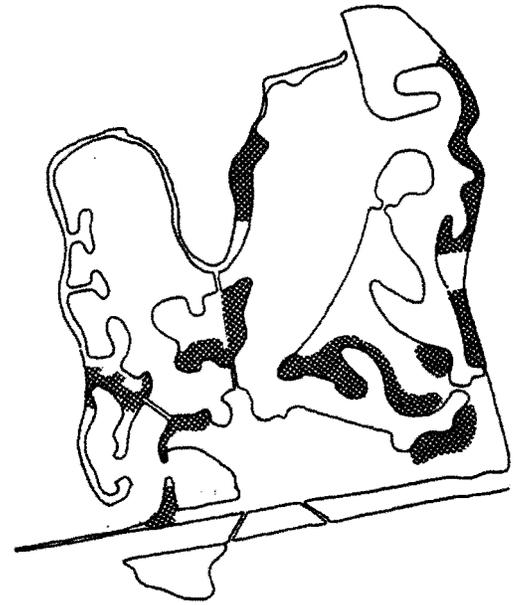
*Fig.10: Mediterranean Landscape*



## PARKLAND

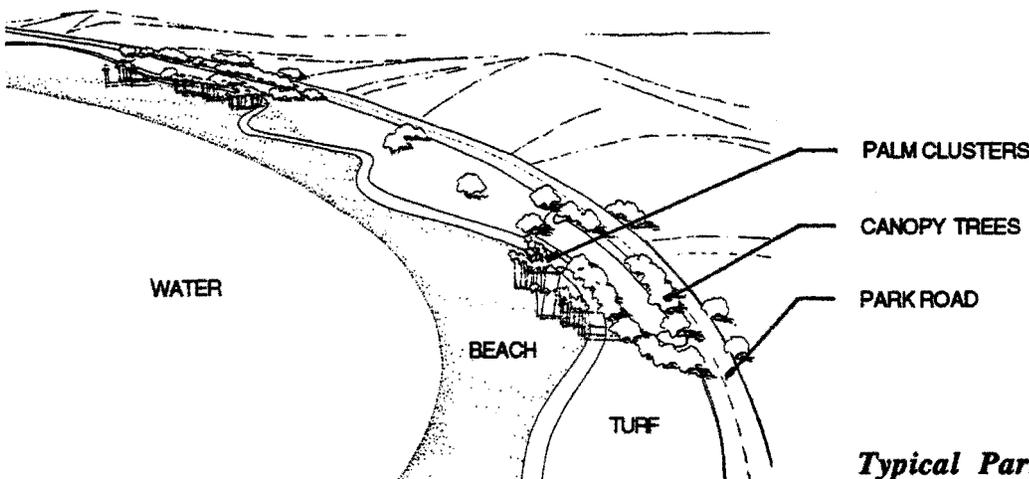
The Parkland landscape is associated with the more intensive recreation areas requiring turf coverage, openness, and proximity to the shore and beach areas.

**25. Coverage and Intent:** Because turf areas are regularly mowed, fertilized and irrigated, the Parkland landscape is high in maintenance. To minimize the use of water, reduce the use of chemicals and fertilizer that can pollute the Bay waters, and to reduce the Park's overall maintenance burden, turfed areas in the Park should be restricted to the areas planned for picnicking and active play. Edges, buffer zones, parking islands and other non-recreation areas within the Parkland zone should revert to the Coastal Sage Scrub landscape. Swales should be provided in the Parkland areas to channel and collect irrigation and precipitation runoff to the extent possible. This would further reduce the potential for contamination of the Bay waters.



*Parkland Landscape*

Canopy plants within the Parkland areas should consist mostly of native palms and drought-tolerant trees like the Mexican Fan Palm (*Washingtonia robusta*), Cork Oak (*Quercus suber*), New Zealand Christmas Tree (*Metrosideros excelsus*), Rustyleaf Fig (*Ficus rubiginosa*) and Coral Tree (*Erythrina* spp.). Palms and other trees should be arranged in bundled drifts along the length of the Parkland, with the palm trees closer to the shore, and the canopy trees closer to the parking areas and park roads. The intent is to create alternating open and enclosed areas along the Parkland areas, and increasingly open views of the water as the shore is approached. As in the Mediterranean landscape, Eucalyptus trees should not be permitted.



*Typical Parkland Area*

## IV. ARCHITECTURE



The architectural guidelines apply to the design of new facilities, as well as to the renovation/rehabilitation of existing ones. In the latter case, however, exemption to the Guidelines should be considered, depending on the degree to which the Guidelines conflict with a project's feasibility or otherwise result in unreasonable design solutions. In such cases, the qualitative spirit of the Guidelines should be followed in lieu of their specific, quantitative provisions. This criterion applies equally to private and public buildings, including restroom buildings and picnic shelters.

### OVERALL INTENT

**26. Architectural Character:** The character of the Park buildings, whether private or public, can contribute significantly to the image of Mission Bay as a water-oriented recreation environment. As the Bay is a unique feature in San Diego, so should be the Park's architecture. For this reason, the Park's architecture should be contemporary and responsive to the aquatic environment, avoiding excessive or exaggerated thematic styles.

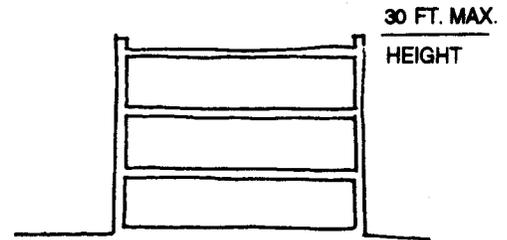
The intent is to preclude from Mission Bay Park a “theme park” architecture. Rather, through the manipulation of building form, details, materials and color, the Park’s architecture should aim to capture and express the special marine quality of the Bay. This objective does not intend to establish a uniform aesthetic for the Park nor should it be construed as limiting design creativity. On the contrary, each Park building should strive to achieve a uniquely appropriate interpretation of the Bay’s landscape context according to its site, function, and intended user.

**BUILDING HEIGHT AND MASSING**

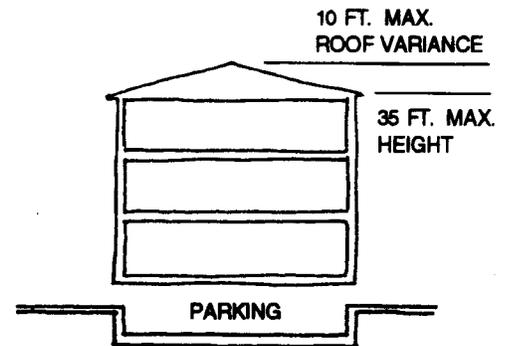
**27. Low Rise Emphasis:** Mission Bay is an expansive area with wide and open views of the ocean from the surrounding hillsides. Low-scale buildings reinforce the open quality of the bay while minimally obstructing views to the sky and distant landforms. For this reason, and in recognition of the public mandate for a 30-foot height limit within the City’s coastal areas (Municipal Code 101.0451), the Park buildings should continue to be low-rise.

**28. Roofscape Variance:** Three levels of habitable space can be achieved within the current allowable 30-foot height limit. However, as floors normally require a nine to ten-foot ceiling height, only a flat roof profile is possible under the current height restriction on three story buildings. Given the visibility of the Park from high vantage points (surrounding hillsides, Sea World Tower, airplanes), more varied, appealing roof profiles (sloped roofs, for example) is highly desirable. In addition, if properly designed, sloped roofs can help reduce the mass of buildings and soften their presence in the landscape.

In recognition of the above, a 10-foot “roofscape variance” should be pursued for the Park buildings to promote the design of more interesting and graceful roof profiles. Therefore, the maximum building height should be 40 feet. This height increase should be strictly limited to roof forms. No additional habitable space should be gained as a result of this guideline.

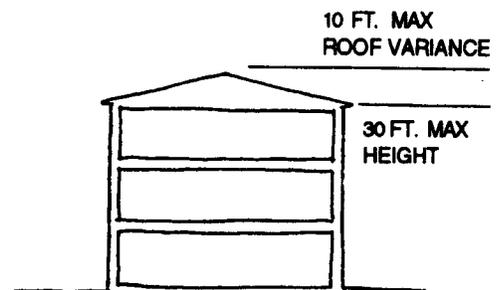


CURRENTLY PERMITTED



PROPOSED

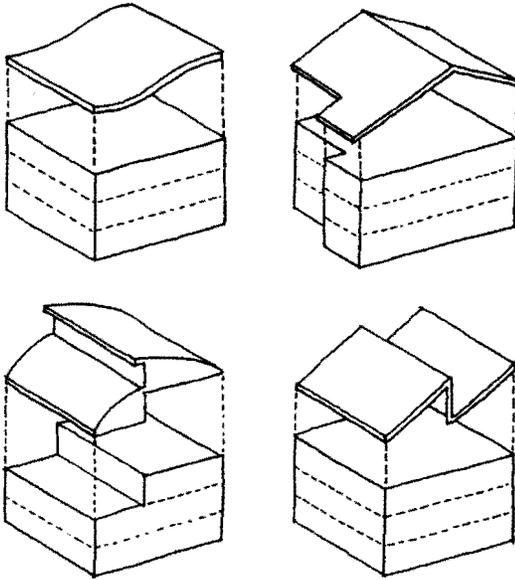
- QUIMIRA BASIN
- DANA INN



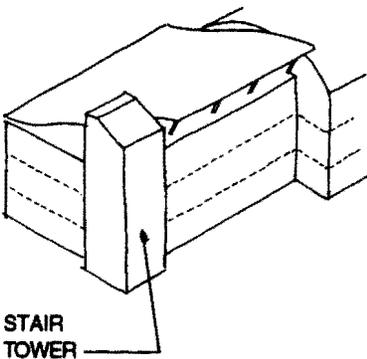
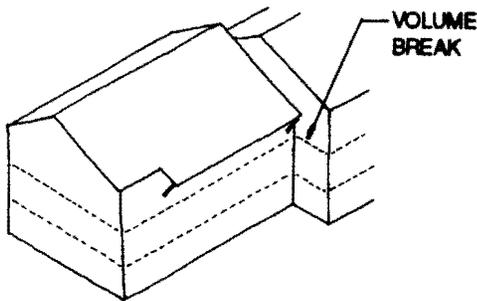
PROPOSED

- BAHIA POINT
- VACATION ISLE
- SOUTH SHORE
- DANA LANDING

**Building Height**



**Roofs**



**Building Massing**

**Special Condition - Quivira Basin and Dana Inn:** Because of the limited land available for development in these lease areas, it would benefit the Park to have one level of parking below any new proposed development. More land would then become available for landscaping and other site amenities. To implement this measure, the overall habitable building height should increase to 35 feet in these two areas, which allows half of a parking level to be placed below grade. With the addition of the 10-foot “roofscape variance,” the overall permitted height in Quivira Basin and the Dana Inn would increase to 45 feet.

**29. Roofs:** Because of the Park’s prominence from high vantage points (surrounding hillsides, Sea World Tower, airplanes), buildings should have well conceived, interesting roof profiles that can add grace to the architecture and unify the building masses from above (See Guideline 27). More importantly, roofs can also help express the interaction between land and air inherent to a coastal environment, where the latter transforms itself into condensing currents as it rises over the coastal landform. Roofs, therefore, should be sloped, stepped, curved, or otherwise shaped to provide a graceful transition between the sky and the building massing.

Excessively long and/or repetitive roof profiles should be avoided. Rather, roofs should be “sectionalized” or divided into segments following the breaks in the building massing.

**30. Building Massing:** Ground level views of the Bay are characterized by horizontal streaks of color corresponding to the Bay’s water, rip-rap, sand, marshes, grass and in certain directions the hills surrounding Mission Bay. Buildings can either enhance or detract from the Bay’s horizontal visual disposition: if the building’s massing is long and uninterrupted, creating a new horizontal band, the character of the landscape will be diminished. Contrarily, if the building massing is interrupted, allowing vertical divisions between building blocks, the landscape streaks will be accentuated and enhanced.

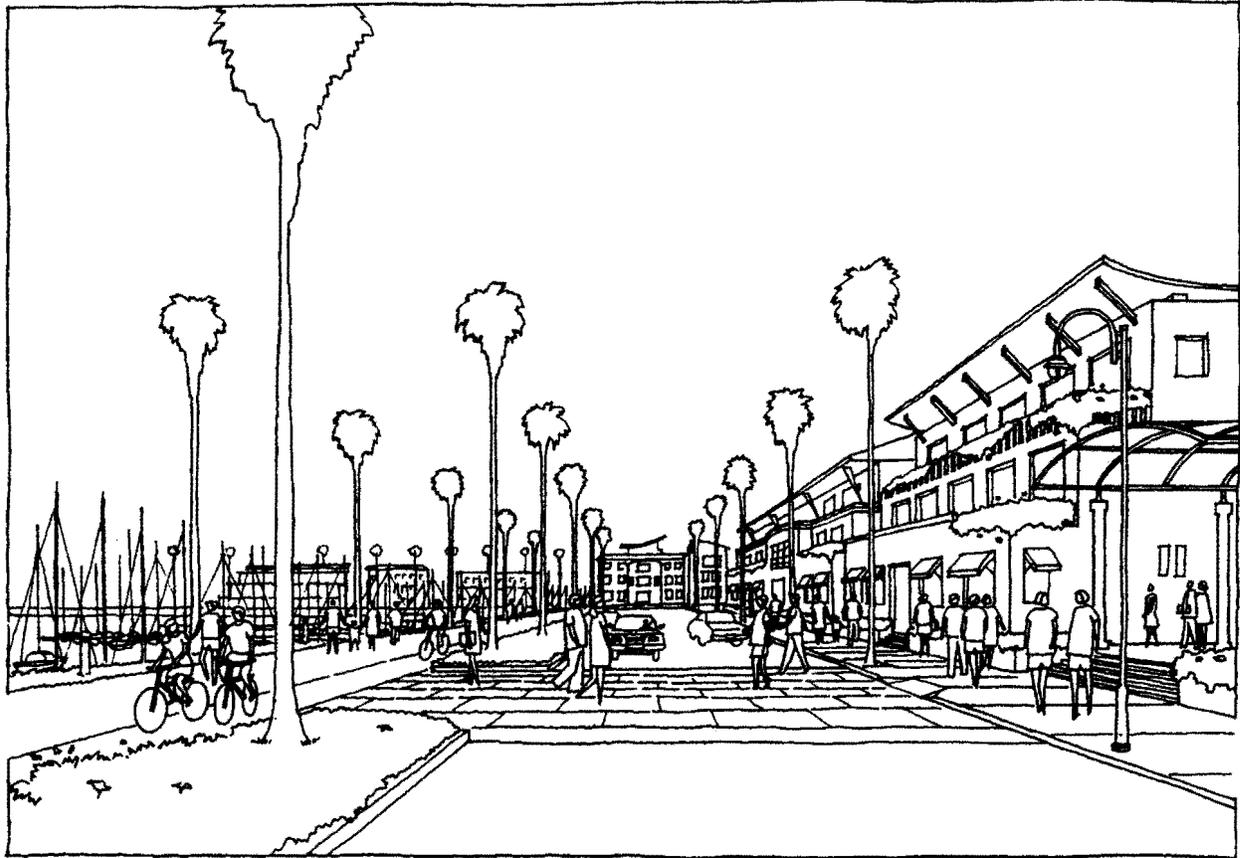
Accordingly, buildings in Mission Bay Park should stand in contrast to and accentuate the Bay's inherent horizontal visual character. Building massing should be broken at suitable intervals to establish consistent vertical planes, recesses, openings or projections that can act as counterpoints to the landscape. Vertical features may include building end walls, building side walls at jogs or insets, stair towers, or other special features.

## **MATERIALS AND FACADE TREATMENT**

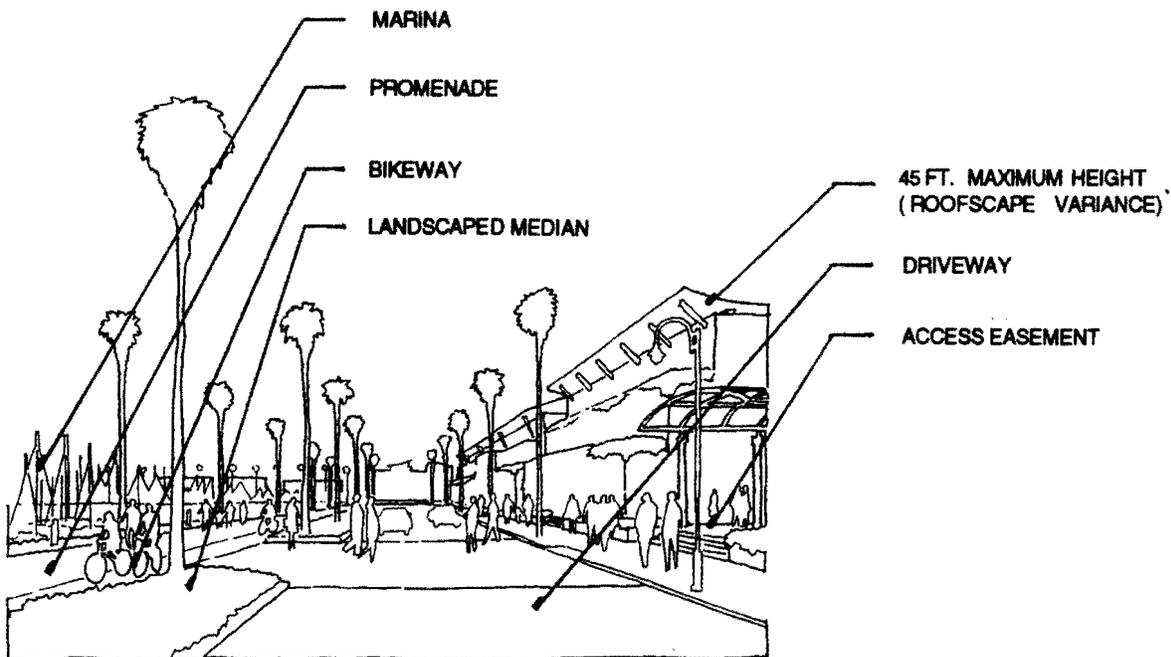
Building materials have, as all objects do, an "emblematic" value or evocative quality. Stone, for example, is often used in institutional buildings because of its "staid" quality evoking stability and permanence. In Mission Bay Park, the "emblem" is the water, the sky, the shore, and all of the Park's marine components. To this end, building materials, their form, and assemblage should be perceived to accommodate the marine environment, both in function and empathy.

**31. Facades:** "Heavy," staid materials such as stone or concrete add visual weight to a building. Accordingly, such materials should be used on the lower parts of the buildings, as if to "anchor" the mass to the ground and "stand-up-to" the elements. Conversely, "lighter" materials such as wood, metals, or plaster panels should be used on the upper portions of the building, as if to embrace the elements. The intent is to make the building facades increasingly "lighter" as they rise from the ground. To this end, wall openings and recesses should appear to increase in area, and columns and posts diminish in girth as the facade rises.

**32. Roof Materials:** Heavily textured, dark-tone roof materials (such as clay barrel tiles) tend to "weigh-down" a building, contrary to the facade treatment intent. To mitigate their visual weight, clay barrel tiles roofs, for example, should terminate on a narrow eave and be suspended on posts or columns rather than rest on wall sections. In addition, the tiles should be buff or pale in tone rather than bright red or dark terra-cotta.



*Fig.11: Potential Development of Quivira Basin*



Preferred roof materials should be flat, smooth and light tone tiles, standing seam panels, corrugated metal sheets, fiberglass or wood shingles. Wood trellises and canvas fabric should also be considered appropriate features of the Park's roofscape.

**33. Ornamentation:** Marine environments require highly efficient organisms. For the Park's architecture to reflect such an environment, the use of materials should, too, be efficient. Efficiency means an "economy of means". Accordingly, superfluous or excessive ornamentation and finishes should be avoided. To this end, materials should remain natural or be painted and stained to retain their natural textures wherever possible.

**34. Colors:** Because the sky's changing light is one of the key qualities of any coastal environment, how the Park buildings capture its hues throughout the day should be an important design consideration. Dark colors absorb light and remain impartial to the ambient light. Light colors, on the other hand, reflect ambient light and become participants of the natural landscape. If large surfaces need to receive paint, such paint should be light in hue and of varying shades to afford a variety of reflections of atmospheric light.

"Light" colors should not include pure white, which can be highly contrasting and jarring to the eye in a bright, sunny atmosphere. Rather, off-white, amber or limestone hues are appropriate along with light pastels. Bright, more playful colors should be restricted to the detail of the object, not its overall mass.

## V. SIGNAGE



Signage is an integral and necessary component of the Bay's landscape. Signage is normally of four types: commercial, informational, interpretive and regulatory. Commercial signage includes, for example, the entrance sign for a resort hotel. Informational signs normally include directories, facility schedules, recreation rules, etc. Interpretive signs provide explanatory information about natural or cultural features, while regulatory signs set legally enforced rules, like speed limits.

Little coordination has been exercised in the past in the design of all of the Park's signs. The result is a "world" of signs, each of a different shape, color and character. For this reason a comprehensive and detailed design program should be undertaken for Mission Bay Park with the aim of integrating commercial, informational, interpretive and regulatory signs into a coordinated system unique to the Park.

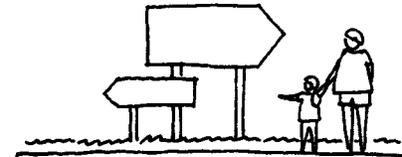
**SIGN STANDARDS**

**35. Coordination with Existing Signs:** The Park signage should be conceived as a system of symbols that set the Park apart from other city environments. The Park’s existing wood, teal and white directional signs go a long way in achieving this objective. Other signs should follow suit, employing a similar wood base and bright, contrasting colors.



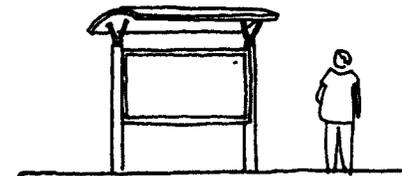
**Commercial Sign**

**36. Sign Placement:** If improperly placed, designed or lighted, signs can detract from views and other landscape amenities. Tall signs, for example, can unnecessarily detract from the bay’s skyline. Accordingly, signs should be placed, designed and lighted so as to minimize, on a case by case basis, the visual impact upon significant views of the Park and its surrounding environment.



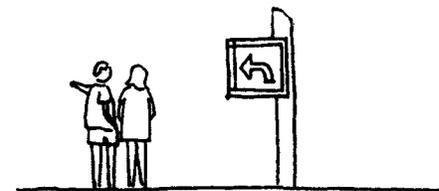
**Information Sign**

**37. Commercial Signs:** As a general rule, free-standing commercial signs should be low, close to the ground and be placed in a landscaped setting. When planning such signs near roadways, motorist sight-lines should be kept in mind. Signs attached to buildings should be designed with similar sensitivity, ensuring that the signs blend with the architecture rather than appearing as a billboard.



**Interpretive Sign**

**38. Information Signs:** The colors and materials of the existing Park information signs currently serve the Park well. Park information signs should be maintained and their design be compatible with the new detailed comprehensive sign plan. Adding colorful planting at the base of these signs would further enhance their function.



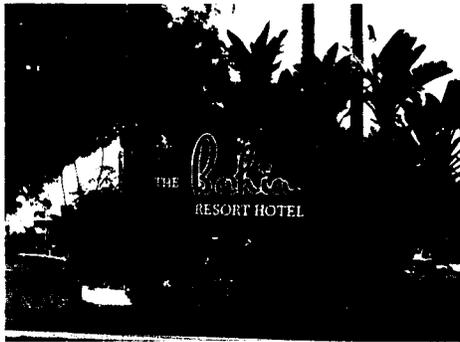
**Regulatory Sign**

**39. Interpretive Signs:** Special sign shelters or kiosks should be designed to house interpretive signs. The kiosks would advertise from afar the presence of an interpretive feature while providing shelter to the public, encouraging their use.

**40. Regulatory Signs:** Regulatory signs should look special to Mission Bay rather than appear like standard issue. While the actual signs cannot be modified, they can be mounted on poles and bases particular to the Park.

**41. Materials:** Park signage should conform with the objectives of the Furnishings and Architectural Materials section of these guidelines.

### ADVERTISING



*Advertising  
Commercial Sign*

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

**43. Bus Stops:** Advertisement on bus stops should be restricted to the business of the Park, namely Park events, special recreation attractions, resort facilities, etc. Bus stop posters could also be used as public information items for city-wide events, conventions, matters of public safety, and public art.

