

Table 2

## LAND LEASE CHANGES

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

Net Dedicated Lease Gain = 15.04

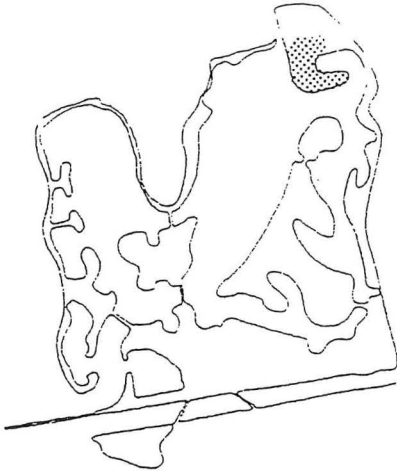
Current Lease Total = 404.42 Acres

Proposed Maximum Lease Total = 419.46

<sup>(1)</sup> Maximum available for commercial development

<sup>(2)</sup> Lease area could be non-profit

## DE ANZA SPECIAL STUDY AREA



*Special Study Areas*

The strikeout/underline language reflects the California Coastal Commission's suggested modifications accepted by the City Council on 5/13/97, Resolution No. 288657.

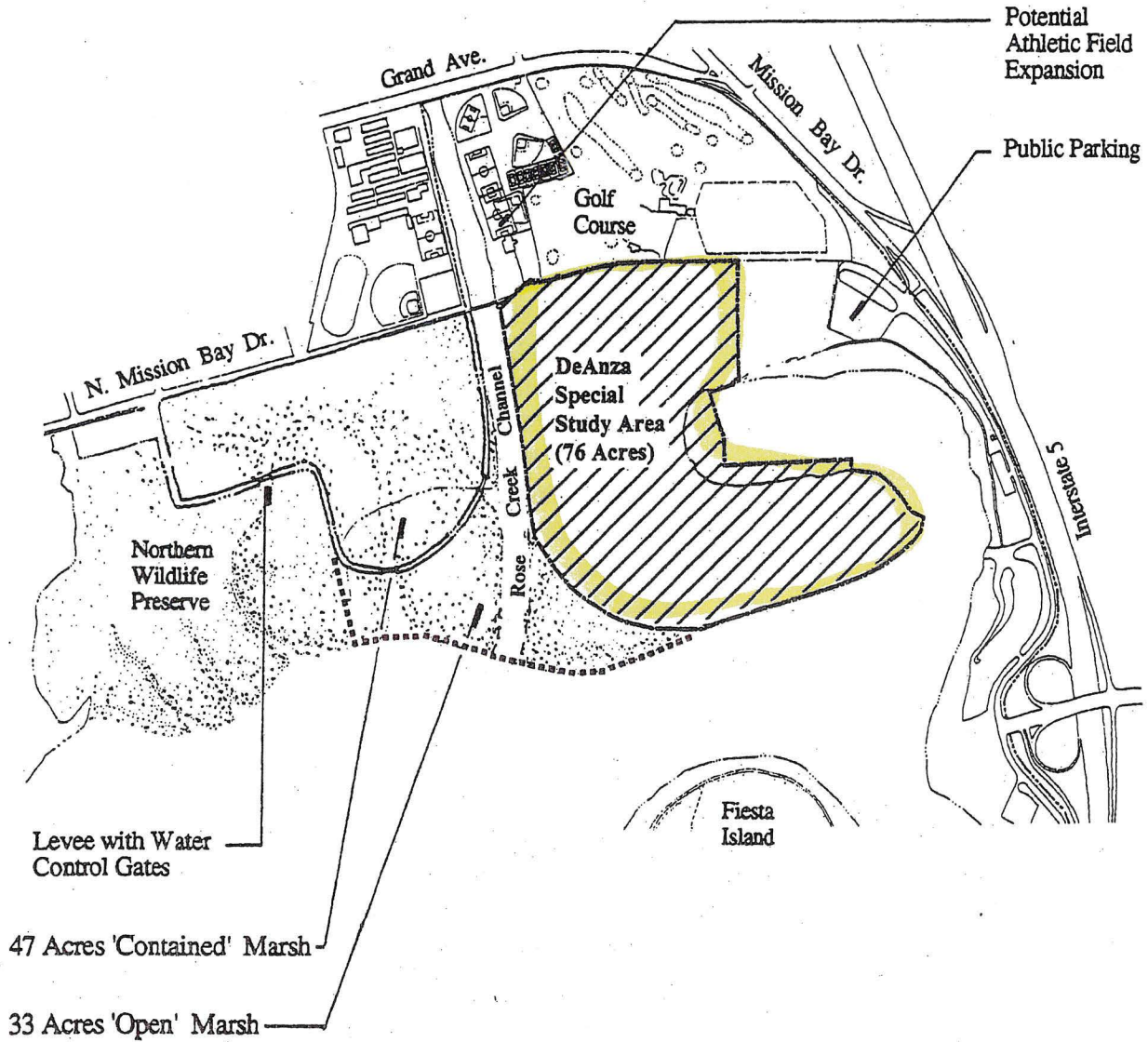
The De Anza Special Study Area (SSA) is envisioned as a flexible planning area in which a number of potential uses, both public and private, can be accommodated under varying intensities and configurations. The SSA designation allows more informed decisions to be made about the disposition of the land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

### *Recommendations*

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

### **25. De Anza SSA Development Criteria:**

- The SSA shall be ~~91~~ 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, ~~additional~~ some wetlands mitigation may be required creation must be considered as part of the SSA.
- The SSA should facilitate the implementation of hydrologic improvements aimed at safeguarding the viability of marsh areas in its vicinity.



- Note: (1) The contained marsh is intended to function as a pollution filtration system.  
(2) 'Open' marsh area does not include 34 acres Northern Wildlife Preserve.



**DeAnza Special Study Area**

figure 14

The strikeout/underline language reflects the California Coastal Commission's suggested modifications accepted by the City Council on 5/13/97, Resolution No. 288657.

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

## RECREATIONAL VEHICLES

Overnight Recreational Vehicle (RV) facilities are currently provided at Campland on the Bay and the De Anza Trailer Resort. The latter is scheduled to be abandoned in the year 2003, or be redeveloped in accordance with De Anza Special Study Area development criteria. RV facilities are essential to Mission Bay Park, as they provide access to the Bay to a sector of the population that cannot afford hotel accommodations and/or prefer the comfort and flexibility of a motor home. Such facilities should, therefore, remain as an integral part of the Park's diverse recreation matrix.

### *Recommendations*

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

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

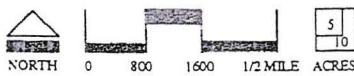
Whether the Campland lease is transferred to the proposed site prior to its 2017 expiration date should be subject to negotiation in accordance with the development criteria established for the De Anza Special Study Area.

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

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



Note: Refer to "Optional South Fiesta Island Development Plan" on page 130

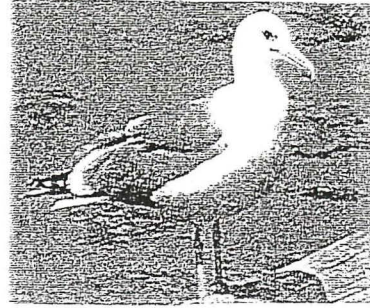
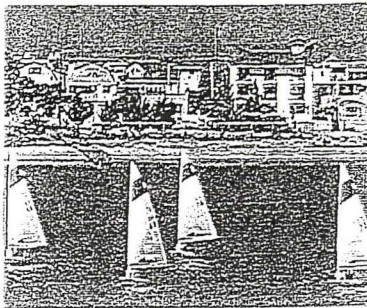
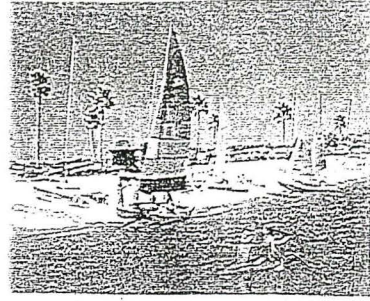
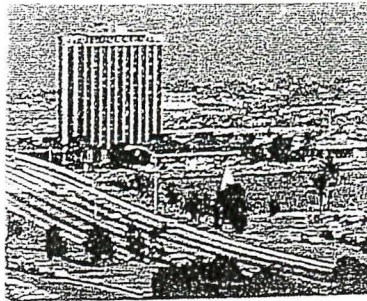


**Pedestrian / Bicycle Path Improvement**

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

## 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. The City agrees to prepare and complete, no later than 2 years from the effective certification of this LCP amendment, a capital improvement program for the development of significant public recreational facilities, including but not limited to, necessary infrastructure improvements at Fiesta Island and South Shores. This program will identify strategies for funding in addition to the mitigation funds (\$3.8 million) currently available for the recreational improvements. The capital improvement program will include a phasing component in order to ensure that the recreational improvements will be developed commensurate with new commercial development approved in the Park. The City agrees to make recreational improvements on Fiesta Island and South Shores the highest priority.

#### *Recommendations*

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.

The underline language reflects the California Coastal Commission's suggested modifications accepted by the City Council on 7/9/02, Resolution No. 296786.

**134. South Shores Development:** The proposed parkland areas of South Shores, totaling 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.

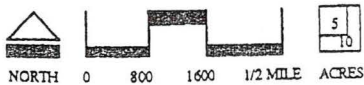
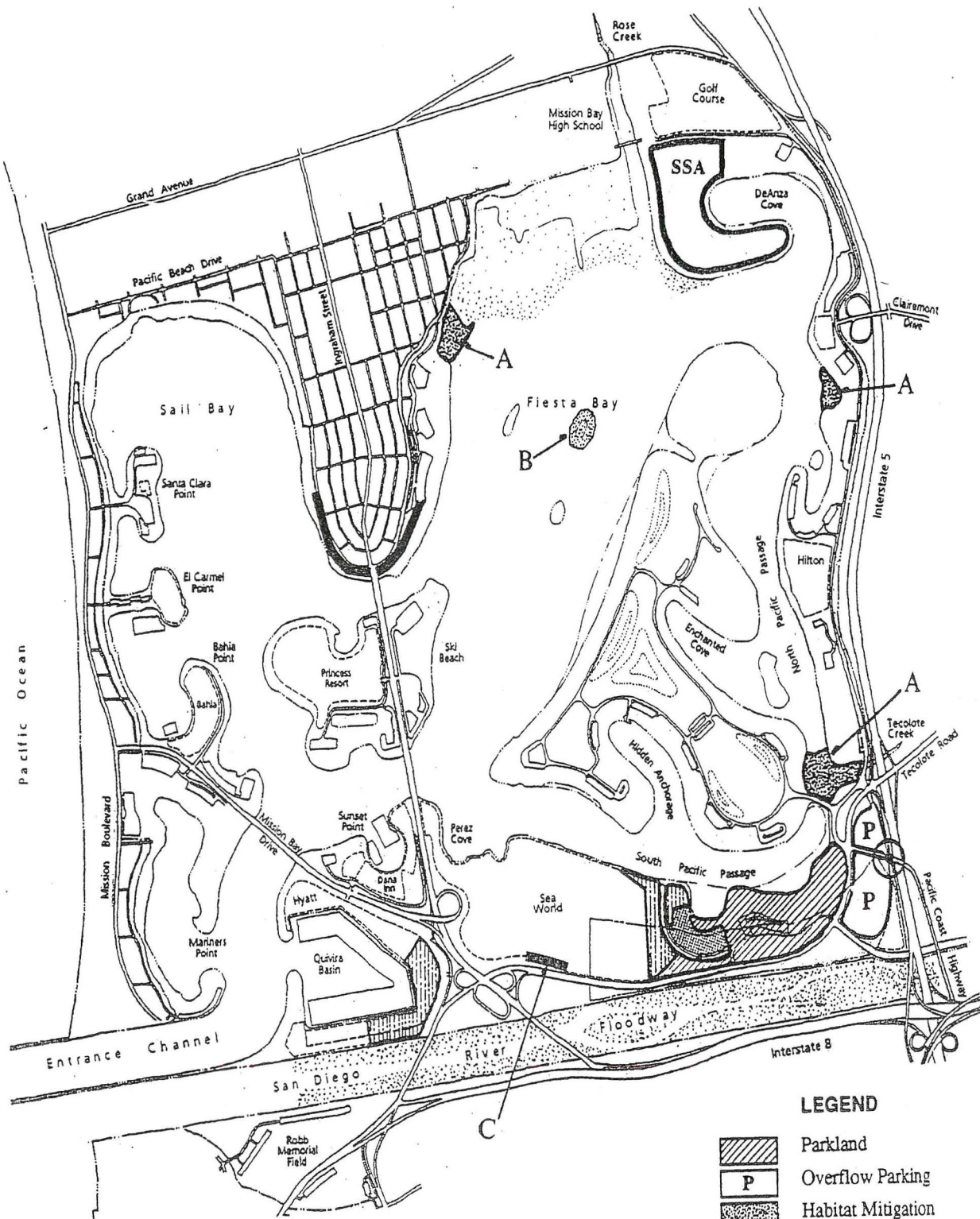
In addition to the development of parkland areas, the planned boat ramp and trailer parking should proceed in accordance with the site development adjustments as described in Recommendation 114. Along with the ramp, relocation of the Ski Club should be pursued.

**135. De Anza Ramp:** Regulated use of the De Anza 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 event (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 service 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 into 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:



**Priority Development Areas**

Figure 33

**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

- 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

**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 Development:** From a revenue stand-point, 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.