San Diego Unified Port District
Development Services Department
3165 Pacific Highway
San Diego, CA 92101
(619) 686-6419

NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT
and
NOTICE of PUBLIC SCOPING MEETING

Project Title: Seaport San Diego Redevelopment Project (UPD #EIR-2022-117) (Project)

Applicant: 1HWY1, LLC

Location: The Project site is comprised of approximately 102 acres of land and water in the San Diego Unified Port District, in San Diego County, California. The Project site is generally bounded by the San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States Ship Midway Museum to the north and outside of the Project site.

Reference: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375

The San Diego Unified Port District (District) will be the Lead Agency in preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for the Project. The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR for the Project. For agencies with jurisdiction over affected resources or approval authority for the Project, the District seeks information that is relevant to your statutory responsibilities in connection with the Project. An agency may need to use the Project's EIR when considering its permit or other approval for the Project. The Project description, location, and possible environmental effects of the Project are contained in the attached materials.

This Notice of Preparation (NOP) is available for a minimum 30-day public review period. Due to the time limits mandated by state law, your written comments must be sent to the District at the earliest possible date but no later than the deadline noted below. Written comments regarding environmental concerns must be submitted in writing and will be accepted until **5:00 p.m. on Monday, October 16, 2023**. Written comments should either be mailed to: San Diego Unified Port District, Development

Services Department, 3165 Pacific Highway, San Diego, CA 92101, or emailed to: SeaportSD@portofsandiego.org.

Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in person on **Wednesday, September 27, 2023, at 5:00 p.m.** at the District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101. The second meeting will be a virtual public scoping meeting held on **Thursday, September 28, 2023 at 5:30 p.m.** via Zoom: https://hdrinc.zoom.us/j/92520367342?pwd=S2h5SEVsK2J5NkxEVE1SMFd4RW5oZz09 (Meeting Passcode: 561630, Webinar ID: 925 2036 7342).

For questions on this Notice of Preparation, please call the District's Development Services Department at (619) 686-6419.

Signature: _____ Date: 09/11/2023

Wileen C. Manaois
Director, Development Services

Issuance Date: September 14, 2023



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Development Services Department
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NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT
for the
SEAPORT SAN DIEGO REDEVELOPMENT PROJECT
(UPD #EIR-2022-117)

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the Seaport San Diego Redevelopment Project (Project). The NOP is the first step in the Environmental Impact Report (EIR) process. It describes the proposed Project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. The District is the CEQA Lead Agency and the Project Applicant/Proponent is 1HWY1, LLC (1HWY1 or Applicant). As CEQA Lead Agency for the Project, the District is the public agency that would consider approval of an amendment to the Port Master Plan (PMP), real estate agreements, and entitlements required for the Project.

The NOP provides information describing the Project, its location, and its probable environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the Draft EIR. As stated in CEQA Guidelines (Guidelines) Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District encourages responsible and trustee agencies, OPR, interested parties, and the general public to provide this information to the District, so that the District can ensure that the Draft EIR meets the needs of those agencies. Pursuant to Guidelines Section 15063(a), the District has also prepared an Initial Study for the Project, which is attached to this NOP.

PROJECT TITLE: Seaport San Diego Redevelopment Project (UPD EIR#-2022-117)

PROJECT LOCATION: The Project site is generally situated between Downtown San Diego and the San Diego Bay waterfront and is specifically located less than one mile to the east of Coronado Island, approximately 1.4 miles south of San Diego International Airport, immediately west of the City's Downtown area, and approximately 12.5 miles north of the United States/Mexico international border (Project site). The Project site is comprised of approximately 102 acres of land and water in the San Diego Unified Port District, in San Diego County, California (See Figure 1, Vicinity and Site Location).

The Project site is generally bounded by San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States (U.S.) Ship Midway Museum (U.S.S. Midway) to the north and outside of the Project site. The Project site encompasses the existing G Street Mole (including Tuna Harbor Park and parking lot, but not including the Fish Market Restaurant); Tuna Harbor Pier and Tuna Harbor; Ruocco Park; Chesapeake Fish Company (including parking lot and working pier); Market Street Pier; Seaport Village (including parking lots and portions of Pacific Highway and Kettner Boulevard south of West Harbor Drive); and Embarcadero Marina Park North (EMPN) (including parking lot and surrounding open water area).

PROJECT APPLICANT: 1HWY1, LLC

EXISTING CONDITIONS: Existing land uses within the Project site include a variety of retail shops and restaurants that are part of the existing Seaport Village, parks and surface parking lots, and in-water uses including piers, docks, slips, and marinas that support commercial fishing and recreational boating. The Project site is comprised of approximately 102 acres. Existing acreage includes approximately 36 acres of land and approximately 66 acres of water (including approximately 27 acres of water currently outside the existing U.S. Pierhead Line within San Diego Bay). The entirety of the approximate 102-acre Project site is managed in trust by the District and includes public parks and promenades as well as areas that are leased or subleased by existing tenants in Seaport Village, Chesapeake Fish Processing Center, and Tuna Harbor. Seaport Village is the primary land-side development within the Project site. Seaport Village has a variety of small-scale shops, ancillary offices, galleries, and restaurants and includes a series of interconnected waterfront and interior pedestrian walkways and mature landscaping.

Existing development within the Project site totals approximately 125,978 square feet (sf) of single- to two-story structures consisting of retail (approximately 40,511 sf), restaurant (approximately 41,155 sf), existing commercial fishing facilities (approximately 25,000 sf), office (approximately 22,412 sf), and entertainment (approximately 1,500 sf) uses. The existing Project site also includes parking for approximately 902 vehicles (356 District-metered spaces and 546 privately-paid parking spaces),

landscaping, internal roadways, utilities, storm drains, and approximately 14.77 acres of area designated for park/plaza use.

The existing waterside areas are generally comprised of open water and/or a mix of recreational, visitor-serving commercial, and commercial fishing uses and associated infrastructure (i.e., piers, harbors, marinas, breakwaters). All existing waterside development is located within the currently established U.S. Pierhead Line, which runs generally parallel to the main shoreline and existing infrastructure at variable distances ranging from approximately several feet to 900 feet. The Federal Navigation Channel begins approximately 564 feet westerly from the existing U.S. Pierhead Line in San Diego Bay.

The District, acting by and through the District Board of Commissioners, controls the land and water use designations of the Project site within its certified Port Master Plan (PMP). For the water use designations, this includes approximately 36 acres of waterside area within the existing U.S. Pierhead Line boundary. The District is currently working on a draft of the Trust Lands Use Plan (TLUP), discussed further below, which will provide a water use designation for approximately 27 acres of waterside area currently outside of the existing U.S. Pierhead Line boundary but included in the proposed Project's waterside area.

Existing PMP landside designations (for the approximate 36 acres) include:

- Commercial Fishing (3.99 acres)
- Commercial Recreation (13.35 acres)
- Park/Plaza (14.77 acres)
- Streets (3.02 acres)

Existing PMP waterside designations (for the approximate 36 acres within the existing U.S. Pierhead Line boundary) include:

- Boat Navigation Corridor (10.28 acres)
- Commercial Fishing Berthing (18.71 acres)
- Recreational Boat Berthing (2.40 acres)
- Specialized Berthing (4.65 acres)

PROJECT DESCRIPTION SUMMARY:

As shown in Figure 2, the Project would include both landside and waterside improvements separated into seven landside planning blocks (Blocks A through G) and five waterside planning zones (Zones 1 through 5). The proposed Project Site is comprised of approximately 39 acres of land and approximately 63 acres of water which includes the approximately 27 acres of water currently outside the existing U.S. Pierhead Line within San Diego Bay. Generally, the Project proposes a mix of uses within the Project site including extensive plazas, parks and promenades; piers and marinas; hospitality, retail and restaurants; commercial fishing uses; multiple visitor attractions; an urban beach; and educational uses. The Project is designed around the unique opportunities of a large, centrally located waterfront site in a major metropolitan area.

The landside portion of the Project proposes ten new buildings ranging from two to 34 stories and comprising approximately 2.7 million sf of mixed-use development. The Project includes up to 2,050 hotel rooms, in seven hotels dispersed among five buildings reflecting a wide range of room types and costs. Up to 25 percent of the overnight accommodations will be lower-cost options, such as hostel and/or micro-hotel guestrooms.

The Project's unique visitor attractions include a 500-foot tower with observation deck, an aquarium and butterfly exhibit, and an event center. In addition, the Project proposes approximately 215,000 sf of commercial space, including retail, health and wellness facilities, and indoor and outdoor restaurants. Other proposed facilities include blue/marine technology offices, a new commercial fish processing facility with offices, and a learning center for environmental education.

The Project will also provide over 16 acres of plazas, parks, walkways and recreation facilities, including an urban beach, living shoreline, expanded promenade, and an elevated walkway (the Green Strand) that spans Landside Blocks A, B, C, F, and G. Project signage will include identity signs, wayfinding signs, digital signs, and building and commercial tenant signs. The Project also includes the retention, removal, relocation, and/or replacement of existing public art throughout the Project Site. The Project also proposes approximately 2,250 parking spaces.

On the waterside zones, the Project proposes a variety of commercial and recreational uses including marinas and boating facilities, providing approximately 128,290 sf of floating docks and gangways and approximately 159 boat slips, including slips for kayaks and personal watercraft. These facilities would accommodate a wide array of watercraft, including commercial fishing vessels, small recreational boats, excursion boats, water taxis, and large vessels. The Project also proposes two public access piers and a new harbormaster facility.

Proposed shoreline modifications include the installation of concrete deep soil mixed buttresses to stabilize the shoreline and protect against liquefaction. The Project would also increase existing elevation by up to three feet in Landside Blocks A, B, C, and F, with transitions within the Project site to meet the existing grade of surrounding areas and improvements. Improvements to the waterside may include temporary removal and replacement of portions of the existing revetment and possible dredging to accommodate waterside development.

The proposed Project would be constructed in phases over an approximately seven- to nine-year period, and involves demolition of both the landside and waterside including approximately 124,478 sf of existing landside development as well as internal roadways, parking, promenades, plazas, parks, landscaping, floating docks, and existing overwater building. Phasing will result in intermittent closures and relocation of public parking, parks, internal roadways, and promenades. A construction lay down area and construction parking are proposed within the Project site during all phases of construction. Roadway and infrastructure improvements, new subterranean parking garages, and foundation systems for the proposed buildings will be constructed along with the other project components. Proposed cut and fill grading would result in export and import of soil. Onsite drainage would be treated onsite and collected into new storm drains that would tie into existing storm drain outfalls, with exception of an existing storm drain box culvert that will be relocated to a new outfall location within the Project site in San Diego Bay. Construction of the Project also includes various wet and dry utility onsite and offsite relocations and installations, along with related easement vacations/recordation of new easements.

The Project would also include an extension of the existing U.S. Pierhead Line approximately 354 feet west from the existing U.S. Pierhead Line to accommodate the proposed water-side improvements within Waterside Planning Zones 2, 3, 4, and 5. The proposed U.S. Pierhead Line extension would maintain an approximate 210 feet clearance from the Federal Navigation Channel and comprises an area of approximately 27 acres.

The Draft EIR will also evaluate three optional project features: (1) a water cut feature bisecting Landside Blocks A and B; (2) a pier extension in Water Zone 2 to accommodate additional recreational berthing, transient berthing, and dock-and-dine; and (3) a proposed pier reorientation in Water Zone 4.

Landside Improvements

Upon buildout of the landside improvements, the Project would construct a total of ten new buildings within the seven land blocks, which are summarized further below going from north to south in the following order: Blocks G (G Street Block), F (Harbor Drive Block), A (Pacific Highway Block), B (Kettner West Block), C (Kettner East Block), D (Ruocco Park Block), and E (Marina Park Block).

Block G (G Street Block). The Project proposes the following within Block G:

- Tuna Harbor Park Improvements (reconstruction of existing walkways and installation of landscaping)
- Commercial Fishing Operations Building (approximately 33,646 sf) including:
    - Commercial Fish Processing Facility (approximately 17,369 sf)
    - Commercial Fishing Offices (approximately 9,613 sf)
    - Offices (approximately 6,664 sf)
- Commercial Fish Market (approximately 10,525 sf of dedicated outdoor space)
- Commercial Fishing Storage Area (approximately 4,674 sf)
- Public Facilities (approximately 1,021 sf), includes public restroom facility
- Back of House Area (approximately 667 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (surface parking lot with approximately 73 parking spaces, with 64 dedicated to commercial fishing; subterranean garage with approximately 233 parking spaces; and roadway connection improvements to North Harbor Drive)

Block F (Harbor Drive Block). The Project proposes the following within Block F:

- Replacement of existing Ruocco Park use (3.31 acres) to Block D (Ruocco Park Block), and replacement of existing seafood processing facility (approximately 25,000 sf) to Block G (G Street Block)
- Full-Service Hotel and Conference Center (approximately 381,626 sf; 473 guest rooms; 30 story-building with an occupiable roof)
- The Blue Campus (approximately 540,221 sf) including:
    - Aquarium (approximately 201,830 sf) and Butterfly Pavilion attraction (approximately 26,123 sf); total 5 stories
    - Learning Center (approximately 92,201 sf); levels 1-5
    - Blue Tech Innovation Center (BTIC) (approximately 220,067 sf); levels 6-21

- Restaurant Uses (approximately 64,238 sf total comprised of 44,800 sf of indoor space, 18,950 sf of outdoor space, and 320 sf of kiosk space)
- Retail Uses (approximately 17,404 sf total comprised of 16,916 sf of indoor space and 488 sf of kiosk space)
- Back of House Area (approximately 96,361 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 862 parking spaces; and roadway connection improvements to North Harbor Drive and Pacific Highway)

Block A (Pacific Highway Block). The Project proposes the following within Block A:

- Relocation of existing Looff Carousel to Block E (Marina Park Block)
- Iconic Tower (approximately 410,405 sf; 34-story building with occupiable roof), including:
    - Hotel Use (approximately 284,986 sf; 400 guest rooms)
    - Restaurants (approximately 11,013 sf comprised of 9,120 sf of indoor space and 1,893 sf of outdoor space)
    - Retail/Health and Wellness Use (approximately 2,995 sf)
    - Observation Deck (approximately 43,304 sf)
    - Art Exhibition Space (approximately 30,000 sf)
    - Atrium (approximately 40,000 sf)
    - Marina Facility (Landside) (approximately 1,843 sf)
- Retail Kiosk (approximately 244 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage under Block F (Harbor Drive Block) extends under Block A with dedicated vehicle drop-off point at northeast corner of the Iconic Tower adjacent to the terminus of Pacific Highway)

Block B (Kettner West Block). The Project proposes the following within Block B:

- Micro Hotel (approximately 102,560 sf; 285 guest rooms; 14 story-building with occupiable roof)
- Hostel (approximately 41,396 sf; 121 guest rooms; 9-story building)
- Dual Hotel Building (approximately 349,427 sf; 552 guest rooms; 26 story building with occupiable roof)
    - Select Service Hotel (approximately 156,967 sf; 276 guest rooms)
    - Extended Stay Hotel (approximately 192,460 sf; 276 guest rooms)
- Event Center (approximately 102,424 sf)
- Restaurants (approximately 39,767 sf total comprised of 26,801 sf indoor space and 12,966 sf outdoor space)
- Retail/Health & Wellness (approximately 47,753 sf)
- Public Facilities (approximately 3,430 sf), includes public restroom facilities
- Back of House/Service Area (approximately 109,141 sf)
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 591 parking spaces; and internal connection between Pacific Highway and Kettner Boulevard)

Block C (Kettner East Block). The Project proposes the following within Block C:

- 5-star Hotel Building (approximately 249,308 sf; 14-story building)
    - Hotel (approximately 214,232 sf; 219 guest rooms)
    - Meeting and Event Facilities (approximately 15,111 sf)
    - Health and Wellness Amenities (approximately 19,965 sf)
- Restaurants (approximately 53,370 sf total comprised of 42,941 sf indoor space and 10,429 sf outdoor space)
- Back of House/Service Area (approximately 89,425 sf)

- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B and C)
- Roadway/Parking Improvements (subterranean parking garage with approximately 350 parking spaces; and roadway connection and improvements to Kettner Boulevard south of West Harbor Drive)

Block D (Ruocco Park Block). The Project proposes the following within Block D:

- Relocated Ruocco Park (approximately 3.5 acres total) including:
    - Ruocco Nature Play Area (approximately 52,000 sf)
    - Ruocco Lawn (approximately 60,000 sf)
- Restaurants (approximately 2,284 sf total comprised of 1,346 sf outdoor space and 938 sf kiosk space)
- Retail (approximately 244 sf kiosk space)
- Marina/Public Facilities (approximately 1,485 sf), includes public restroom facilities
- Parking Improvements (subterranean parking garage under Block B (Kettner West Block) extends under Block D and provides direct pedestrian access to Block D)

Block E (Marina Park Block). The Project proposes the following within Block E:

- Relocated Looff Carousel with new enclosure (approximately 4,000 sf)
- The Knoll Recreational Open Space Area (approximately 67,000 sf)
- Public Urban Beach (approximately 68,000 sf)
- Living Shoreline (approximately 32,000 sf)
- Educational Play Area (approximately 50,000 sf)
- Restaurants (approximately 694 sf kiosk space)
- Retail/Health and Wellness (approximately 4,761 sf)
- Public Facilities (approximately 2,127 sf), includes public restroom facilities

Waterside Improvements

Upon buildout of the waterside improvements, the Project would include two public access piers, one pier dedicated to commercial fishing, three marinas (with one marina dedicated to commercial fishing), various day use docks and slips, a public beach, living shoreline, and optional water cut feature. Waterside improvements are discussed further below going from north to south in the following order: Zones 1 (Midway Cove Marina), 2 (G Street Mole Marina), 3 (Tuna Harbor), 4 (Corner Marina), and 5 (Kettner Mole). The Project also proposes to extend the existing U.S. Pierhead Line approximately 354 feet west of the existing U.S. Pierhead Line to accommodate the proposed waterside improvements within Zones 2, 3, 4, and 5. The newly proposed U.S. Pierhead Line will maintain an approximately 210 feet clearance from the Federal Navigation Channel.

Zone 1 (Midway Cove Marina). The Project proposes the following within Zone 1:

- Floating docks and gangways (approximately 14,100 sf)
- Installation of 24-inch square concrete piles (up to 22 new piles)
- Creation of 8 boat slips
    - 60 foot long In-Slip (2 spaces), Side-Tie (1 space)
    - 80 foot long In-Slip (2 spaces)
    - 100 foot long In-Slip (2 spaces)
    - 120 foot long Side-Tie (1 space)
- Kiosk for water taxi ticketing

An optional Project feature (Extended Pier Option) would also be studied which would include additional recreational berthing and dock-and-dine boating slips that would be added to the proposed improvements within Zone 1. With the Extended Pier Option, the following additional improvements would be made within Zone 1:

- Floating docks and gangways (approximately 15,800 sf)
- Fixed pier (approximately 17,200 sf)
- Installation of 24-inch square concrete piles (up to 100 new piles)
- Fixed sheet pile breakwater (850 feet long)
- Creation of 25 boat slips
    - 40 foot long Side-Tie (20 spaces)

- 80 foot long Transient Side-Tie (5 spaces)

The Extend Pier Option would also include an adjustment to the water zone boundary between Zone 1 and Zone 2 to separate the Commercial Recreation uses in Zone 1 from Commercial Fishing uses in Zone 2.

Zone 2 (G Street Mole Marina). The Project proposes the following within Zone 2:

- Installation of 24-inch square concrete piles (up to 122 new piles)
- Fixed pier (approximately 32,800 sf)
- Fixed sheet pile breakwater (600 feet long)
- Creation of 8 boat slips
    - 80 foot long Transient Side-Tie (8 spaces)

Zone 3 (Tuna Harbor). The Project proposes the following within Zone 3:

- Floating docks and gangways (approximately 60,700 sf total, comprised of 23,410 sf replacement of demolished floating docks and 37,290 sf of new floating docks)
- Installation of 24-inch square concrete piles (up to 72 new piles)
- Fixed pier (approximately 61,617 sf total, comprised of 33,117 sf of existing pier area and 28,500 sf of new pier area)
- Fixed sheet pile breakwater (approximately 1,100 feet long)
- Creation of 96 boat slips
    - 50 foot long In-Slip (21 spaces), Side-Tie (12 spaces)
    - 60 foot long In-Slip (12 spaces)
    - 70 foot long In-Slip (14 spaces)
    - 80 foot long In-Slip (21 spaces), Side-Tie (7 spaces)
    - 100 foot long Side-Tie (3 spaces)
    - 120 foot long Transient Side-Tie (6 spaces)

Zone 4 (Corner Marina). The Project proposes the following within Zone 4:

- Floating docks and gangways (approximately 75,500 sf)
- Fixed pier (approximately 88,593 sf total, comprised of 17,893 sf of existing pier area and 70,700 sf of additional pier area)
- Installation of 24-inch square concrete piles (up to 349 new piles)
- Fixed sheet pile breakwater (approximately 1,000 feet long)
- Creation of 35 boat slips
    - 50 foot long Side-Tie (3 spaces)
    - 80 foot long In-Slip (1 space)
    - 100 foot long In-Slip (3 spaces), Side-Tie (7 spaces)
    - 120 foot long In-Slip (7 spaces), Transient Side-Tie (9 spaces)
    - 150 foot long In-Slip (3 spaces)
    - 200 foot long In-Slip (1 space)
    - 225 foot long In-Slip (1 space)
- Harbormaster Facility (approximately 11,178 sf total; approximately 7,500 square foot building footprint)
- Overwater Restaurant (approximately 6,408 sf; approximately 4,500 sf building footprint)

Two optional Project features would also be studied for Zone 4: (1) an alternative Market Street Pier design, and (2) an optional water cut feature extending from Zone 4 bisecting Landside Blocks A and B.

Straight Market Street Pier Concept. The alternative Market Street Pier design is identified as the Straight Pier Concept. The Straight Market Street Pier Concept considers a Market Street Pier extension that extends straight from the existing pier. Under the alternative pier design feature, the following improvements would be made within Zone 4 instead of the improvements envisioned under the proposed angled pier concept:

- Floating docks and gangways (approximately 16,800 sf)
- Installation of 24-inch square concrete piles (up to 450 new piles)
- Fixed pier (approximately 49,400 sf total – 14,300 sf of existing pier area and 35,100 sf of additional pier area)

- Fixed sheet pile breakwater (approximately 1,100 feet long)
- Creation of 8 boat slips
    - 50 foot long Side-Tie (1 space)
    - 100 foot long Side-Tie (7 spaces)

Water Cut Feature Concept. The optional water cut feature is envisioned as a feature that would bring water from San Diego Bay into the Project site by way of a constructed channel that would be located over the existing fault zone between Land Blocks A and B. Existing riprap would be removed to connect the channel to the bay. Underground utilities are also present in this area. Given the varying levels of the water due to tidal action, it is anticipated that the retaining walls would extend approximately 15 feet with structural supports extending approximately 60 feet. Health and safety codes would require a 42-inch-high solid barrier between pedestrians and the water. The promenade would function as a "bridge" over this channel, with the span of the bridge to be determined. The overall width of the water cut would range from 20 to 60 feet.

Zone 5 (Kettner Mole). The Project proposes the following within Zone 5:

- Floating docks and gangway (approximately 1,400 sf)
- Installation of 24-inch square concrete piles (up to 90 new piles)
- Fixed pier (approximately 19,400 sf)
- Creation of 12 boat slips for human-powered and personal watercraft
    - 10 foot long In-Slip (12 spaces)
- Urban Beach (approximately 129,900 sf)
    - Shoreline Excavation (estimated 40,400 cubic yards)
    - Shoreline Fill (estimated 30,500 cubic yards)
- Living Shoreline (approximately 52,600 sf) with constructed wetland habitat

PROBABLE ENVIRONMENTAL EFFECTS AND PROPOSED SCOPE OF THE EIR: The Draft EIR will analyze and disclose the direct and indirect potentially significant impacts that would result from construction and operation of the Project under Existing Plus Project and Cumulative conditions (Guidelines §§15126.2, 15130), in addition to other analysis scenarios that may be appropriate for the Draft EIR. Where significant impacts are identified, the Draft EIR will describe potentially feasible mitigation measures that could minimize significant adverse impacts (Guidelines §15126.4).

Based on the Initial Study prepared for the Project (attached), the Draft EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines, including but not limited to the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The Draft EIR will evaluate cumulative impacts of the Project, including the effects of other past, present, and reasonably foreseeable projects in the vicinity (Guidelines §15130). The Draft EIR will also identify and examine a range of reasonable alternatives to the Project, including, but not limited to, a No Project Alternative (Guidelines §15126.6).

ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT STATUS The Applicant has informed the District that it intends to submit the Project for consideration to the State's Assembly Bill (AB) 900 program, also known as the Jobs and Economic Improvement through Environmental Leadership Act (California Public Resources Code Sections 21178-21189.3) that passed in 2011 and has been subsequently amended and extended by Senate Bill 743 and 149 amongst others. For large development projects that both create jobs and meet a high standard of environmental stewardship and public benefits, AB 900 facilitates timely delivery of such benefits by streamlining the judicial review process of CEQA.

The Governor must approve a project's eligibility to participate in the AB 900 program. For AB 900 projects certified by the Governor, any actions or proceedings brough to attack, review, set aside, void, or annul the certification of the EIR or the granting of any project approvals that require the actions or proceeds to be resolved are subject to the procedures set forth in Sections 21185 to 21186, inclusive,

of the Public Resources Code. Such judicial actions, including any appeals, must be resolved, to the extent feasible, within 270 days of the filing of the certified record pursuant to Section 21186. AB 900 does not change the environmental impact analysis or public engagement required under CEQA; the program enhances transparency requirements for timely posting of all EIR documents and materials that will be part of the Project's administrative record of proceedings on a public website once the Draft EIR is circulated for public review.

PORT MASTER PLAN UPDATE STATUS

The District is in the process of updating its certified PMP and has circulated a Draft Port Master Plan Update (PMPU) and Draft Program EIR (PMPU Program EIR) for public review and comment. The District is now preparing responses to the public comments received and preparing the Final PMPU Program EIR and PMPU. The District anticipates seeking certification of the Final PMPU Program EIR and approval of the PMPU in 2023/2024. If approved, the District will seek certification of the PMPU with the California Coastal Commission (CCC). If the PMPU is certified by the CCC prior to approval of the Project, the Project will seek an amendment to the PMPU rather than an amendment to the current PMP.

TRUST LANDS USE PLAN STATUS

Pursuant to Senate Bill (SB) 507, the California State Lands Commission (State Lands) granted approximately 8,000 additional acres of tidelands and submerged lands within San Diego Bay to the District on January 1, 2020. Approximately 27 acres of the Project Site is included in the approximately 8,000 acres transferred to the District, and is located outside of the existing U.S. Pierhead Line. Pursuant to SB 507, the Port is creating a Trust Lands Use Plan (TLUP) for the additional area and will add it to the certified PMP via an amendment to establish use designations and bring the newly granted areas into the District's coastal permitting jurisdiction. If the TLUP is approved prior to Project approval, the Project will require an amendment to the TLUP. If the TLUP is not approved prior to Project approval, the Project will require a separate Coastal Development Permit (CDP) from the CCC for development in the approximately 27 acres of the Project Site currently outside of the existing U.S. Pierhead Line.

NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) applies to projects which are approved in whole or in part by federal agencies. The Project anticipates that it will require approval from the U.S. Army Corps of Engineers and possible other federal agencies including U.S. Fish and Wildlife, National Marine Fisheries Service, and National Oceanic and Atmospheric Administration for the proposed waterside improvements that would occur within the San Diego Bay. The District is seeking input, comment, and early consultation from federal agencies on this Project.

NOTICE OF PREPARATION COMMENTS: This NOP is available for a minimum 30-day public review period that starts on September 14, 2023, and ends at 5:00 p.m. on October 16, 2023. The NOP is available for public review online at: https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents or at the Office of the District Clerk, 3165 Pacific Highway, San Diego, CA 92101. Written comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Development Services Department
3165 Pacific Highway San Diego, California 92101
Or emailed to: SeaportSD@portofsandiego.org

Responses to the NOP must be received by **5:00 p.m. on Monday, October 16, 2023.** Please reference 'Seaport San Diego Redevelopment Project' in all correspondence.

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Commenters should focus comments on potential impacts of the Project on the physical environment. Commenters are encouraged to identify ways that potential adverse effects resulting from the Project might be minimized and to identify reasonable alternatives and mitigation measures to the Project.

PUBLIC SCOPING MEETINGS: Two scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in person on **Wednesday, September 27, 2023, at 5:00 p.m.** at the District Administration Building, Training Room, 3165 Pacific Highway, San Diego, CA 92101. The second meeting will be a virtual public scoping meeting held on **Thursday, September 28, 2023 at 5:30 p.m.** via Zoom:

https://hdrinc.zoom.us/j/92520367342?pwd=S2h5SEVsK2J5NkxEVE1SMFd4RW5oZz09

(Meeting Passcode: 561630, Webinar ID: 925 2036 7342).

The District, as the CEQA lead agency, will review the public comments received during the scoping period to determine what issues should be addressed in the EIR. Other opportunities for the public to comment on the potential environmental effects of the Project are as follows:

- A minimum 45-day public review and comment period for the Draft EIR
- A Board of Port Commissioners meeting to consider certification of the EIR

For questions on this Notice of Preparation, please call the District Development Services Department at (619) 686-6419. For updates on the Seaport San Diego Redevelopment Project, please visit the District's Central Embarcadero webpage at:

https://www.portofsandiego.org/projects/central-embarcadero

Attachments:

Figure 1, Regional and Vicinity Map

Figure 2, Project Site Planning Areas

Environmental Initial Study Checklist

Figure 1. Regional and Vicinity Map

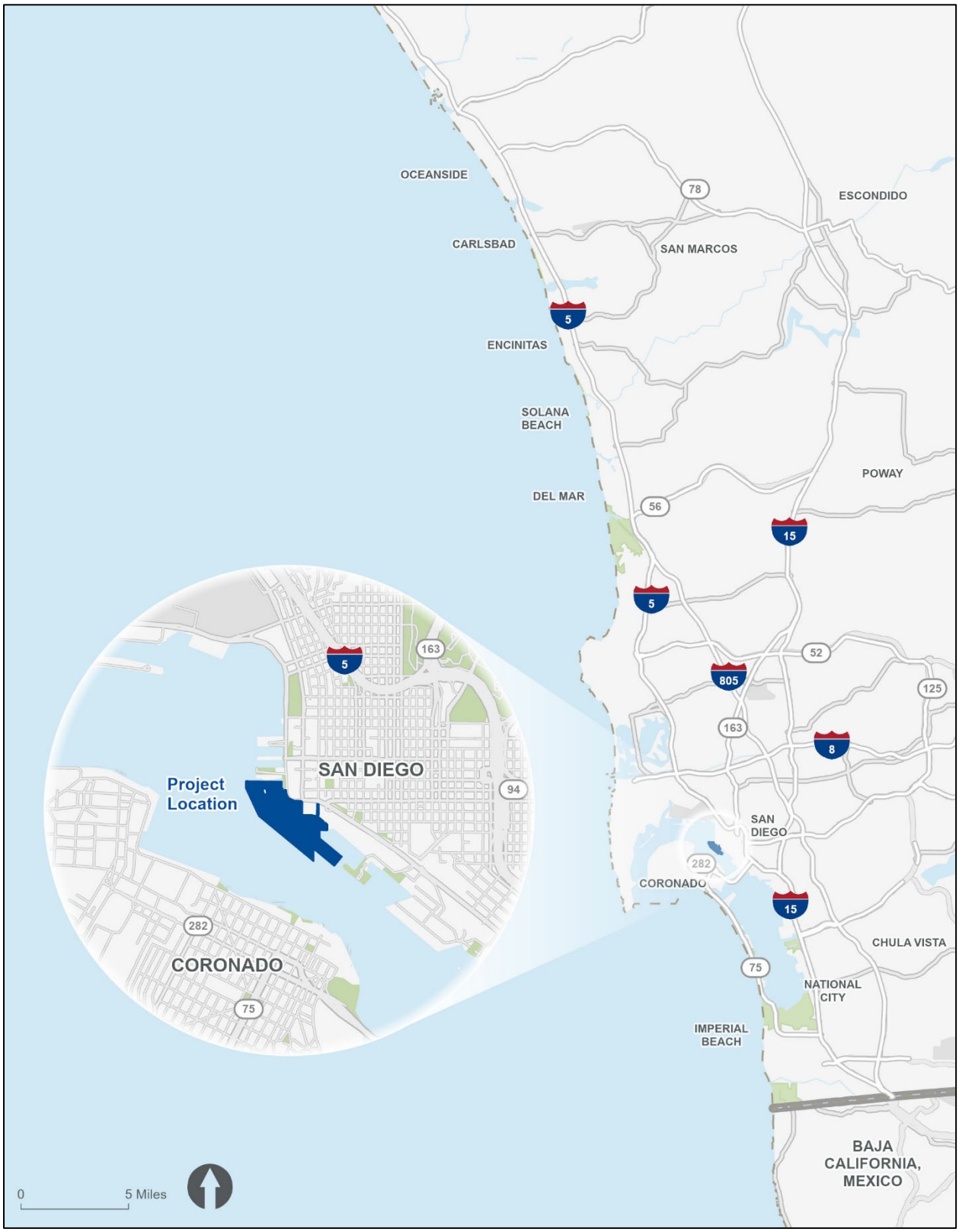


Figure 2. Project Site Planning Areas



Environmental Initial Study Checklist

Seaport San Diego Redevelopment Project

UPD # EIR-2022-117

Prepared for:

Prepared by:

September 2023

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Acronyms

AB	Assembly Bill
BTIC	Blue Tech Innovation Center
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
County	County of San Diego
CRHR	California Register of Historical Resources
District	San Diego Unified Port District
EIR	Environmental Impact Report
EMPN	Embarcadero Marina Park North
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FLUPSY	Floating Upweller System
GHG	Greenhouse Gas
INRMP	Integrated Natural Resources Management Plan
mgd	million gallons per day
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NAS North Island	Naval Air Station North Island
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NRHP	National Register of Historic Places
OES	Office of Emergency Services
PLWTP	Point Loma Wastewater Treatment Plant
PM_{10}	particulate matter 10 microns in diameter or smaller
$PM_{2.5}$	particulate matter 2.5 microns in diameter or smaller
PMP	Port Master Plan
PMPU	Port Master Plan Update
PRC	Public Resources Code
Project	Seaport San Diego Project
RAQS	Regional Air Quality Strategy
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCRAA	San Diego County Regional Airport Authority
SDFRD	San Diego's Fire-Rescue Department

SDG&E	San Diego Gas and Electric Company
SDIA	San Diego International Airport
TCR	Tribal Cultural Resources
TLUP	Trust Land Use Plan
U.S.	United States
U.S.S.	United States Ship
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled

1.0 Introduction

This Environmental Initial Study Checklist addresses the environmental impacts associated with the Seaport San Diego Redevelopment Project (Project). This Environmental Initial Study Checklist has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, the State CEQA Guidelines, and the San Diego Unified Port District's CEQA Guidelines.

1.1 Initial Study/Environmental Checklist Form

Project Title:

Seaport San Diego Redevelopment Project (UPD #EIR-2022-117)

Lead Agency Name and Address:
San Diego Unified Port District
Development Services Department
3165 Pacific Highway
San Diego, CA 92101

Contact Person and Phone Number:
Wileen Manaois
Director of Development Services
(619) 686-6419
SeaportSD@portofsandiego.org

Project Location:

The Project site is generally bounded by the San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States (U.S.) Ship Midway Museum (U.S.S. Midway) to the north and outside of the Project site. The Project site encompasses the existing G Street Mole (including Tuna Harbor Park and parking lot, but not including the Fish Market Restaurant); Tuna Harbor Pier and Tuna Harbor; Ruocco Park; Chesapeake Fish Company (including parking lot and working pier); Market Street Pier; Seaport Village (including parking lots and portions of Pacific Highway and Kettner Boulevard south of West Harbor Drive); and Embarcadero Marina Park North (EMPN) (including parking lot and surrounding open water area.

Project Sponsor's Name and Address:
1HWY1, LLC
Yehudi Gaffen, CEO
10301 Meanley Drive, Suite 225
San Diego, CA 92131

Port Master Plan (PMP) Designation:

Landside Designation	
Commercial Fishing	3.99 acres
Commercial Recreation	13.35 acres
Park/Plaza	14.77 acres
Streets	3.02 acres
Landside Total	**35.13 acres (approximately 36 acres)**
Waterside Designation[1]	
Boat Navigation Corridor	10.28 acres
Commercial Fishing Berthing	18.71 acres
Recreational Boat Berthing	2.40 acres
Specialized Berthing	4.65 acres
Waterside Total	**36.04 acres (approximately 36 acres)**

[1] These PMP designations are for waterside areas located within the existing U.S. Pierhead Line boundary. The District is currently working on a draft of the Trust Land Use Plan (TLUP), which will provide a water use designation for the approximately 27 acres of waterside area currently outside of the existing U.S. Pierhead Line boundary.

Existing Conditions:

Existing land uses within the Project site include a variety of retail shops and restaurants that are part of the existing Seaport Village, parks and surface parking lots, and in-water uses including piers, docks, slips, and marinas that support commercial fishing and recreational boating. The Project site is comprised of approximately 102 acres. Existing acreage includes approximately 36 acres of land and approximately 66 acres of water (including approximately 27 acres of water currently outside the existing U.S. Pierhead Line within San Diego Bay). The entirety of the approximate 102 acre Project site is managed in trust by the District and includes public parks and promenades as well as areas that are leased or subleased by existing tenants in Seaport Village, Chesapeake Fish Processing Center, and Tuna Harbor. Seaport Village is the primary landside development within the Project site. Seaport Village has a variety of small-scale shops, ancillary offices, galleries, and restaurants and includes a series of interconnected waterfront and interior pedestrian walkways and mature landscaping.

Existing development within the Project site totals approximately 125,978 square feet (sf) of single- to two-story structures consisting of retail (approximately 40,511 sf), restaurant (approximately 41,155 sf), existing commercial fishing facilities (approximately 25,000 sf), office (approximately 22,412 sf), and entertainment (approximately 1,500 sf) uses. The existing Project site also includes parking for approximately 902 vehicles (356 District-metered spaces and 546 privately-paid parking spaces), landscaping, internal roadways, utilities, storm drains, and approximately 14.77 acres of area designated for park/plaza use.

The existing waterside areas are generally comprised of open water and/or a mix of recreational, visitor-serving commercial, and commercial fishing uses and associated infrastructure (i.e., piers, harbors, marinas, breakwaters). All existing waterside development is located within the currently established U.S. Pierhead Line, which runs generally parallel to the main shoreline and existing infrastructure at variable distances ranging from approximately several feet to 900 feet. The Federal Navigation Channel begins approximately 564 feet westerly from the existing U.S. Pierhead Line in San Diego Bay.

The District, acting by and through the District Board of Commissioners, controls the land and water use designations of the Project site within its certified Port Master Plan (PMP). For the water use designations, this includes approximately 36 acres of waterside area within the existing U.S. Pierhead Line boundary. The District is currently working on a draft of the Trust Lands Use Plan (TLUP), discussed further below, which will provide a water use designation for approximately 27 acres of waterside area currently outside of the existing U.S. Pierhead Line boundary but included in the proposed Project's waterside area.

Existing PMP landside designations (for the approximate 36 acres) include:

- Commercial Fishing (3.99 acres)
- Commercial Recreation (13.35 acres)
- Park/Plaza (14.77 acres)
- Streets (3.02 acres)

Existing PMP waterside designations (for the approximate 36 acres within the existing U.S. Pierhead Line boundary) include:

- Boat Navigation Corridor (10.28 acres)
- Commercial Fishing Berthing (18.71 acres)
- Recreational Boat Berthing (2.40 acres)
- Specialized Berthing (4.65 acres)

Description of Project:

1HWY1 (Applicant) proposes to construct the Project within San Diego Unified Port District (District). The Project site consists of a total of approximately 102 acres of land and water area - approximately 39 acres of land area and approximately 63 acres of water acreage with the proposed U.S. Pierhead Line extension that includes the 27 acres of water area within San Diego Bay (Project site). The Project site currently consists of commercial fish processing, retail, restaurant, park/plaza use with a public promenade, and streets, as well as open water areas, piers, marinas, and floating docks within San

Diego Bay. The proposed Project would include both landside and waterside improvements spread across seven landside planning blocks (Blocks A through G) and five waterside planning zones (Zones 1 through 5). These Project planning blocks and zones are described in more detail in more detail in Section 2.

Generally, the Project proposes a mix of uses within the Project site including extensive plazas, parks and promenades; piers and marinas; hospitality, retail, and restaurant uses; commercial fishing uses; multiple visitor attractions; an urban beach; and educational uses. The Project is designed around the unique opportunities of a large, centrally located waterfront site in a major metropolitan area.

The landside portion of the Project proposes ten new buildings ranging from 2 to 34 stories and comprising approximately 2.7 million sf of mixed-use development. The Project includes up to 2,050 hotel rooms, in seven hotels dispersed among five buildings reflecting a wide range of room types and costs. Up to 25 percent of the overnight accommodations will be lower-cost options, such as hostel and/or micro-hotel guestrooms.

The Project's unique visitor attractions include a 500-foot tower with observation deck, an aquarium and butterfly exhibit, and an event center. In addition, the Project proposes approximately 215,000 sf of commercial space, including retail, health and wellness facilities, and indoor and outdoor restaurants. Other proposed facilities include blue/marine technology offices, a new commercial fish processing facility with offices, and a learning center for environmental education.

The Project will also provide over 16 acres of plazas, parks, walkways, and recreation facilities, including an urban beach, living shoreline, expanded promenade, and an elevated walkway (the Green Strand) that spans Landside Blocks A, B, C, F, and G. Project signage will include identity signs, wayfinding signs, digital signs, and building and commercial tenant signs. The Project also includes the retention, removal, relocation, and/or replacement of existing public art throughout the Project Site. The Project also proposes approximately 2,250 parking spaces.

On the waterside zones, the Project proposes a variety of commercial and recreational uses including marinas and boating facilities, providing approximately 128,290 sf of floating docks and gangways and approximately 159 boat slips, including slips for kayaks and personal watercraft. These facilities would accommodate a wide array of watercraft, including commercial fishing vessels, small recreational boats, excursion boats, water taxis, and large vessels. The Project also proposes two public access piers and a new harbormaster facility.

Proposed shoreline modifications include the installation of concrete deep soil mixed buttresses to stabilize the shoreline and protect against liquefaction. The Project would also increase existing elevation by up to three feet in Landside Blocks A, B, C, and F, with transitions within the Project site to meet the existing grade of surrounding areas and improvements. Improvements to the waterside

may include temporary removal and replacement of portions of the existing revetment and possible dredging to accommodate waterside development

The proposed Project would be constructed in phases over an approximately seven- to nine-year period, and involves demolition of both the landside and waterside including approximately 124,478 sf of existing landside development as well as internal roadways, parking, promenades, parks, landscaping, floating docks, and existing overwater building. Phasing will result in intermittent closures and relocation of public parking, parks, internal roadways, and promenades. A construction lay down area and construction parking are proposed within the Project site during all phases of construction. Roadway and infrastructure improvements, new subterranean parking garages and foundation systems for the proposed buildings will be constructed along with the other project components. Proposed cut and fill grading would result in export and import of soil. On site drainage would be treated onsite and collected into new storm drains that would tie into existing storm drain outfalls, with exception of an existing storm drain box culvert that will be relocated to a new outfall location within the Project site in San Diego Bay. Construction of the Project also includes various wet and dry utility onsite and offsite relocations and installations, along with related easement vacations/recordation of new easements.

The Project would also include an extension of the existing U.S. Pierhead Line approximately 354 feet west from the existing U.S. Pierhead Line to accommodate the proposed waterside improvements within Waterside Planning Zones 2, 3, 4, and 5. The proposed U.S. Pierhead Line extension would maintain an approximately 210-foot clearance from the Federal Navigation Channel and comprises an area of approximately 27 acres.

The Project also includes three optional project features: (1) a water cut feature bisecting Landside Blocks A and B; (2) a pier extension in Water Zone 2 to accommodate additional recreational berthing, transient berthing, and dock-and-dine; and (3) a proposed pier reorientation in Water Zone 4.

Surrounding Land Uses and Setting:

The Project site includes approximately 75 acres that are within the PMP Planning District 3: Centre City Embarcadero and approximately 27 acres that are outside of the existing U.S. Pierhead line for which the District is in the process of preparing the TLUP and adding this area to the District's PMP to establish a land use designation. The Project site is generally bounded by the San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the U.S.S. Midway to the north and outside of the Project site.

Other Public Agencies whose Approval is Required (e.g., permits, financing approval, or participation agreement):

The District is the primary approval authority for the Project. District discretionary approvals would include, but are not necessarily limited to, the following:

- Certification of the Environmental Impact Report (EIR).
- Adoption of the Mitigation Monitoring and Reporting Program and CEQA Findings.
- PMP Amendment.
- Coastal Development Permit(s) (CDP).
- Trust Land Use Plan (TLUP) Amendment.
- District Lease Agreement(s).
- Disposition and Development Agreement.
- Concept Approvals.
- Working Drawing Approvals.

Additional approvals and other permits may be required, but not limited from, the following local, regional, state, and federal agencies:

- California Coastal Commission.
- California Department of Fish and Wildlife.
- California Division of the State Architect.
- California Office of Historic Preservation.
- California State Lands Commission.
- City of San Diego.
- County of San Diego.
- Federal Aviation Administration.
- National Oceanic and Atmospheric Administration.
- National Marine Fisheries Service.
- San Diego County Regional Airport Authority – Airport Land Use Commission.
- San Diego County Air Pollution Control District.
- San Diego Regional Water Quality Control Board.

- U.S. Army Corps of Engineers.
- U.S. Fish and Wildlife Service.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc. ?

No California Native American tribes have requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1.

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2 Initial Study Project Description

2.1 Project Location

As shown in Figure 1, the Project site is generally situated between Downtown San Diego and the San Diego Bay waterfront and is less than a mile to the east of Coronado Island, approximately 1.4 miles south of San Diego International Airport (SDIA), immediately west of the City's Downtown area, and approximately 12.5 miles north of the U.S. border with Mexico. The Project site is comprised of approximately 102 acres of land and water areas, consisting of approximately 39 acres of land area and 63 acres of water area (including 27 acres of water area currently outside of the existing U.S. Pierhead Line) in the San Diego Unified Port District in San Diego County.

The Project site is generally bounded by the San Diego Bay to the west and south, Kettner Boulevard to the southeast, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the U.S. Ship Midway Museum (U.S.S. Midway) to the north and outside of the Project site. The Project site encompasses the existing G Street Mole (including Tuna Harbor Park and parking lot, but not including the Fish Market Restaurant); Tuna Harbor Pier and Tuna Harbor; Ruocco Park; Chesapeake Fish Company (including parking lot and working pier); Market Street Pier; Seaport Village (including parking lots and portions of Pacific Highway and Kettner Boulevard south of West Harbor Drive); and EMPN (including parking lot and surrounding open water area).

2.1.1 Project Background

In February of 2016, the District issued a Request for Proposals (RFP) for a World Class Waterfront Development Opportunity at the Project site. The RFP called for an innovative plan to create a vibrant mixed-use commercial development including hotel, retail/restaurant, cultural arts and entertainment uses, water-oriented facilities, and multi-purpose open space. The RFP also specified that the development plan should expand available public space, link city streets to increase access and views to the water, support the waterfront including commercial fishing, provide excellence in design, and create long term financial viability.

Following review of multiple proposals and a public hearing process, the District selected the managing member of 1HWY1 to enter into an Exclusive Negotiating Agreement for development of the Project site.

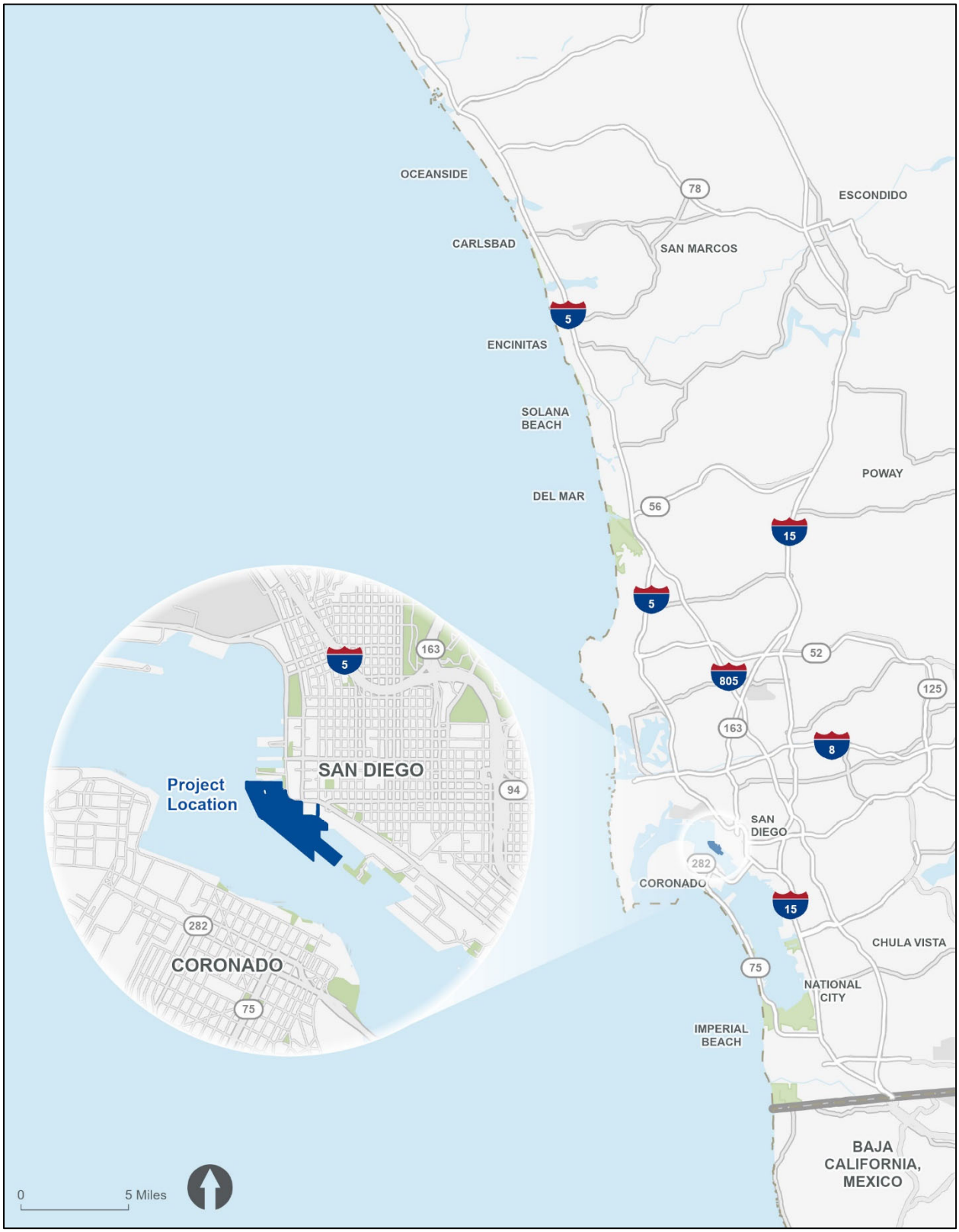
2.2 Project Components

The Project site is organized into both landside and waterside planning areas (Figure 2), which are divided into seven landside blocks totaling approximately 39 acres (Blocks A through Block G) and five waterside zones (Zones 1 through 5) totaling approximately 63 acres (including the approximately 27 acres associated with the U.S. Pierhead Line extension).

Upon buildout of the landside improvements, the Project would construct a total of 10 new buildings within the seven land blocks, which are discussed below from north to south in the following order: Blocks G (G Street Block), F (Harbor Drive Block), A (Pacific Highway Block), B (Kettner West Block), C (Kettner East Block), D (Ruocco Park Block), and E (Marina Park Block).

Upon buildout of the waterside improvements, the Project would include two public access piers, one pier dedicated to commercial fishing, three marinas (with one marina dedicated to commercial fishing), various day use docks and slips, a public beach, living shoreline, and optional water cut feature. Waterside improvements are discussed below from north to south in the following order: Zones 1 (Midway Cove Marina), 2 (G Street Mole Marina), 3 (Tuna Harbor), 4 (Corner Marina), and 5 (Kettner Mole). The Project also proposes to extend the existing U.S. Pierhead Line approximately 354 feet west of the existing U.S. Pierhead Line to accommodate a portion of the proposed waterside improvements within Zones 2, 3, 4, and 5. The newly proposed U.S. Pierhead Line will maintain an approximately 210-foot clearance from the Federal Navigation Channel, reducing the existing clearance from the navigation channel from approximately 564 feet to 210 feet.

Figure 1. Regional and Vicinity Map



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Figure 2. Project Site Planning Areas



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2.2.1 Landside Block G (G Street Block)

Block G encompasses the majority of the existing G Street Mole, which is located at the northern end of the Project site, south of the U.S.S. Midway, north of the Tuna Harbor, and east of North Harbor Drive. As shown in Figure 3, existing features within Block G include Tuna Harbor Park, the Battle of Leyte Gulf Memorial, the Embracing Peace sculpture (formerly titled "Unconditional Surrender" and sometimes referred to as the "Kissing statue"), walkways, landscaping, surface parking, access to commercial fishing facilities within the existing Tuna Harbor, including dedicated parking, and public restroom facilities. The existing Fish Market San Diego restaurant is also located at the western end of Block G; however, it is not included as part of the Project site.

As shown in Figure 3, the Project proposes the following within Block G:

- Tuna Harbor Park Improvements (reconstruction of existing walkways and installation of landscaping).
- Commercial Fishing Operations Building (approximately 33,646 sf) including:
    - Commercial Fish Processing Facility (approximately 17,369 sf).
    - Commercial Fishing Offices (approximately 9,613 sf).
    - Offices (approximately 6,664 sf).
- Commercial Fish Market (approximately 10,525 sf of dedicated outdoor space).
- Commercial Fishing Storage Area (approximately 4,674 sf).
- Public Facilities (approximately 1,021 sf), includes public restroom facility.
- Back of House Area (approximately 667 sf).
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B, and C).
- Roadway/Parking Improvements (surface parking lot with approximately 73 parking spaces, with 64 dedicated to commercial fishing; subterranean garage with approximately 233 parking spaces; and roadway connection improvements to N. Harbor Drive).

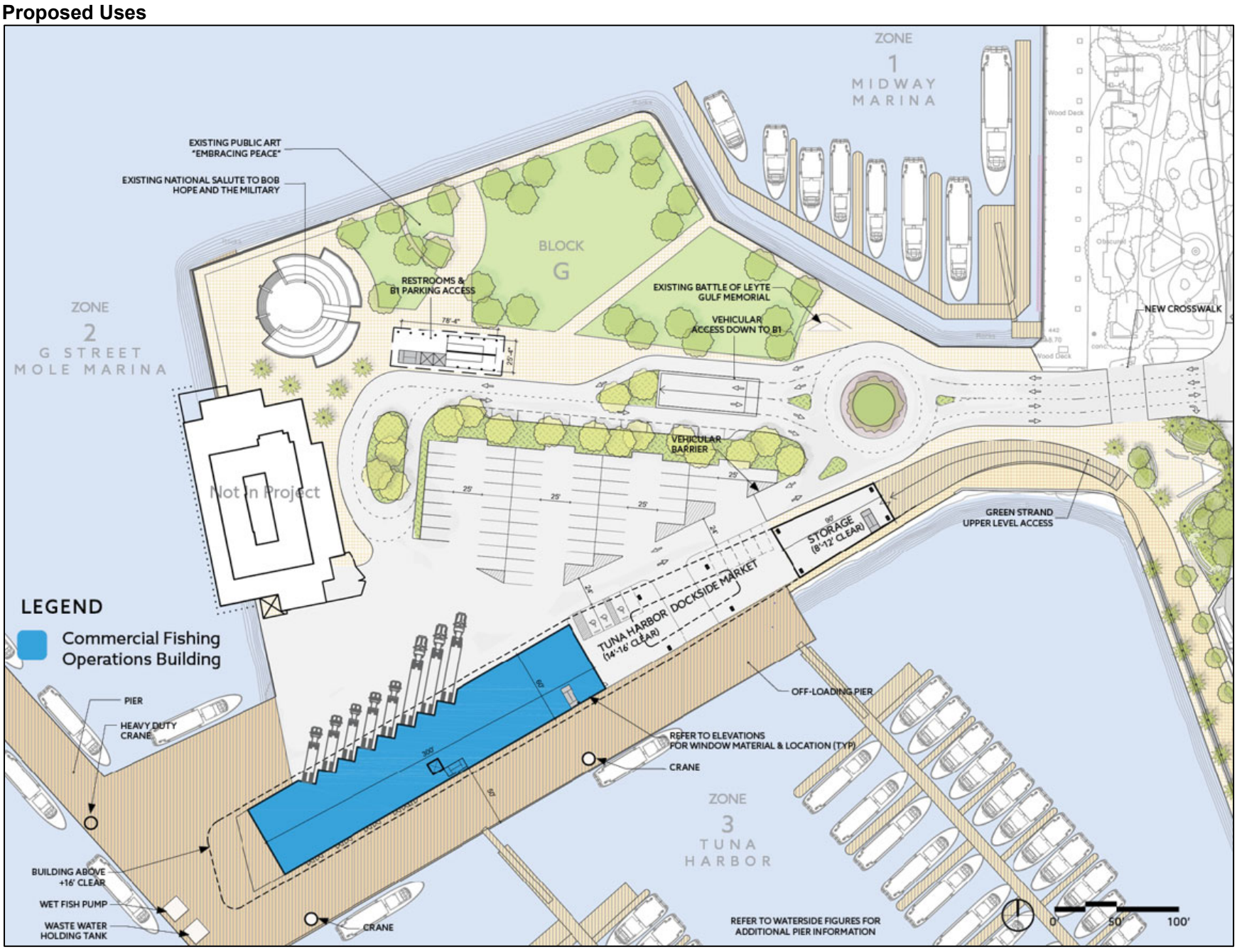
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Figure 3. Landside Block G (G Street Block) Existing and Proposed Uses

Existing Uses



Proposed Uses

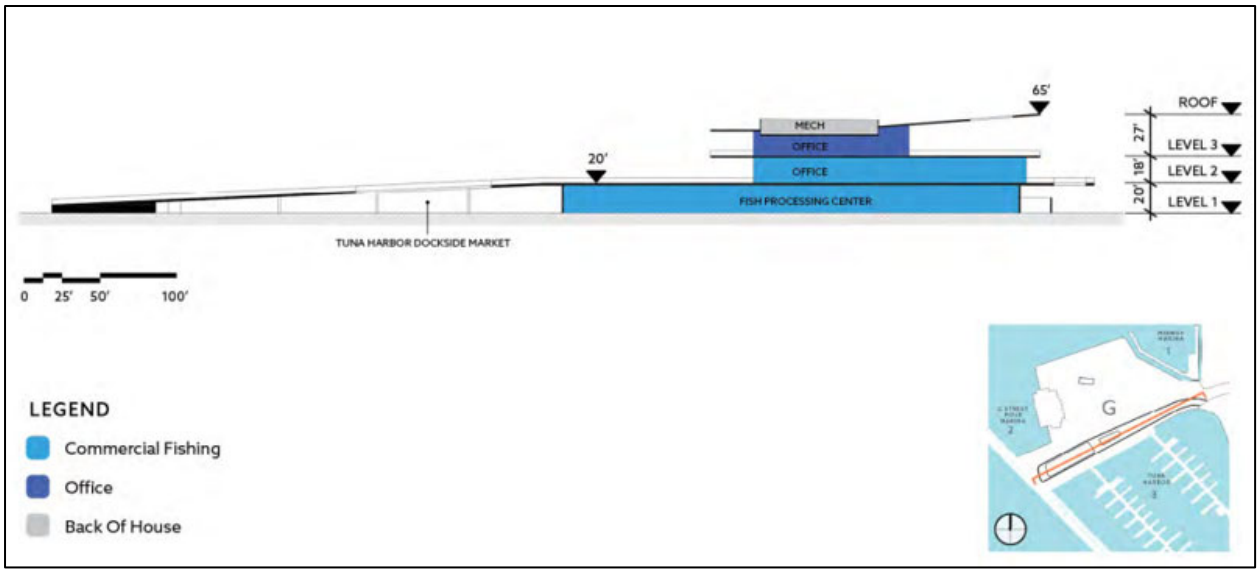


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Tuna Harbor Park Improvements. The Project proposes to construct improvements to the existing Tuna Harbor Park, which would include reconstruction of existing walkways and installation of landscaping.

Commercial Fishing Operations Building. As shown in Figure 4, redevelopment that would occur at Block G would include a new three-story, approximately 33,646-square foot structure at the southwestern corner of the G Street Mole. The proposed building would include facilities to support commercial fishing operations, outdoor market uses, and viewing spaces open and available to the public.

Figure 4. Commercial Fishing Operations Building Proposed Uses



The ground level of the building would include a new commercial fish processing facility approximately 17,369 sf, containing both dry and cold storage, fish cleaning and cutting, and packaging facilities. At the north end of the first level, adjacent to surface parking and road access, loading areas for trucks with eight 14-foot clear loading docks would be provided for loading and transport of commercially produced seafood products. Direct access for commercial fishermen to the Tuna Harbor would be provided on the southern end of the building. The second level of the new building would include approximately 9,613 sf feet of new offices and shared conference rooms for commercial fishing industry users including commercial fish processors, fishermen, and the American Tuna Boat Association. The third level of the new building would include approximately 6,664 sf of office space.

Commercial Fish Market and Storage Area. Block G would include an approximately 10,525 sf outdoor commercial fish market where commercial fisherman and other vendors would provide direct to consumer sales of fresh seafood and other related consumer goods. A new, approximately 4,674 sf storage area for use by commercial fisherman would also be constructed in this location. The open

market and storage areas would be topped by an open-air ramped promenade (the Green Strand) that would provide public access to the second-floor commercial fishing offices and third-floor offices. The elevated promenade would be approximately 435 feet long and range from about 40 to 57 feet in width. The elevated promenade would provide visitors with a direct view of Tuna Harbor and its commercial fishing operations, the Project site, and the coastal areas to the south of the Project site along San Diego Bay.

Roadway/Parking Improvements. Redevelopment that would occur at Block G would include various road improvements to promote enhanced vehicular access, including street improvements to the North Harbor Drive access point to Block G at Tuna Wharf Drive. These roadway improvements include:

- Addition of a traffic signal and dedicated right-turn in and right-turn out lanes at North Harbor Drive for access to Block G.
- Aligning Tuna Wharf Drive with Waterfront Place, which continues in an eastward direction on the east side of North Harbor Drive.
- Additional traffic lanes, going from three lanes (two out, one in) to four lanes (two in, two out) within Block G to North Harbor Drive.
- Inclusion of a roundabout for improved vehicular flow within Block G.
- Inclusion of a security-controlled gate, which would allow 24/7 access to commercial fishing parking.

Parking within Block G would consist of a surface parking lot and a one-level subterranean garage of approximately 86,171 sf. The proposed Project would reconstruct the existing surface parking lot in the center of Block G to provide approximately 73 surface parking spaces, 64 of which would be dedicated to commercial fishing and oversized to accommodate vehicles related to commercial fishing use. Nine parallel spaces would also be available to the general public. The subterranean garage would be accessed from the Project site via North Harbor Drive and include approximately 233 additional parking spaces.

2.2.2 Landside Block F (Harbor Drive Block)

As shown in Figure 5, existing features within Block F include Ruocco Park, a seafood processing facility, walkways, landscaping, and surface parking. Ruocco Park is an approximately 3.3-acre park consisting of green lawn space with pedestrian paths and a public art installation titled “The Riparium.” The northernmost portion of Block F near the North Harbor Drive and Block G intersection includes an art installation titled “USS San Diego (CL-53) Memorial.” A public promenade along Block F includes four art installations titled (from north to south) “Orange Tree,” “Tap Root & Growth,” “A Different but Loving Pair,” and “The Fish Tree.” A seafood processing facility currently operated by the Chesapeake

Fish Company is located to the south and adjacent to Ruocco Park. The seafood processing facility consists of an approximately 25,000 sf building and an approximately 4,000 sf working pier for delivery and off-loading of the daily fish catch. Surface parking for approximately 62 vehicles, including 26 private and 36 public metered spaces is available within Block F. The Project proposes the following within Block F:

- Replacement of existing Ruocco Park use (3.31 acres) to Block D (Ruocco Park Block) and replacement of existing seafood processing facility (approximately 25,000 sf) to Block G (G Street Block).
- Full-Service Hotel and Conference Center (approximately 381,626 sf; 473 guest rooms; 30 story-building with an occupiable roof).
- The Blue Campus (approximately 540,221 sf) including:
    - Aquarium (approximately 201,830 sf) and Butterfly Pavilion attraction (approximately 26,123 sf); total 5 stories.
    - Learning Center (approximately 92,201 sf); levels 1 through 5.
    - Blue Tech Innovation Center (BTIC) (approximately 220,067 sf); levels 6 through 21.
- Restaurant Uses (approximately 64,238 sf total comprising 44,800 sf of indoor space, 18,950 sf of outdoor space, and 320 sf of kiosk space).
- Retail Uses (approximately 17,404 sf total comprising 16,916 sf of indoor space and 488 sf of kiosk space).
- Back of House Area (approximately 96,361 sf).
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B, and C).
- Roadway/Parking Improvements (subterranean parking garage with approximately 862 parking spaces); and roadway connection improvements to North Harbor Drive and Pacific Highway.

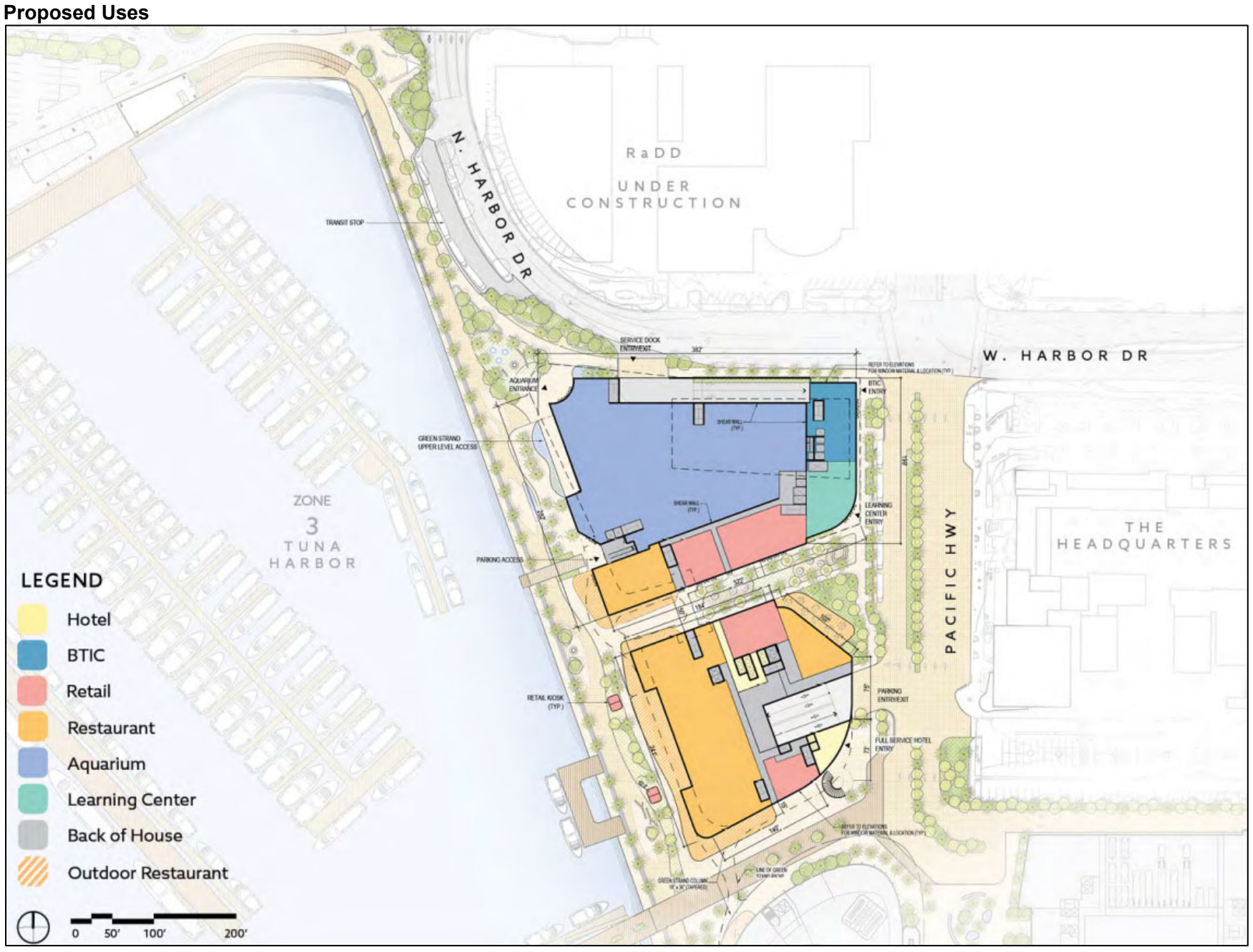
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Figure 5. Landside Block F (Harbor Drive Block) Existing and Proposed Uses

Existing Uses



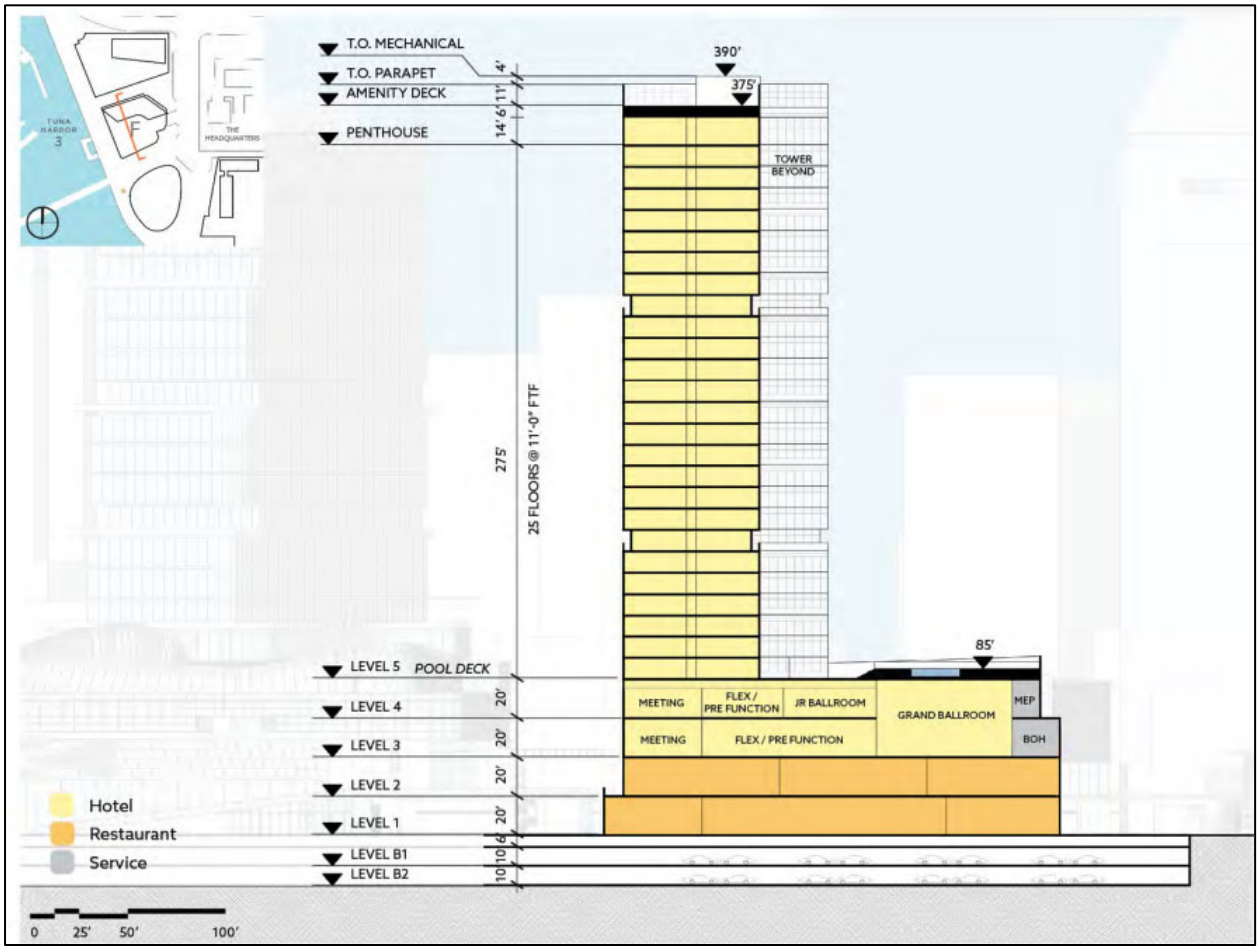
Proposed Uses



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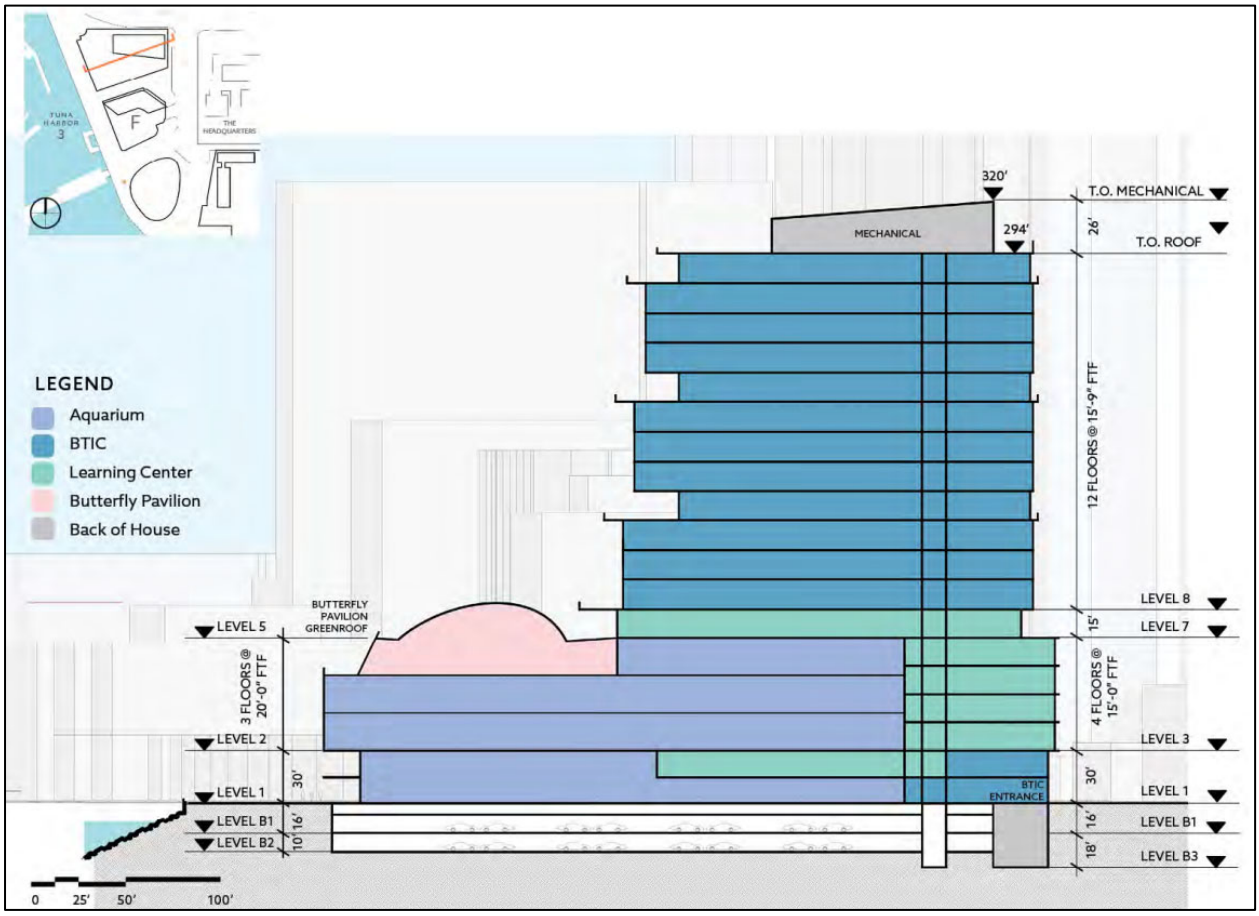
Full-Service Hotel and Conference Center. Block F would include an approximately 381,626 sf, 30-story building with an occupiable roof and up to 473 guest rooms. As shown in Figure 6, the Full-Service Hotel would also offer meeting spaces, conference rooms, and ballrooms. A total of four conference rooms are proposed, equating to approximately 37,177 sf of meeting space. The Full-Service Hotel building would be located on the southern end of Block F, south of the Blue Campus. The Full-Service Hotel building would also accommodate additional restaurant uses as well as a health and wellness center and associated hotel amenity deck. Pedestrian access to the Full-Service Hotel would be provided at the southeast corner of the building. In addition, a sky bridge would connect the Full-Service Hotel building with BTIC lobby located in the Blue Campus.

Figure 6. The Full-Service Hotel Proposed Uses



The Blue Campus. The Blue Campus is located within the northern portion of Block F. As shown in Figure 7, the Blue Campus is an approximately 540,221 sf, 18-story building that would include the proposed Aquarium and Butterfly Pavilion (5 levels), Learning Center, and the BTIC.

Figure 7. The Blue Campus Proposed Uses



Aquarium. The approximately 201,830 sf Aquarium would be located from the ground floor to level 4 of the Blue Campus building. The Aquarium would be designed with a floor-to-floor height of approximately 20 feet, with a total height of approximately 90 feet. An Aquarium Entrance Plaza would be located at the northwest corner of the Aquarium, near the pedestrian ground floor entrance at the northwest corner of the Blue Campus. The Aquarium would have a second entrance on the second floor off the elevated Green Strand promenade. Water used in the Aquarium would rely on a "closed system," i.e., it would not discharge water into the San Diego Bay.

Butterfly Pavilion. The approximately 26,123 sf Butterfly Pavilion would be located directly above level 4 of the Aquarium, as well as a portion of levels 6 and 7 of the Learning Center, the Aquarium restaurant outdoor terrace, and the Learning Center's outdoor terrace (enabled by varying floor-to-ceiling heights for such uses).

Learning Center. The approximately 92,201 sf Learning Center consists of seven levels. Due to the shorter floor-to-floor height of the Learning Center, the six levels of the Learning Center would coincide with the four levels of the Aquarium (both would be approximately 80 to 90 feet

in height). Additional Learning Center classroom spaces would be provided on level 7 above the Aquarium. A rooftop outdoor terrace would be provided for the Learning Center classroom spaces on level 5, within a portion of the Butterfly Pavilion roof. Pedestrian access to the Learning Center would be provided at the southeast corner of the building. The Learning Center would provide environmental education offerings and program for students.

Blue Tech Innovation Center (BTIC). The approximately 220,067 sf BTIC would be located within the tower component of the Blue Campus building, with a ground floor lobby adjacent to Pacific Highway. The BTIC would provide opportunities for commercial and institutional research, technology development uses, public programming (including exhibits and showcases), and maritime career-focused education. The BTIC proposes a mixture of creative office and technical spaces, research facilities, and presentation and meeting spaces. Pedestrian access to the BTIC would be provided at the northeast corner of the building. A second BTIC lobby would be provided on the third floor of the Full-Service Hotel within Block F and would connect to the BTIC via a sky bridge.

Retail/Restaurants. The ground floor and the second floor of the Blue Campus building would feature restaurant and retail/health and wellness uses along a pedestrian promenade located between the Blue Campus and the Full-Service Hotel in the middle of Block F. There would be approximately 25,621 sf of retail/health and wellness uses, approximately 44,800 sf of indoor restaurant uses, approximately 18,950 sf of outdoor restaurant uses, and approximately 320 sf of restaurant kiosks within Block F.

Roadway/Parking Improvements. Redevelopment that would occur at Block F would include various road improvements to promote enhanced vehicular access, including roadway connection improvements to North Harbor Drive and Pacific Highway and modifications to Pacific Coast Highway near the Project site.

Block F would include an approximately 362,926 sf subterranean parking garage below the proposed Full-Service Hotel building. The proposed subterranean parking garage would consist of two levels for parking and one partial level of service loading that extends throughout Block F and into portions of Block A. The first two parking levels would provide general and valet parking, and the third parking level would provide loading docks for the uses in Blocks A, B, and F. The proposed subterranean parking garage would include up to approximately 862 parking spaces.

2.2.3 Landside Block A (Pacific Highway Block)

As shown in Figure 8, existing features within Block A include portions of the Seaport Village complex, walkways, landscaping, and surface parking. The existing Seaport Village complex as a whole is currently developed with small-scale commercial, retail, and office uses totaling approximately 94,469 sf that provide for visitor-serving goods and services. Approximately 546 surface parking spaces are available within the existing Seaport Village complex in a paid parking lot. The approximately 1,500 sf Looff Carousel is also located within the existing Seaport Village complex.

The Project proposes to redevelop Block A with a 34-story, approximately 500-foot-high structure with a 360-degree panoramic view of San Diego Bay and the City known as the Iconic Tower. The Iconic Tower would be approximately 412,492 sf of hotel, restaurant, and retail uses along with an observation deck, exhibition space, ancillary conference amenities, and health and wellness uses. In addition, Block A would also result in the creation of new publicly accessible space including the Project's ground floor promenade and walkways, and the elevated Green Strand promenade. The Project proposes the following within Block A:

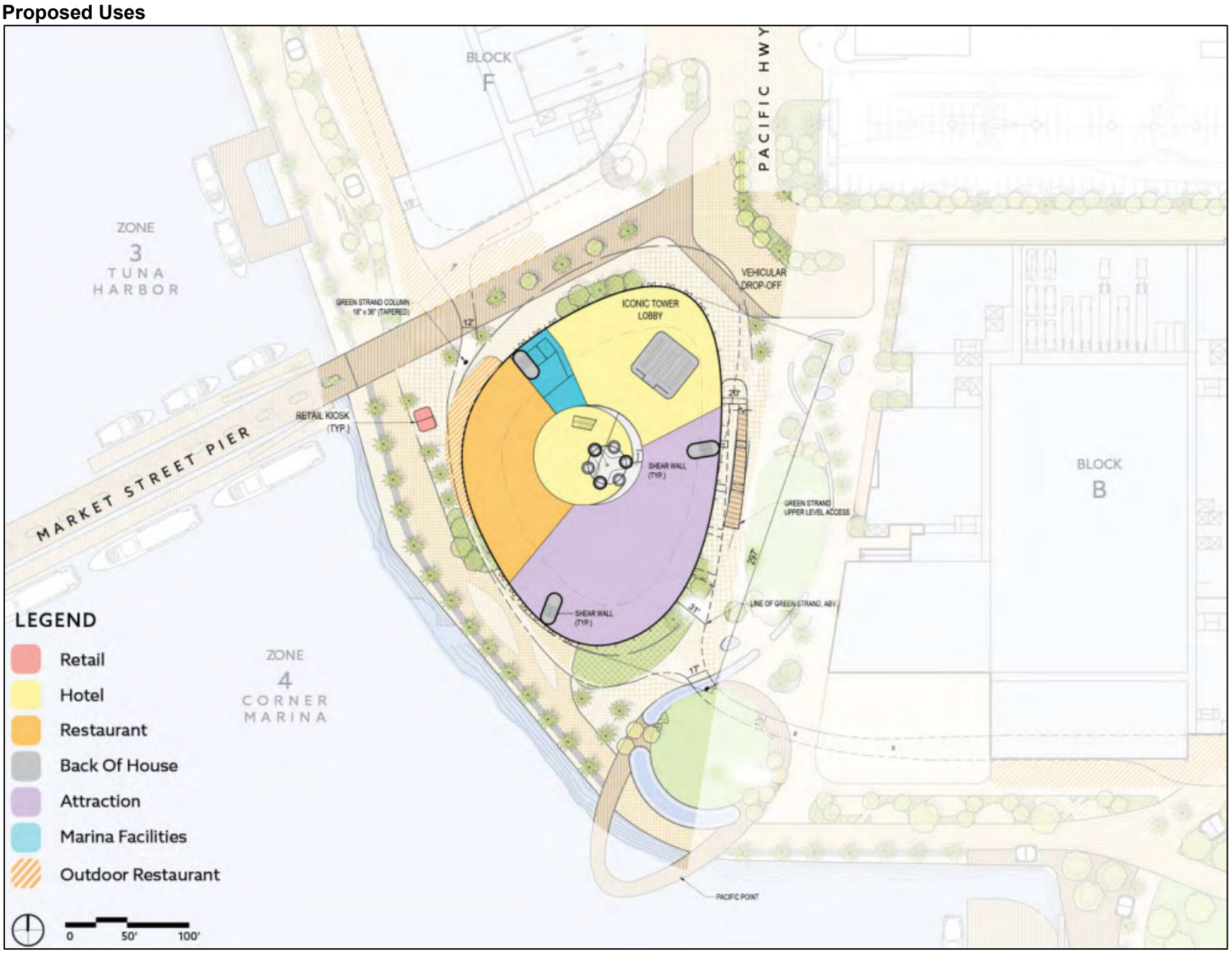
- Relocation of existing Looff Carousel to Block E (Marina Park Block).
- Iconic Tower (approximately 410,405 sf; 34-story building with occupiable roof), including:
    - Hotel Use (approximately 284,986 sf; 400 guest rooms).
    - Restaurants (approximately 11,013 sf comprising 9,120 sf of indoor space and 1,893 sf of outdoor space).
    - Retail/Health and Wellness Use (approximately 2,995 sf).
    - Observation Deck (approximately 43,304 sf).
    - Art Exhibition Space (approximately 30,000 sf).
    - Atrium (approximately 40,000 sf).
- Retail Kiosk (approximately 244 sf).
- Marina Facility (approximately 1,843 sf).
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B, and C).
- Roadway/Parking Improvements (subterranean parking garage under Block F [Harbor Drive Block] extends under Block A with dedicated vehicle drop-off point at northeast corner of the Iconic Tower adjacent to the terminus of Pacific Highway).

Figure 8. Landside Block A (Pacific Highway Block) Existing and Proposed Uses

Existing Uses



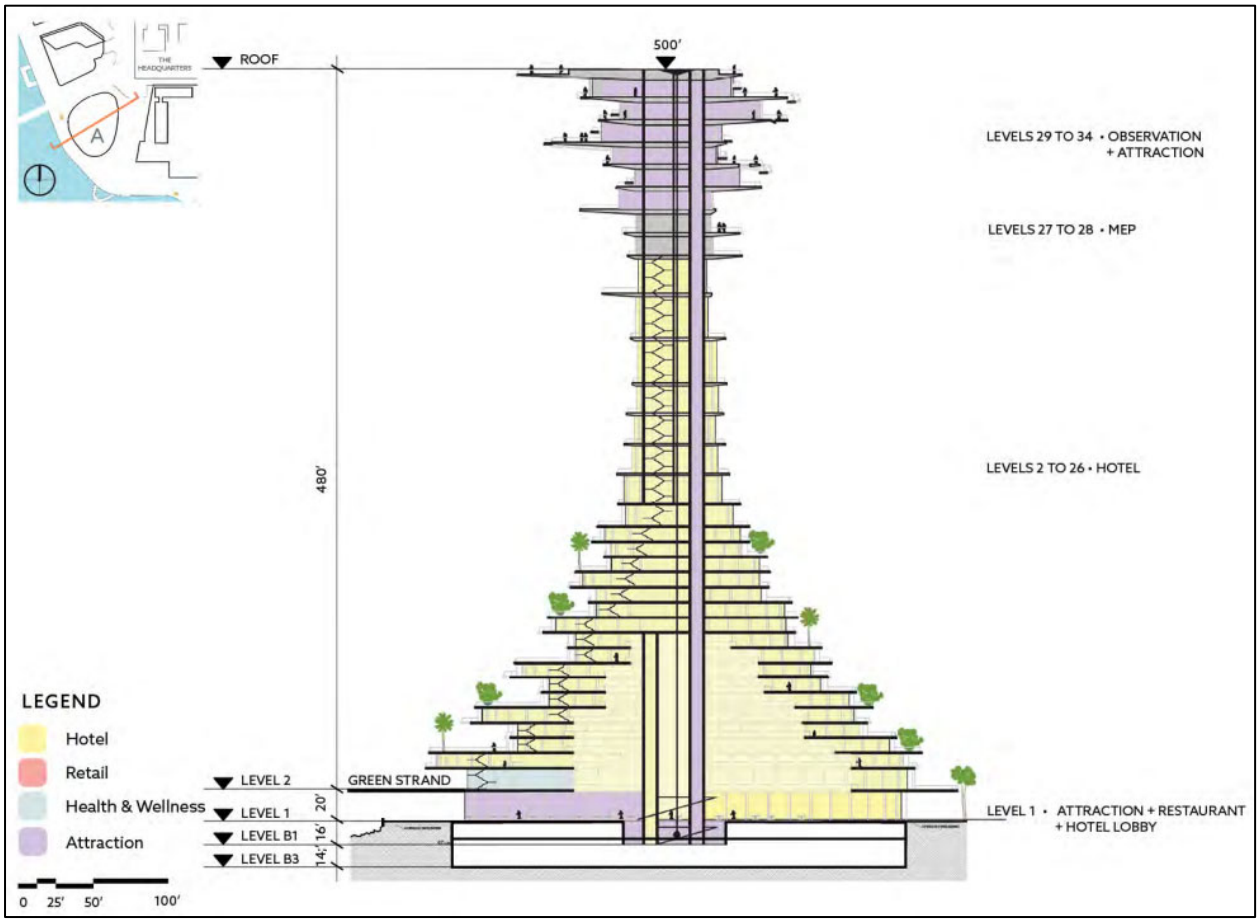
Proposed Uses



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Iconic Hotel. As shown in Figure 9, approximately 284,986 sf of the Iconic Tower is proposed for hotel uses. The Iconic Hotel would consist of up to 400 hotel rooms occupying levels 2 through 26 (24 levels in total) of the Iconic Tower. In addition, the hotel would include various amenities including a pool, a spa, landscaped patios, and open space, approximately 9,120 sf of indoor restaurant space and 1,893 sf of outdoor restaurant space. An attraction, restaurant, hotel lobby and service entrances would be located on the publicly accessible ground floor. Approximately 2,995 sf of retail/health and wellness uses would also be provided at the second level of the Iconic Tower.

Figure 9. The Iconic Tower Building Proposed Uses



Attractions/Observation Deck. Above the Iconic Hotel, there would be six levels of visitor-serving signature attraction and observation uses totaling approximately 43,304 sf. These uses also include conference spaces and internal food service and bar areas, in addition to experiential and educational attractions. Visitor-serving signature attractions could include a highly reflective walkable platform to mimic the feeling of floating in space; a cloud/mist chamber that would educate the public about climate and weather cycles; and a large recreational hammock that hangs above the Project site and San Diego Bay.

Level 35 of the Iconic Tower proposes an approximately 7,500 sf observation deck, which would provide views of San Diego Bay, the City, and surrounding landscape. An approximately 40,000 sf atrium is also proposed.

Retail/Restaurants. In addition to restaurant uses proposed as part of the Iconic Hotel, redevelopment of Block A would also include the provision of an approximately 244 sf retail kiosk adjacent to the Iconic Tower.

Marina Facility (Landside). As part of the redevelopment of Block A, an approximately 1,843 sf marina facility is proposed as part of the Iconic Tower.

Roadway/Parking Improvements. The Project does not propose surface parking within Block A; however, the subterranean garage within Block F would extend under a portion of Block A. Vehicles would access this portion of the subterranean garage from Block F. The third level of the Block F subterranean garage would also provide loading docks for all uses within Block A. A dedicated vehicle drop-off point at the northeast corner of the Iconic Tower adjacent to the terminus of Pacific Highway would be provided.

2.2.4 Landside Block B (Kettner West Block)

As shown in Figure 10, existing features within Block B include portions of the Seaport Village complex, walkways, landscaping, and surface parking. The Project proposes the following within Block B:

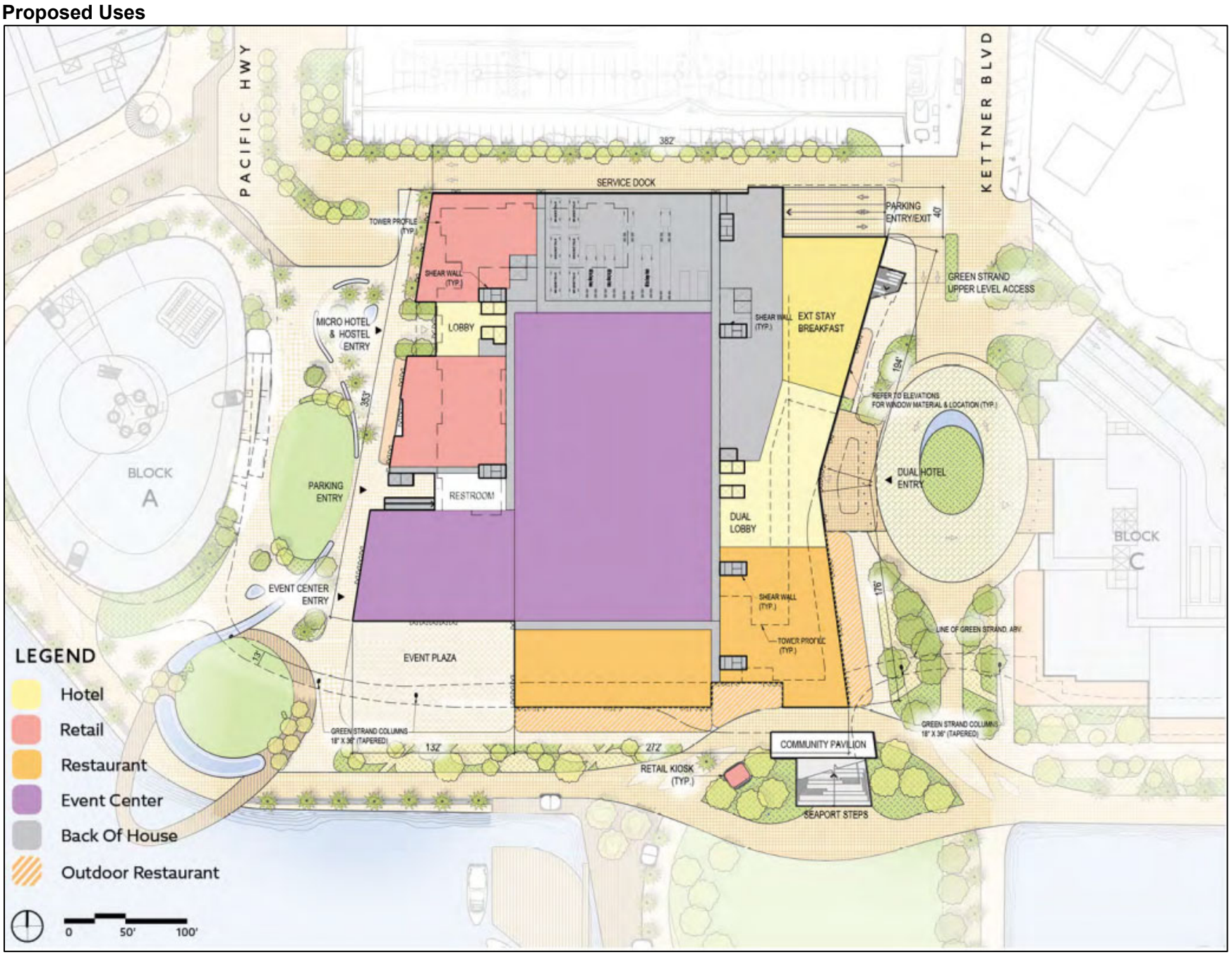
- Micro Hotel (approximately 102,560 sf; 285 guest rooms; 14 story-building with occupiable roof).
- Hostel (approximately 41,396 sf; 121 guest rooms; 9-story building).
- Dual Hotel Building (approximately 349,427 sf; 552 guest rooms; 26-story building with occupiable roof).
    - Select Service Hotel (approximately 156,967 sf; 276 guest rooms).
    - Extended Stay Hotel (approximately 192,460 sf; 276 guest rooms).
- Event Center (approximately 102,424 sf).
- Restaurants (approximately 39,767 sf total comprising 26,801 sf indoor space and 12,966 sf outdoor space).
- Retail/Health & Wellness (approximately 47,753 sf).
- Public Facilities (approximately 3,430 sf), includes public restroom facilities.
- Back of House/Service Area (approximately 109,141 sf).

Figure 10. Landside Block B (Kettner West Block) Existing and Proposed Uses

Existing Uses



Proposed Uses



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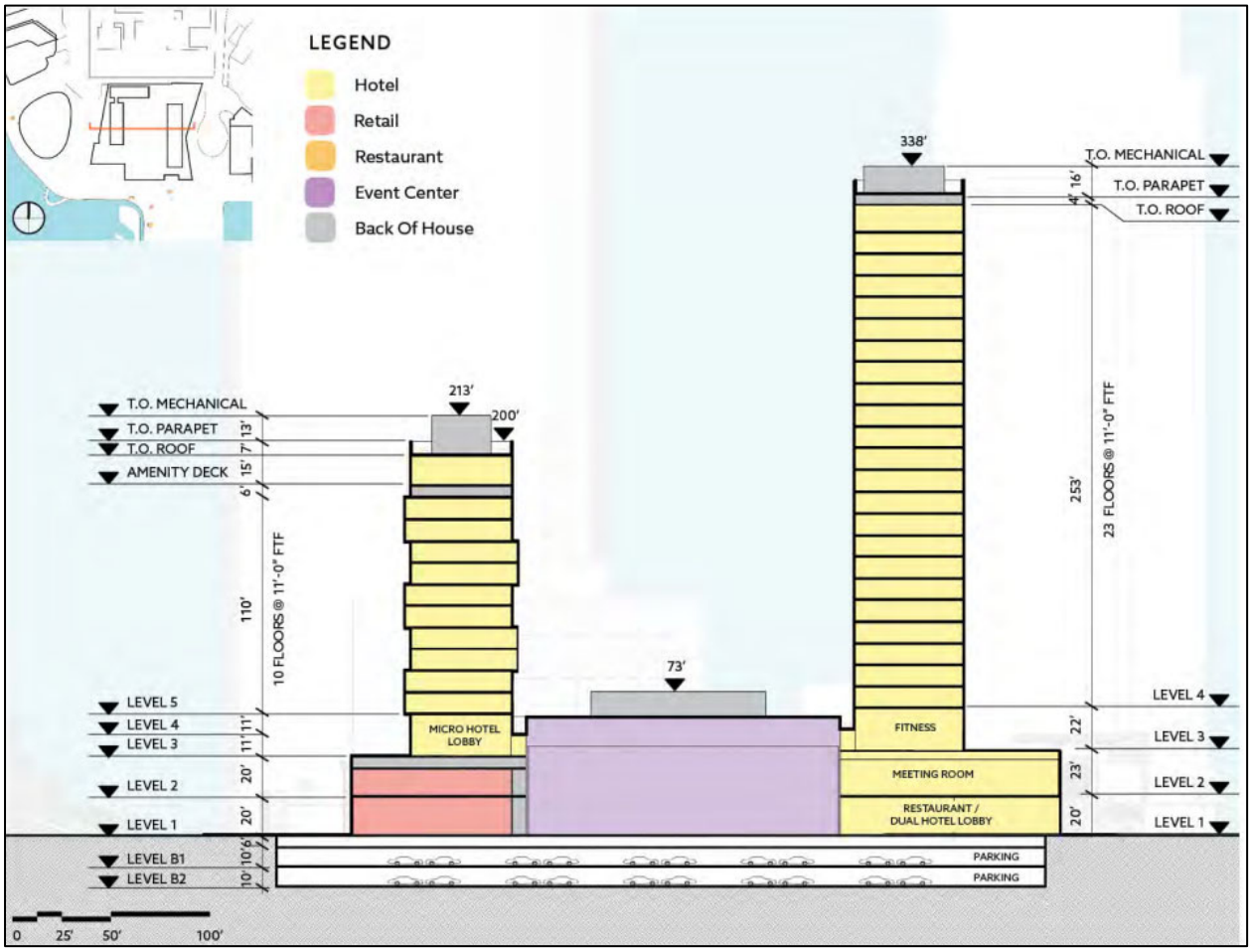
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B, and C).
- Roadway/Parking Improvements (subterranean parking garage with approximately 591 parking spaces; and internal connection between Pacific Highway and Kettner Boulevard).

Hostel and Micro Hotel Building. As shown in Figure 11, the Hostel (9-story building) and Micro Hotel (14-story building with occupiable roof) would consist of an interconnected hotel building with two towers atop a single structure with three shared floors. The ground floor would consist of retail uses and the shared front entrance to the Hostel and Micro Hotel would be located on the west side of the building. The shared second floor would consist of additional retail uses plus health and wellness facilities. Levels 5 through 9 of the Hostel and Micro Hotel would include a bridge connector, which would allow guests access to both towers. The Hostel and Micro Hotel would also include shared hotel facilities, including approximately 1,990 sf of meeting and event facilities, 9,762 sf of public space, and an 854 sf rooftop bar. The pedestrian entrance to the Hostel and Micro Hotel would be provided near the northeast corner of the building.

- ***Hostel.*** The Hostel would be approximately 41,396 sf with up to 121 guest rooms that would be available at affordable rates. The Hostel guest rooms would be located on levels 3 through 8 of the building.
- ***Micro Hotel.*** The Micro Hotel would comprise approximately 102,560 sf with up to 285 guest rooms. The Micro Hotel guest rooms would be located on levels 5 through 14. Level 15 would include a rooftop pool, pool deck, and pool bar overlooking the waterfront. The Project proposes to provide up to 25 percent of lower-cost overnight accommodations, including hostel accommodations and/or micro-hotel guestrooms.

Dual Hotel Building. The Dual Hotel (26-story building with occupiable roof) is anticipated to be operated by two different operators within one hotel building, consisting of up to 552 guest rooms divided between the Select Service Hotel and the Extended Stay Hotel. The pedestrian entrance to the Dual Hotel would be located on the eastern end of the building.

Figure 11. Block B Building Proposed Uses



- ***Select Service Hotel.*** The Select Service Hotel would be approximately 156,967 sf with up to 276 guest rooms. The Select Service Hotel guest rooms would be located on levels 5 through 26 of the building.
- ***Extended Stay Hotel.*** The Extended Stay Hotel would comprise approximately 192,460 sf with up to 276 guest rooms. Hotel guest rooms would be located on levels 5 through 26 of the building.

Event Center. The Event Center would consist of a two-story, approximately 102,424 sf event and entertainment center for live events, concerts, conventions, and other public assembly uses. The Event Center would also accommodate low- and no-cost events. The Event Center includes a lobby and outdoor event plaza facing the waterfront with direct access to public pedestrian passageways, including ground-floor promenades and walkways, and the elevated Green Strand promenade. The pedestrian entrance to the Event Center would be located toward the southwest corner of the building north of the event plaza.

Retail/Health and Wellness. Redevelopment of Block B would include the provision of approximately 47,753 sf of retail/health and wellness uses within Block B.

Restaurants. Redevelopment of Block B would include the provision of 39,767 sf of restaurant uses (26,801 sf of indoor restaurant use and 12,966 sf of outdoor restaurant use) within Block B.

Public Facilities. As part of the redevelopment of Block B, approximately 3,430 sf of public facilities would be developed. These facilities include public restrooms, public vestibules, and community spaces.

Back of House/Service Area. Approximately 109,141 sf within Block B would be devoted to back-of-house operations, which would include service docks and may include hotel and event center operations such as housekeeping, food and beverage, kitchen and food production, maintenance, security, and event planning departments.

Relocation of Carousel Attraction. The 1895 Looff Carousel (which features 54 hand carved animals and two horse-drawn chariots) would be removed from its current location in Seaport Village and relocated to Block E.

Roadway/Parking Improvements. Block B would include access to a shared subterranean parking garage of approximately 254,754 sf. The subterranean parking garage would consist of two levels of parking with approximately 591 parking spaces. These first two subterranean levels would provide general and valet parking. A third subterranean level would provide loading docks, which would include loading for Block B uses. The first level of the subterranean parking garage would also connect with the subterranean parking garage within Block F. The vehicular entrance to the subterranean parking lot would be located at the northeast corner of Block B for valet and self-parking, with one entry lane and two exit lanes. Access to the third subterranean-level loading dock would occur via North Harbor Drive on the north side of Block F.

2.2.5 Landside Block C (Kettner East Block)

As shown in Figure 12, existing features within Block C include portions of the Seaport Village complex, walkways, landscaping, and surface parking. The Project proposes to redevelop Block C with a proposed approximately 249,308 sf 14-story 5-star Hotel . The building would include up to 217 guest rooms and suites, restaurant uses, ancillary conference and hotel spa and fitness amenities, and an open-air amenity deck. In addition, the proposed 5-star Hotel would provide access to the ground-floor pedestrian promenade, walkways, and the elevated Green Strand promenade. Block C would also facilitate access to the relocated Ruocco Park and the proposed public urban beach, which are located in Block D and Block E, respectively. The Project proposes the following within Block C:

- 5-star Hotel Building (approximately 249,308 sf; 14-story building):
  - Hotel (approximately 214,232 sf; 219 guest rooms).
  - Meeting and Event Facilities (approximately 15,111 sf).
  - Health and Wellness Amenities (approximately 19,965 sf).
- Restaurants (approximately 53,370 sf total comprising 42,941 sf indoor space and 10,429 sf outdoor space).
- Back of House/Service Area (approximately 89,425 sf).
- Portions of the elevated Green Strand Promenade (a continuous pedestrian walkway extending north to south along the waterfront of Blocks G, F, A, B, and C).
- Roadway/Parking Improvements (subterranean parking garage with approximately 350 parking spaces; and roadway connection and improvements to Kettner Boulevard south of West Harbor Drive).

5-star Hotel Building. As shown in Figure 13, the proposed 5-star Hotel would be approximately 14 stories tall and would reach an overall maximum height of approximately 198 feet on the western end of Block C, and a maximum height of approximately 143 feet on the eastern end of Block C. The ground floor would include the hotel lobby, multiple restaurants, and a tearoom, while the second floor would provide additional restaurant uses and the hotel reception area. Indoor restaurant uses would comprise approximately 42,941 sf, with an additional approximately 10,429 sf dedicated to outdoor restaurant space. The third level would include a bar lounge, meeting/event space, and an outdoor event terrace. Pedestrian access to the 5-star Hotel would be provided at the northwest portion of the building, while restaurant access would be provided on the southern end of the building. The 5-star Hotel would include guest rooms on levels 4 through 14. An additional approximately 15,111 sf of meeting and event facilities would be included in the 5-star Hotel. Hotel spa and fitness amenity space would also be provided on levels 4 through 6. An outdoor wellness deck, which includes amenity space and a pool, would be adjacent to the spa and fitness facility on level 5. The health and wellness amenity facilities would total approximately 19,965 sf.

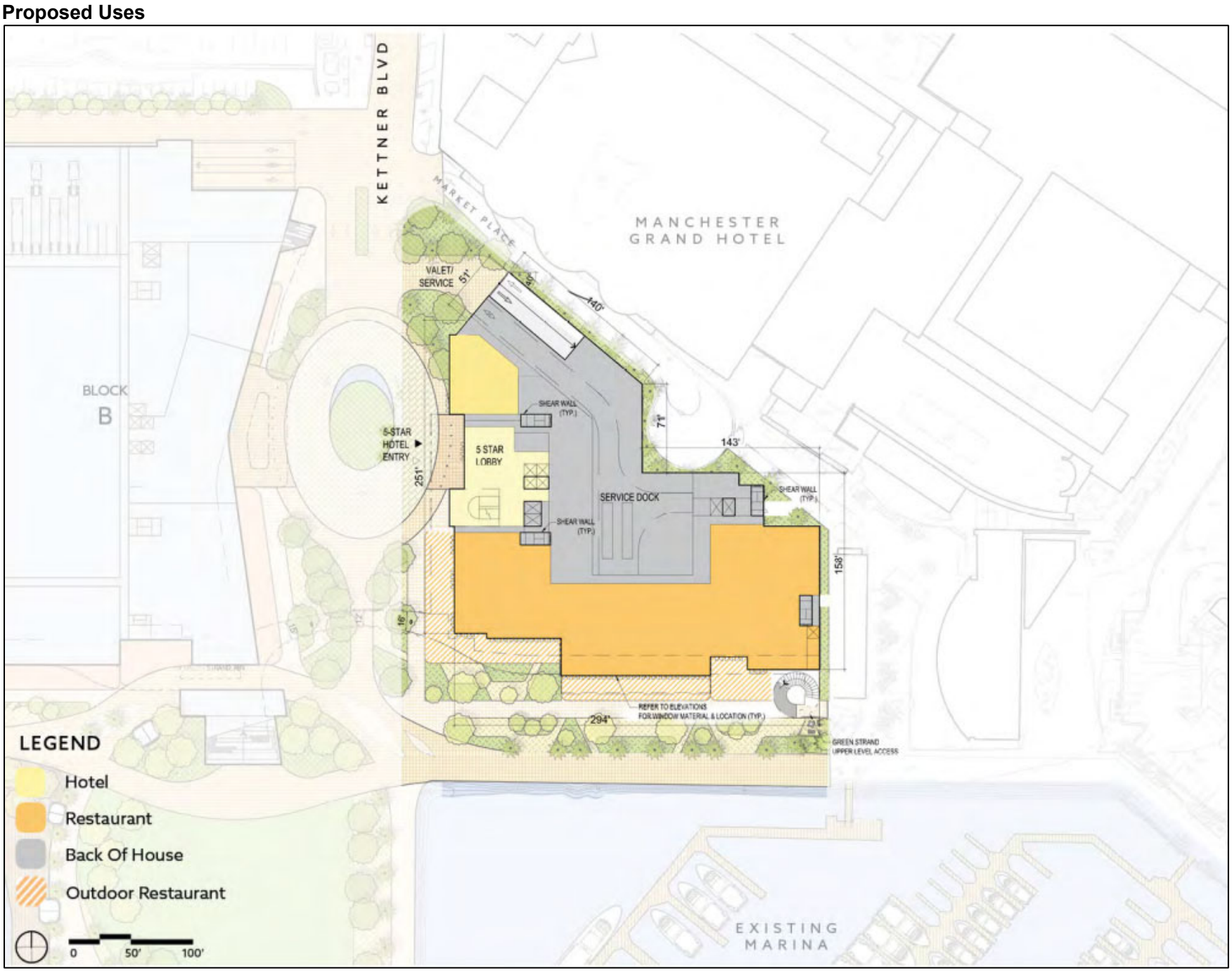
Roadway/Parking Improvements. Block C would include a subterranean garage of approximately 142,575 sf and consisting of two parking levels with up to approximately 350 spaces. There would be no self-parking within this proposed parking garage, rather it would be designated for valet parking only. The subterranean parking garage would be accessed from the 5-star Hotel Plaza via a two-lane ramp at the northern end of the building. The Project would include roadway connection and improvements to Kettner Boulevard south of West Harbor Drive

Figure 12. Landside Block C (Kettner East Block) Existing and Proposed Uses

Existing Uses

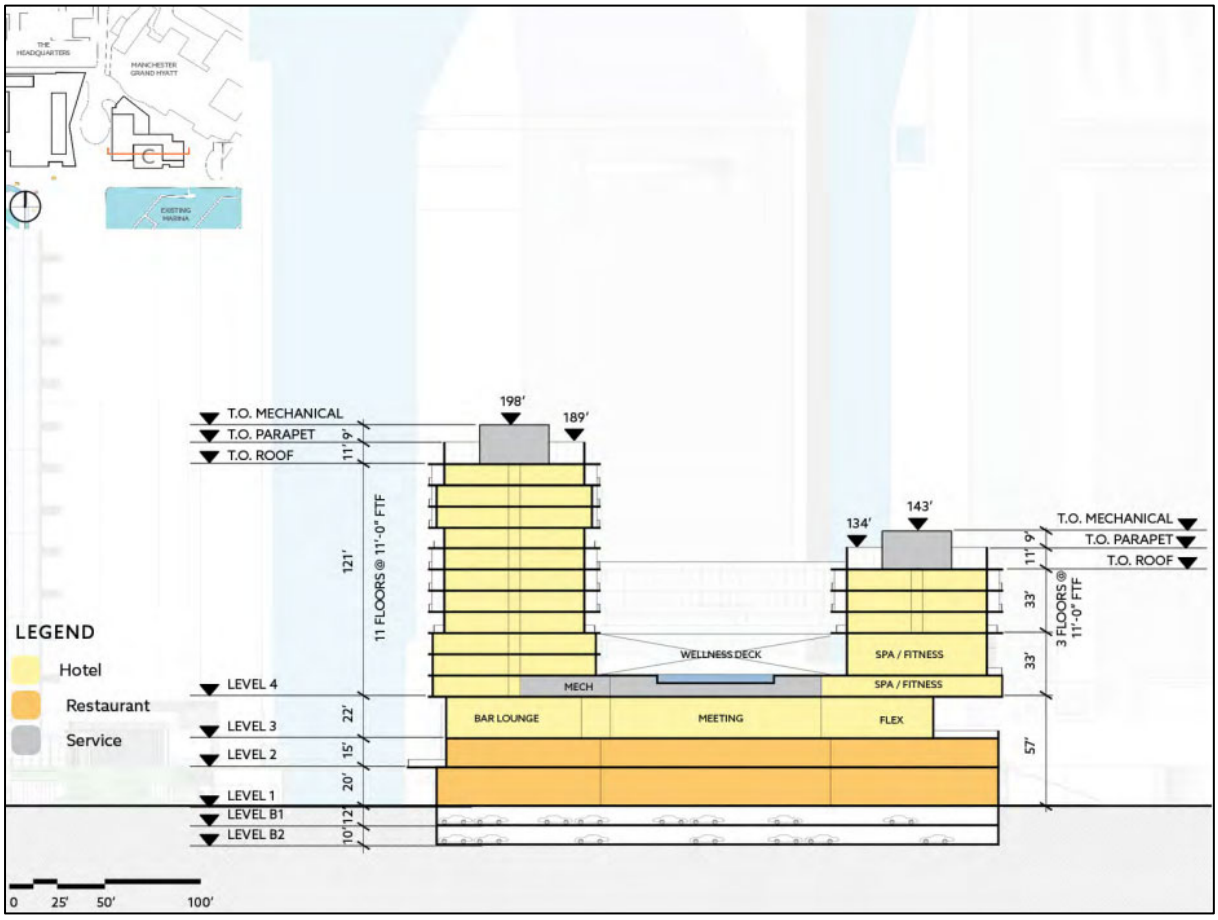


Proposed Uses



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Figure 13. 5-Star Hotel Building Proposed Uses



2.2.6 Landside Block D (Ruocco Park Block)

As shown in Figure 14, at the terminus of Kettner Boulevard is the approximately 8.6-acre EMPN. EMPN is located on a peninsula that connects to Seaport Village at the north end and is surrounded by a recreational marina and San Diego Bay. Existing metered surface parking is available for approximately 82 vehicles. Existing features include one public art installation currently titled "Morning," four covered picnic structures, one public restroom and support structure, and a public pedestrian promenade with evenly distributed promenade lighting fixtures and public benches. The Project proposes the following within Block D:

- Relocated Ruocco Park (approximately 3.5 acres total) including:
  - Ruocco Nature Play Area (approximately 52,000 sf).
  - Ruocco Lawn (approximately 60,000 sf).
- Restaurants (approximately 2,284 sf total comprising 1,346 sf outdoor space and 938 sf kiosk space).

- Retail (approximately 244 sf kiosk space).
- Marina/Public Facilities (approximately 1,485 sf) including public restroom facilities.
- Parking Improvements (subterranean parking garage under Block B (Kettner West Block) extends under Block D and provides direct pedestrian access to Block D).

Relocated Ruocco Park. Block D would primarily consist of the relocated and improved Ruocco Park, which would include the Ruocco Nature Play Area and the Ruocco Lawn. The Ruocco Nature Play Area would consist of a children's play area with a variety of interactive children's playground equipment on softscape and seating areas surrounded by landscaping. The Ruocco Lawn would consist of a grass landscaped space partially lined with trees and walking paths that would be occasionally used for concerts, plays, fairs, and other live events, including free and low-cost events for the public.

Retail/Restaurants. Redevelopment of Block D would include the provision of approximately 244 sf of retail uses via a retail kiosk. Approximately 1,346 sf of restaurant uses (1,346 sf of indoor/outdoor restaurant use and 938 sf of restaurant kiosks) would also be located within Block D.

Public Facilities. As part of the redevelopment of Block D, approximately 1,485 sf of public facilities would be developed. These facilities include public restrooms and vertical pedestrian access to the subterranean parking.

Roadway/Parking Improvements. Block D would not include surface vehicle parking; however, the subterranean garage within Block B would extend under a portion of Block D with up to approximately 124 parking spaces. Vehicles would access the Block D portion of the subterranean garage via Block B. Direct pedestrian access from the garage would be provided on Block D.

Figure 14. Landside Block D (Ruocco Park) Existing and Proposed Uses

Existing Uses



Proposed Uses



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2.2.7 Landside Block E (Marina Park Block)

As shown in Figure 15, existing features within Block E include the EMPN, walkways, landscaping, and surface parking. The Project proposes the following within Block E:

- Relocated Looff Carousel with new enclosure (approximately 4,000 sf).
- The Knoll Recreational Open Space Area (approximately 67,000 sf).
- Public Urban Beach (approximately 68,000 sf).
- Living Shoreline (approximately 32,000 sf).
- Educational Play Area (approximately 50,000 sf).
- Restaurants (approximately 694 sf kiosk space).
- Retail/Health and Wellness (approximately 4,761 sf).
- Public Facilities (approximately 2,127 sf), including public restroom facilities.

The Knoll Recreation Open Space Area. The Knoll would be a park-like setting that would consist of a total of approximately 67,000 sf of grass and other landscaped, tree-lined areas surrounded by hard and semi-soft-scaped walking paths. The western end of the Knoll would be lined with an 18- to 35-foot-wide walkway, overlooking San Diego Bay.

Public Urban Beach. The public urban beach would be located west of the Knoll, on the western side of Block E. The public urban beach would be approximately 68,000 sf and comprise a perched sandy beach that is approximately 700 feet long and 80 feet wide. As shown in Figure 16, the Project would place landscaped areas along the outer edges of the beach, which would form the approximately 190-foot-wide harbor. The public urban beach would facilitate a variety of public recreational uses, including swimming, water sports, kayaking, volleyball, and exercise.

Living Shoreline. The northeastern side of Block E would include the construction of an approximately 32,000 sf living shoreline located within the existing shoreline footprint and would not extend into San Diego Bay. The living shoreline would be composed of constructed wetlands and tidepool areas with man-made habitats for marine biological and plant species. It is anticipated that the living shoreline would be used by the public for educational and research purposes and provide ancillary environmental benefits through filtration for improved water quality as well as coastal resiliency benefits. The living shoreline would be accessible to the public via a raised boardwalk varying in size from approximately 12 to 30 feet.

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Figure 15. Landside Block E (Marina Park Block) Existing and Proposed Uses

Existing Uses

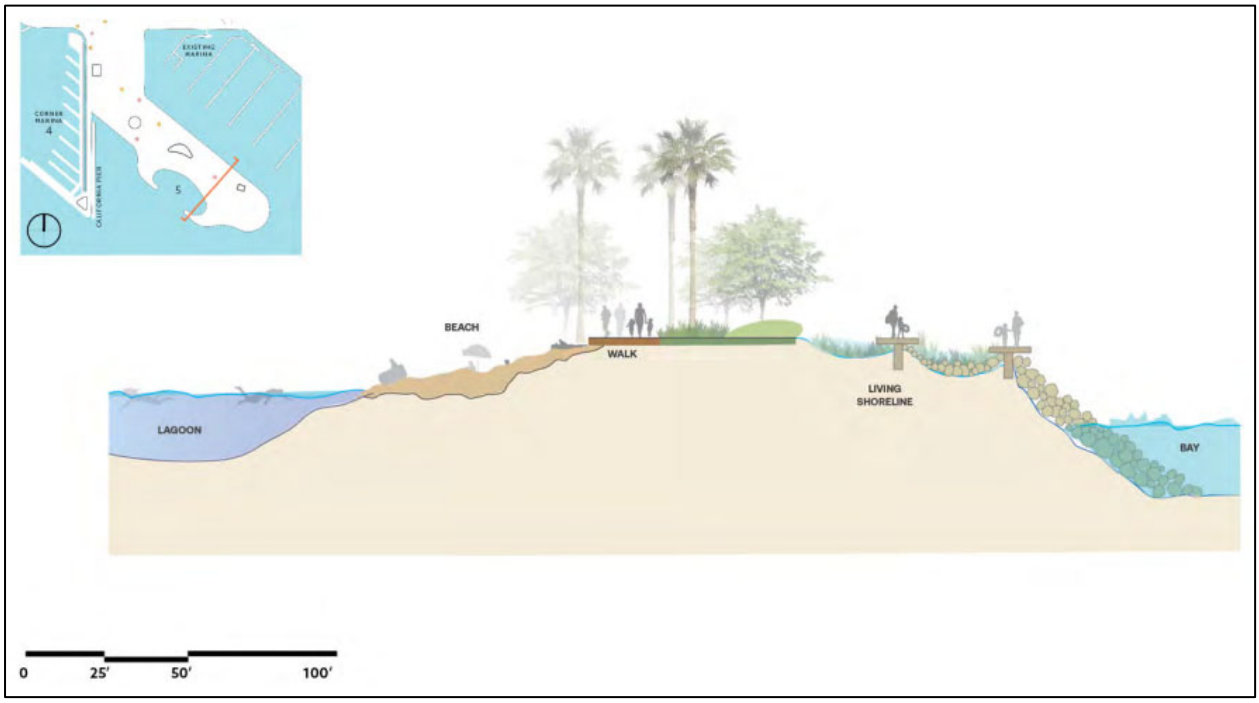


Proposed Uses



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Figure 16. Cross Section Profile of Public Urban Beach and Living Shoreline



Educational Play Area. The north end of Block E would include the Educational Play Area. This area would consist of a children's play area with a variety of interactive children's playground equipment on softscape and seating areas surrounded by landscaping.

Pavilions. Block E would include the construction of two one-story pavilions, one approximately 4,998 sf pavilion that would include retail use, and public restrooms and the other a health and wellness pavilion of approximately 1,196 sf.

Relocated Looff Carousel. The existing Looff Carousel would be relocated from Block C to Block E and would be housed in an approximately 4,000 sf new protective enclosure.

Retail/Restaurants. Redevelopment of Block E would include the provision of approximately 694 sf of retail uses via retail kiosks within the Project site. Approximately 694 sf of restaurant kiosks would also be located within Block E. The retail and restaurant kiosks would be placed along the walkways throughout Block E.

Roadway/Parking Improvements. Block E would not include any vehicle parking. Block E visitors would be able to park at one of the proposed subterranean parking garages or the surface parking lot on Block G.

2.2.8 Waterside Zone 1 (Midway Cove Marina)

As shown in Figure 17, the Project proposes the following within Zone 1:

- Floating docks and gangways (approximately 14,100 sf).
- Installation of 24-inch square concrete piles (up to 22 new piles).
- Creation of 8 boat slips:
    - 60-foot long In-Slip (2 spaces) and Side-Tie (1 space).
    - 80-foot long In-Slip (2 spaces).
    - 100-foot long In-Slip (2 spaces).
    - 120-foot long Side-Tie (1 space).
- Kiosk for water taxi ticketing.

Waterside Zone 1 would accommodate recreational boating, large vessel berthing, and water taxis. Vehicle and pedestrian access to this zone would be from North Harbor Drive and lead to parking on G Street Mole while access from San Diego Bay by water would be provided between the U.S.S. Midway and the G Street Mole (Block G).

As shown in Figure 18, an optional Project feature (Extended Pier Option) would also be studied, which would include additional recreational berthing and dock-and-dine boating slips that would be added to the proposed improvements within Zone 1.

Under the Extended Pier Option, the additional following improvements would be made within Zone 1:

- Floating docks and gangways (approximately 15,800 sf).
- Fixed pier (approximately 17,200 sf).
- Installation of 24-inch square concrete piles (up to 100 new piles).
- Fixed sheet pile breakwater (850 feet long).
- Creation of 25 boat slips:
    - 40-foot long Side-Tie (20 spaces).
    - 80-foot long Transient Side-Tie (5 spaces).

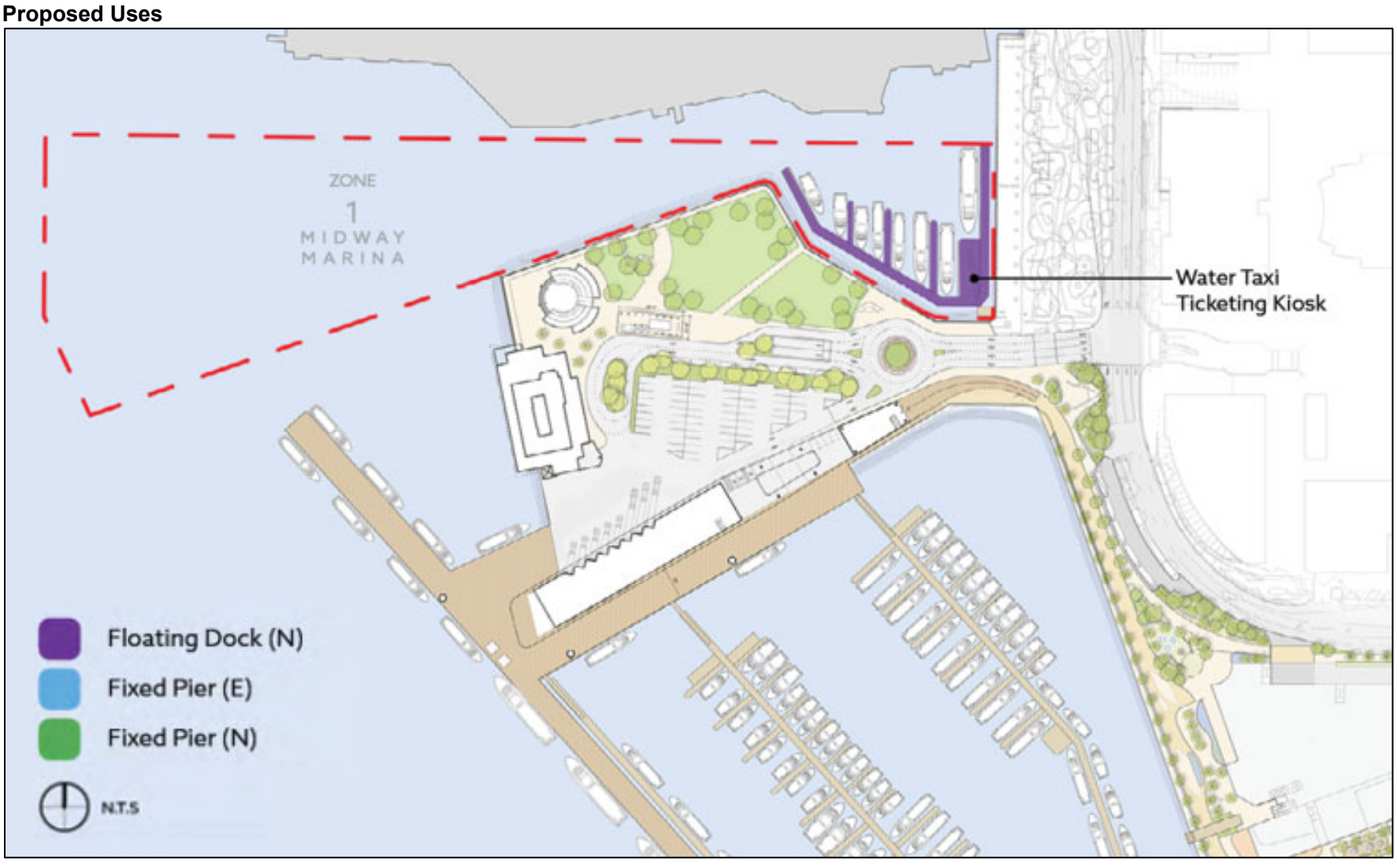
This option would also include an adjustment to the water zone boundary between Zone 1 and Zone 2 to separate the Commercial Recreation uses in Zone 1 from Commercial Fishing uses in Zone 2.

Figure 17. Waterside Zone 1 (Midway Cove Marina) Existing and Proposed Uses

Existing Uses

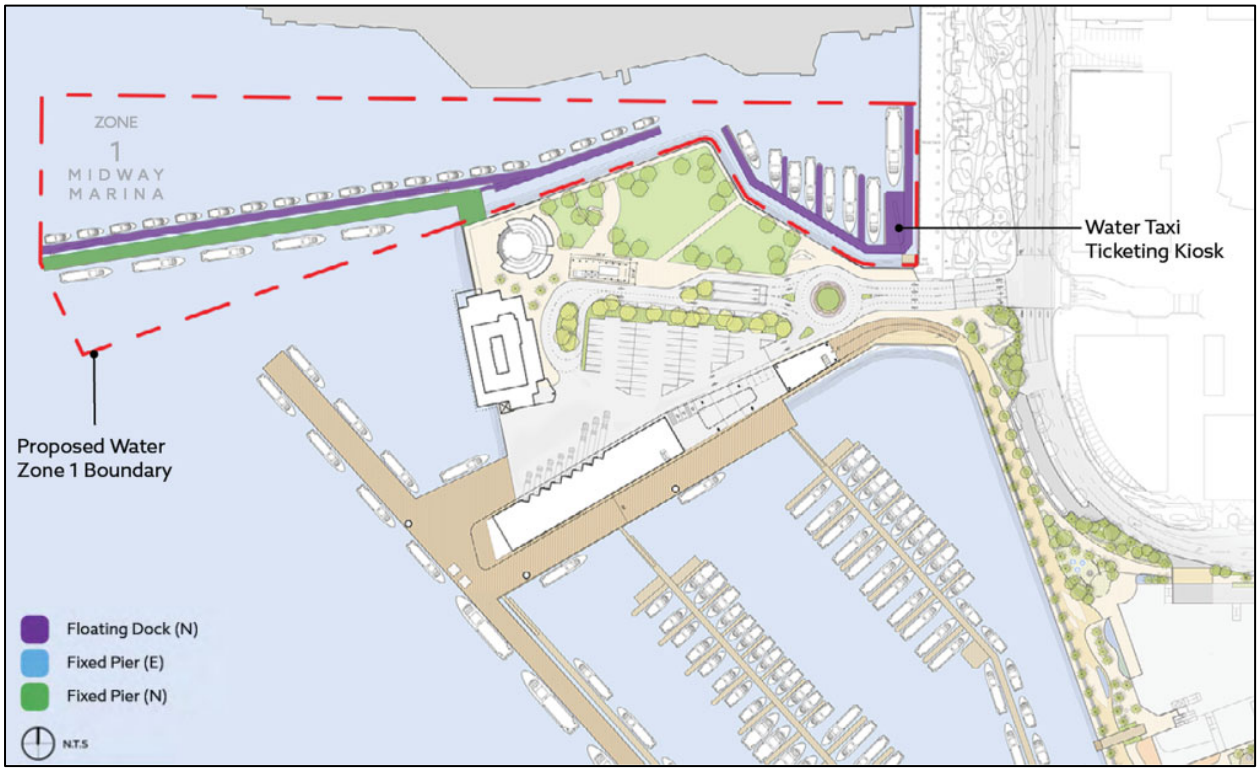


Proposed Uses



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Figure 18. Optional Project Feature 1 – Extended Pier Option at Zone 1



2.2.9 Waterside Zone 2 (G Street Mole Marina)

As shown in Figure 19, the Project proposes to make the following improvements within Zone 2:

- Installation of 24-inch square concrete piles (up to 122 new piles).
- Fixed pier (approximately 32,800 sf).
- Fixed sheet pile breakwater (600 feet long).
- Creation of 8 boat slips:
    - 80-foot long Transient Side-Tie (8 spaces).

Waterside Zone 2 would accommodate recreational boating, sportfishing, blue technology uses, and include transient dock facilities. Vehicle and pedestrian access to this zone would be from North Harbor Drive and lead to parking on G Street Mole while access from San Diego Bay by water would be provided through the G Street Mole piers.

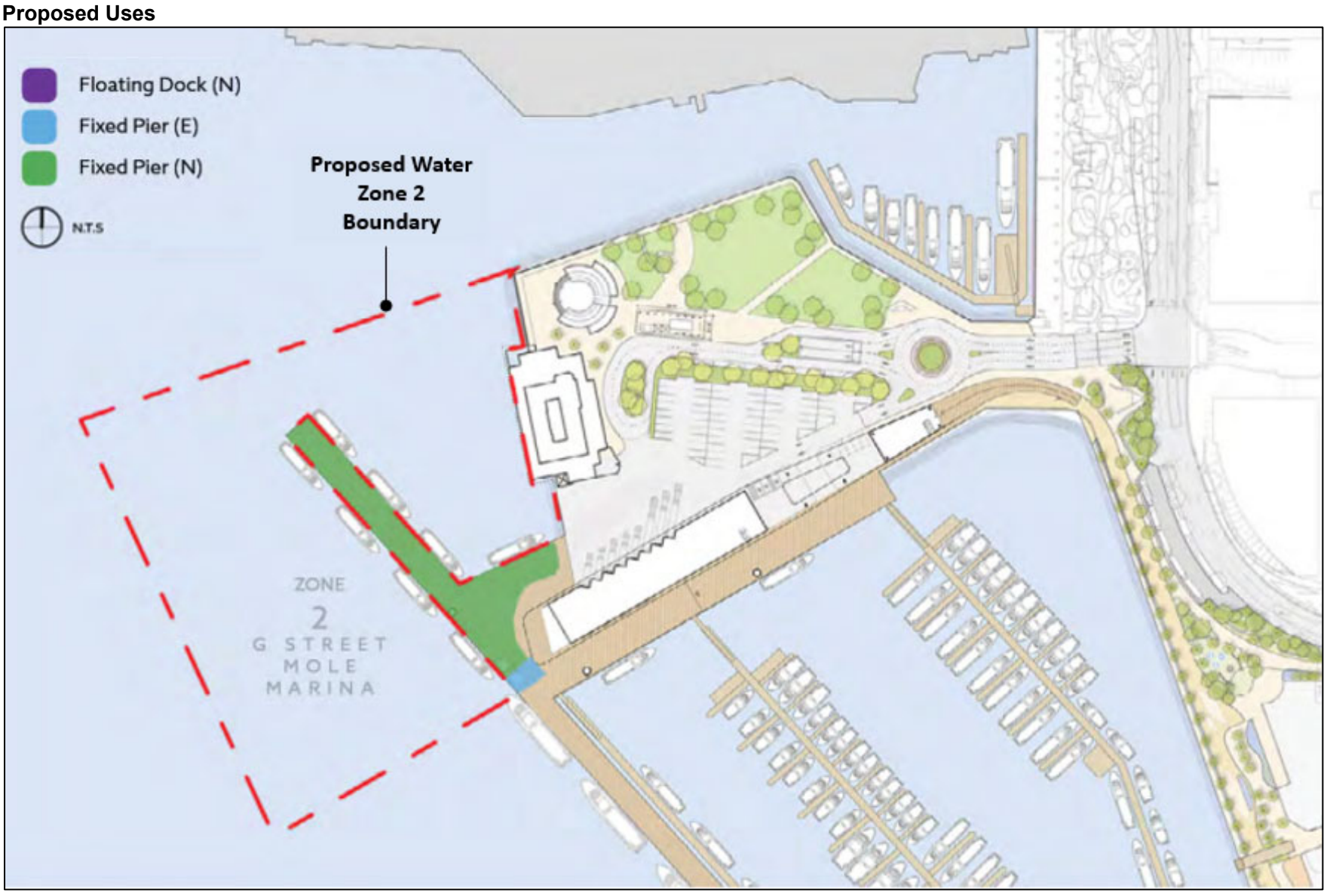
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Figure 19. Waterside Zone 2 (G Street Mole Marina) Existing and Proposed Uses

Existing Uses



Proposed Uses



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2.2.10 Waterside Zone 3 (Tuna Harbor)

As shown in Figure 20, the Project proposes to make the following improvements within Zone 3:

- Demolition of existing Tuna Harbor floating docks (approximately 23,410 sf).
- Floating docks and gangways (approximately 60,700 sf total comprising 23,410 sf replacement of demolished floating docks and 37,290 sf of new floating docks).
- Installation of 24-inch square concrete piles (up to 72 new piles).
- Fixed pier (approximately 61,617 sf total comprising 33,117 sf of existing pier area and 28,500 sf of new pier area).
- Fixed sheet pile breakwater (approximately 1,100 feet long).
- Creation of 96 boat slips:
    - 50-foot long In-Slip (21 spaces) and Side-Tie (12 spaces).
    - 60-foot long In-Slip (12 spaces).
    - 70-foot long In-Slip (14 spaces).
    - 80-foot long In-Slip (21 spaces) and Side-Tie (7 spaces).
    - 100-foot long Side-Tie (3 spaces).
    - 120-foot long Transient Side-Tie (6 spaces).

Waterside Zone 3 would accommodate commercial fishing and fish processing as well as an inner harbor educational wharf to support aquaculture and blue technology uses. Vehicle and pedestrian access to this zone would be from North Harbor Drive and lead to the parking on G Street Mole. Access from San Diego Bay by water would be provided through the G Street Mole piers. The existing Tuna Harbor floating docks would be demolished and replaced with new slips; however, the existing Tuna Harbor Pier would be maintained in place.

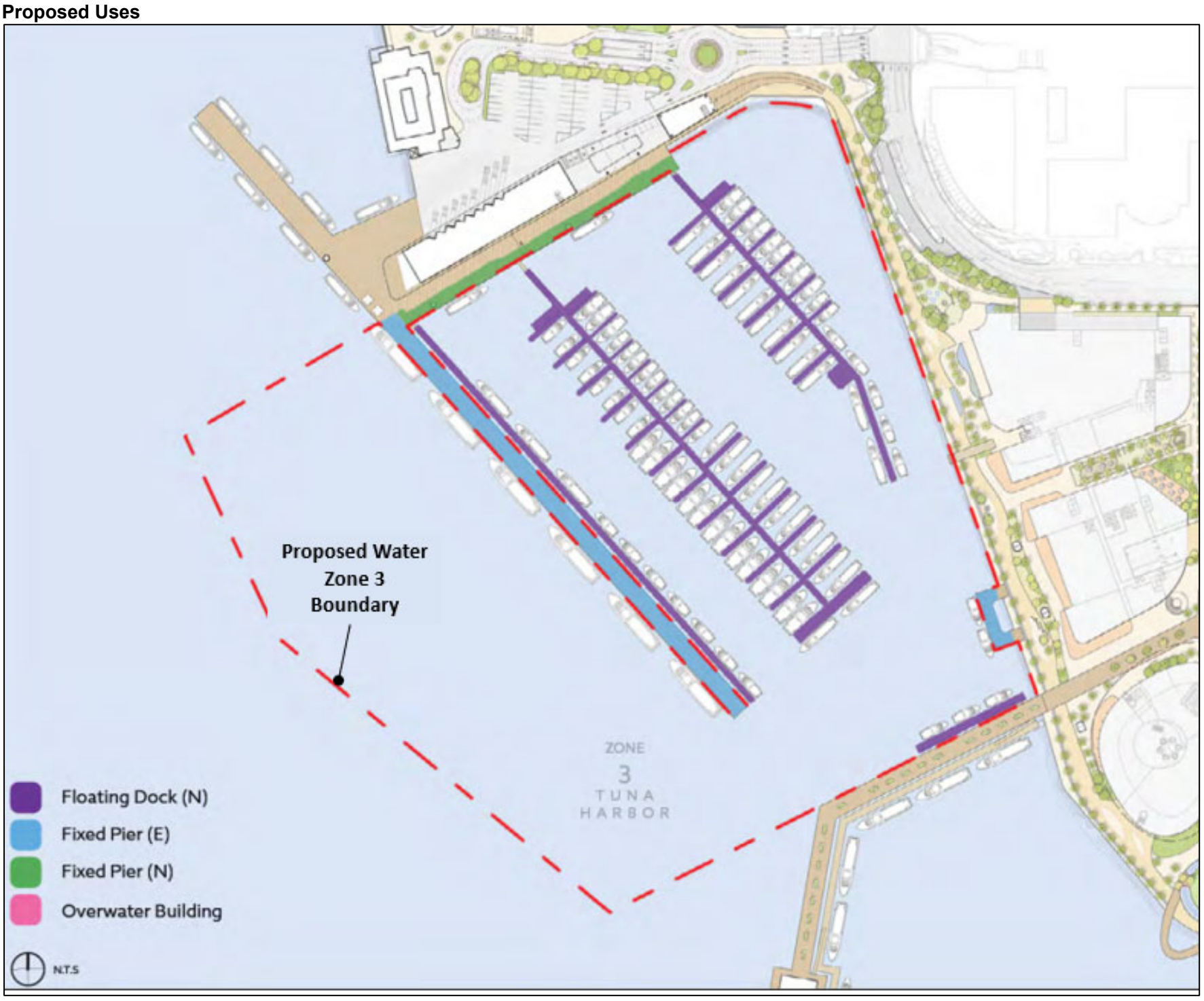
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Figure 20. Waterside Zone 3 (Tuna Harbor) Existing and Proposed Uses

Existing Uses



Proposed Uses



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2.2.11 Waterside Zone 4 (Corner Marina)

As shown in Figure 21, the Project proposes to make the following improvements within Zone 4:

- Floating docks and gangways (approximately 75,500 sf).
- Fixed pier (approximately 88,593 sf total comprising 17,893 sf of existing pier area and 70,700 sf of additional pier area).
- Installation of 24-inch square concrete piles (up to 349 new piles).
- Fixed sheet pile breakwater (approximately 1,000 feet long).
- Creation of 35 boat slips:
    - 50-foot long Side-Tie (3 spaces).
    - 80-foot long In-Slip (1 space).
    - 100-foot long In-Slip (3 spaces) and Side-Tie (7 spaces).
    - 120-foot long In-Slip (7 spaces) and Transient Side-Tie (9 spaces).
    - 150-foot long In-Slip (3 spaces).
    - 200-foot long In-Slip (1 space).
    - 22-foot long In-Slip (1 space).
- Harbormaster Facility (approximately 11,178 sf total; approximately 7,500 sf building footprint).
- Overwater Restaurant (approximately 6,408 sf; approximately 4,500 sf building footprint).

Waterside Zone 4 would accommodate excursion boats, dinner boats, recreational boating, large vessel berthing, water taxis, and transient boater facilities. Vehicle and pedestrian access to this zone would be from the landside, while access from San Diego Bay by water would be provided through the extended Market Street pier and new California pier. Transient boating and dock-and-dine access would be provided via the Project's new floating docks to be constructed on the eastern side of the proposed California Pier.

The existing approximately 6,000 sf overwater restaurant located near the Market Street pier (approximately 3,000 sf building footprint) would be demolished and a new restaurant of approximately 6,408 sf would be constructed at the end of the proposed California Pier (4,500 sf building footprint). Additionally, an approximately 11,178 sf harbormaster facility would be added at the end of the Market Street pier (7,500 sf building footprint). A smaller, curved overlook pier would also be added.

Two optional Project features would also be studied, which would include a Straight Market Street pier design and an optional water cut feature extending from Zone 4 bisecting Blocks A and B.

- **Straight Market Street Pier Concept.** The alternative Market Street Pier design is identified as the Straight Market Street Pier Concept. As shown in Figure 22, the Straight Market Street Pier Concept considers a Market Street pier extension that extends straight from the existing pier. Under the Straight Market Street Pier Concept, the following improvements would be made within Zone 4 instead of the improvements envisioned under the proposed angled pier concept:
    - Floating docks and gangways (approximately 16,800 sf).
    - Installation of 24-inch square concrete piles (up to 450 new piles).
    - Fixed pier (approximately 49,400 sf total comprising 14,300 sf of existing pier area and 35,100 sf of additional pier area).
    - Fixed sheet pile breakwater (approximately 1,100 feet long).
    - Creation of 8 boat slips:
        - 50-foot long Side-Tie (1 space).
        - 100-foot long Side-Tie (7 spaces).
- **Water Cut Feature Concept.** As shown in Figure 23, the optional water cut feature is envisioned as a feature that would bring water from San Diego Bay into the Project site by way of a constructed channel that would be located over the existing fault zone between Land Blocks A and B. Existing riprap would be removed to connect the channel to the bay. Underground utilities are also present in this area. Given the varying levels of the water due to tidal action, it is anticipated that the retaining walls would extend approximately 15 feet with structural supports extending approximately 60 feet. Health and safety codes would require a 42-inch-high solid barrier between pedestrians and the water. The promenade would function as a “bridge” over this channel, with the span of the bridge to be determined. The overall width of the water cut would range from 20 to 60 feet.

Figure 21. Waterside Zone 4 (Midway Cove Marina) Existing and Proposed Uses

Existing Uses



Proposed Uses



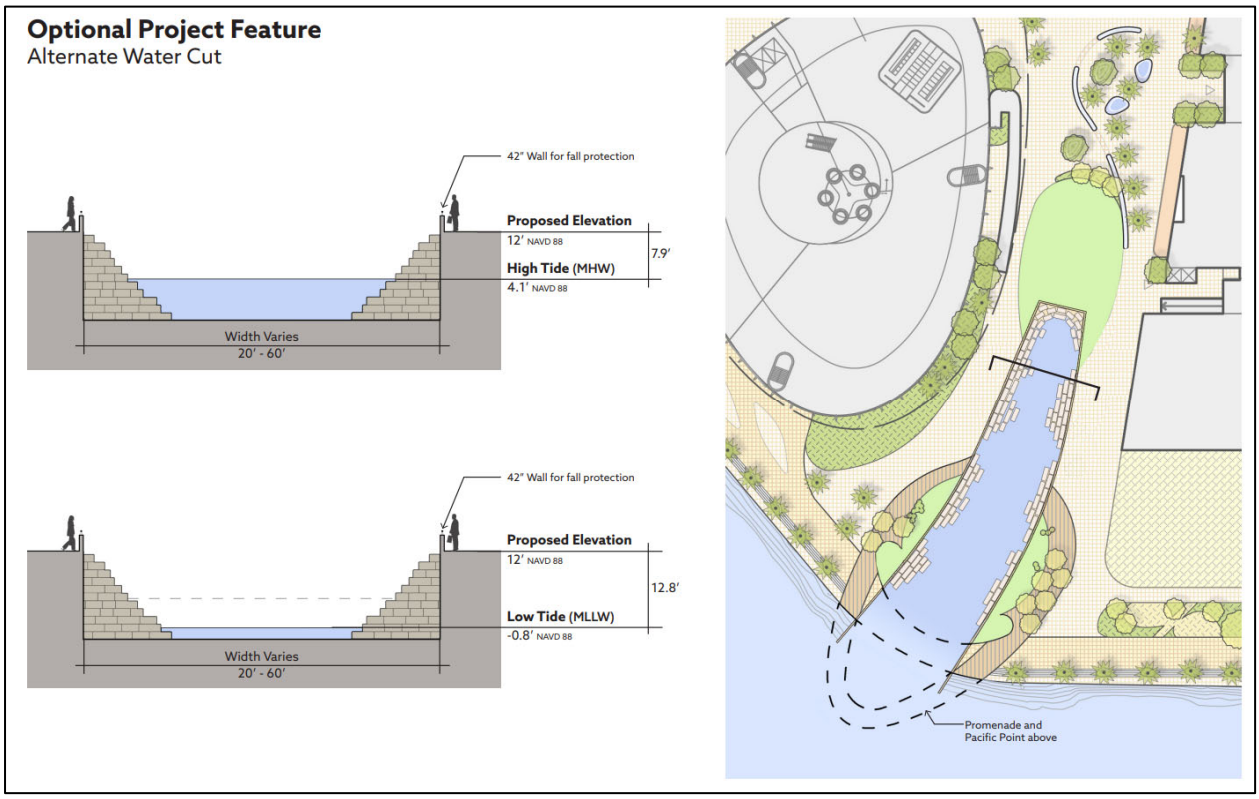
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Figure 22. Optional Project Feature 2: Straight Market Street Pier Concept at Zone 4



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Figure 23. Optional Project Feature 3: Water Cut Feature Concept at Zone 4



2.2.12 Waterside Zone 5 (Kettner Mole)

As shown in Figure 24, the Project proposes the following within Zone 5:

- Floating Docks and Gangway (approximately 1,400 sf).
- Installation of 24-inch square concrete piles (up to 90 new piles).
- Fixed pier (approximately 19,400 sf).
- Creation of 12 boat slips for human-powered and personal watercraft:
  - 10 foot long In-Slip (12 spaces).
- Urban Beach (approximately 129,900 sf):
  - Shoreline Excavation (estimated 40,400 cubic yards).
  - Shoreline Fill (estimated 30,500 cubic yards).
- Living Shoreline (approximately 52,600 sf) with constructed wetland habitat.

The Project would construct a fixed pier that would be between Zone 4 and Zone 5. Excavation and dredging would occur in this zone to create a public urban beach. The existing revetment shore protection rock would be reworked in the location of the urban beach to provide protection to the public urban beach and would be stabilized with rocks. Rock stabilization will be added at the toe of the beach near the seawall to encourage oyster/mussel growth and provide shoreline stabilization. In addition, toe stabilization structures will be provided to create a perched beach to reduce sand loss and limit long-term maintenance requirements. The eastern side of Zone 5 would feature 12 human-powered and personal watercraft slips at a floating dock. Manufactured wetlands would be installed as a living shoreline element on the landward side of Kettner Mole and would be planted to create a fully functioning perched wetland habitat.

Vehicle and pedestrian access to Zone 5 would be from the landside, while access to San Diego Bay by water would be provided to personal watercraft through the reworked revetment. A walkway would be installed over the wetlands to optimize public access while protecting the wetlands.

2.3 Project Construction

Demolition of the existing structures and improvements on the Project site and construction of the Project would occur in multiple phases over an estimated seven to nine years. During demolition, site grading, and excavation activities, all equipment and vehicles would be staged on site, within proposed construction fencing that would line the perimeter of the Project site. Truck parking on Pacific Highway or public streets around the Project site would not be permitted. Necessary construction equipment would vary between the different land blocks and water zones. Approximately between 5 and 300 construction personnel would be present during the demolition, site grading, and excavation phases of the proposed Project, with worker parking located on site. The amount of construction personnel would vary by blocks, zones, and construction activity.

Construction for landside development would be performed using a combination of standard land-based equipment, including, but not limited to, tractors, trucks, aerial lifts, backhoes, drill rigs, dozers, loaders, scrapers, and excavators. Construction for waterside development would be performed using a combination of standard water-based and land-based equipment, including cranes, barges, small boats, backhoes, tugs, flatbed trucks, excavators, dozers, dump trucks, and hand-tools. Piles would be driven, pre-cast concrete that will be placed by cranes with closure pours; floating docks would be lifted with cranes and placed by small push-boat. Turbidity barriers would be used around all equipment. Excavated soil, rock, including revetment materials, and other natural materials in the tidal canal area would be utilized throughout the Project site for shoreline fill material, where appropriate.

Figure 24. Waterside Zone 5 (Kettner Mole) Existing and Proposed Uses

Existing Uses



Proposed Uses



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Project phasing would consider impacts to priority existing site uses, such as the Chesapeake Fish Company fish processing facility and commercial fishing operations, and would seek to minimize disturbance of these uses to the extent feasible. In addition, Project phasing would also consider impacts to public access, including the existing promenade, parks, and public parking, with attention given to maintaining public access to the extent feasible during the construction phase.

During construction, a number of existing utilities will remain in place, while others would be removed, relocated or upsized to accommodate anticipated future demand. Some of the utilities that would be removed and relocated include electric lines, communication lines, gas lines, storm drains, water lines, and sewer lines. Sewer lines will be relocated and upsized to accommodate additional anticipated future demand. New storm drain pipes, storm drain inlets, storm drain clean outs, sewer main, sewer main lateral, water main, water services, bioretention areas, and modular wetland units are also proposed for installation as part of the Project.

A detailed description of landside and waterside construction activities within each of the blocks and zones will be provided as part of the Draft EIR.

2.4 Environmental Leadership Development Project

The Applicant has informed the District that it intends to submit the proposed Project for consideration to the State's Assembly Bill (AB) 900 program, also known as the Jobs and Economic Improvement through Environmental Leadership Act (California Public Resources Code Sections 21178-21189.3) that passed in 2011 and has been subsequently amended and extended by Senate Bill 743 and 149 amongst others. For large development projects that both create jobs and meet a high standard of environmental stewardship and public benefits, AB 900 facilitates timely delivery of such benefits by streamlining the judicial review process of CEQA.

The Governor must approve a project's eligibility to participate in the AB 900 program. For AB 900 projects certified by the Governor, any actions or proceedings brought to attack, review, set aside, void, or annul the certification of the EIR or the granting of any project approvals that require the actions or proceeds to be resolved are subject to the procedures set forth in Sections 21185 to 21186, inclusive, of the PRC. Such judicial actions, including any appeals, must be resolved, to the extent feasible, within 270 days of the filing of the certified record pursuant to PRC Section 21186. AB 900 does not affect the environmental impact analysis or public engagement under CEQA; in fact, the program enhances transparency requirements for timely posting of all EIR documents and materials that will be part of the Project's administrative record of proceedings on a public website once the Draft EIR is circulated for public review.

2.5 Port Master Plan Update Status

The Project includes an amendment to the certified PMP. However, as a separate and unrelated action, the District is in the process of updating its certified PMP baywide. The District has circulated a Draft Program EIR (PMPU Draft Program EIR) for the PMP Update (PMPU) and is now preparing responses to the public comments received and preparing the Final PMPU Program EIR and Draft PMPU. The District anticipates seeking Board approval on the Final PMPU Program EIR and Draft PMPU in 2023/2024. Following approval, the District will seek certification of the PMPU with the California Coastal Commission (CCC). If the PMPU is certified by the CCC prior to approval of the Project, the Project will seek an amendment to the PMPU rather than an amendment to the PMP.

2.6 Trust Lands Use Plan Status

Pursuant to Senate Bill 507 (SB 507), the California State Lands Commission (State Lands) granted approximately 8,000 additional acres of tidelands and submerged lands within San Diego Bay to the District on January 1, 2020. Approximately 27 acres of the Project site is currently outside of the existing U.S. Pierhead Line and included in the approximately 8,000 acres transferred to the District. Pursuant to SB 507, the Port is creating a TLUP for the additional area and will add it to the certified PMP via an amendment to establish use designations and bring the newly granted areas into the District's coastal permitting jurisdiction. If the TLUP is approved prior to Project approval, the Project will require an amendment to the TLUP. If the TLUP is not approved prior to Project approval, the Project will require a separate CDP from the CCC for development in the approximately 27 acres of the Project site currently outside of the existing U.S. Pierhead Line.

2.7 National Environmental Policy Act

The National Environmental Policy Act (NEPA) applies to projects approved in whole or in part by federal agencies. The Project anticipates that it will require approval from the United States Army Corps of Engineers (USACE) and possible other federal agencies including United States Fish and Wildlife (USFWS), National Marine Fisheries Service (NMFS), and National Oceanic and Atmospheric Administration (NOAA) for the proposed waterside improvements that would occur within the San Diego Bay. The District is seeking input, comment, and early consultation from federal agencies on this Project.

3 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact“ as indicated by the checklist on the following pages.

☒	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy
☒	Geology/Soils	☒	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☒	Hydrology/Water Quality	☒	Land Use/Planning	☐	Mineral Resources
☒	Noise	☒	Population/Housing	☒	Public Services
☒	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☒	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

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4 Determination

On the basis of this initial evaluation:

☐ I find that the project would not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project may have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Wileen C. Manaois
Director, Development Services

09/11/2023
Date

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5 Environmental Initial Study Checklist

5.1 Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. Aesthetics

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Impact Analysis

a) *Have a substantial adverse effect on a scenic vista?*

Potentially Significant Impact. The District's PMP designates vista areas, which are defined as "points of natural beauty, photo vantage points, and other panoramas." The PMP is intended to guide development within vista areas to preserve and enhance these areas of scenic and visual importance. The Project site is located within and adjacent to PMP Planning District 3: Centre City Embarcadero, which contains designated vista areas. As identified in PMP Figure 11 (Planning District 3: Centre City Embarcadero Precise Plan), the Project site has three areas identified as designated vista areas along the waterfront that provide views of the bayside of G Street Mole, Tuna Harbor, and the waterfront south of Ruocco Park and north of Market Pier (District 1981).

Changes in land and water use associated with the proposed Project, such as construction and development of structures, facilities, and landscaping would have the potential to alter visual quality in the area, including changes to identified designated vista areas within the Project site. Therefore, impacts on scenic vistas would be potentially significant. The Draft EIR would analyze the potential for the proposed Project to affect identified vistas or scenic views, including those visible from key vantage points and those that may be affected by views from the surrounding area.

b) ***Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings along a scenic highway?***

Less Than Significant Impact. The nearest state scenic highway is the San Diego–Coronado Bridge (Coronado Bridge), which is a 1.4-mile segment on State Route 75 located approximately 1.4 mile southeast of the Project site (California Department of Transportation [Caltrans] 2019). Coronado Bridge spans the San Diego Bay, connecting the City of San Diego to the City of Coronado. For traveling motorists, Coronado Bridge offers existing views of the San Diego Bay and Downtown San Diego, including high-rise residential, commercial, and urban developments. However, viewer groups on the Coronado Bridge would be limited to motorists traveling on the roadway. Viewer sensitivity would be considered low because motorists would generally focus on the roadway and would have momentary, distant views of the Project site. While implementation of the proposed Project would change visual quality in the area, Project construction and operation would not have potential to damage scenic resources, such as trees, rock outcroppings, or historic buildings associated with views from the Coronado Bridge. Therefore, the proposed Project would not substantially damage scenic resources within a state scenic highway and impacts would be less than significant. No further discussion of this topic area is required in the Draft EIR.

c) ***If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Potentially Significant Impact. Changes in land and water use during Project construction and operational activities would have the potential to alter visual quality within and adjacent to the Project site. Construction activities associated with the proposed Project would alter the existing visual character or scenic resources of the Project site given the extent and duration of construction proposed. Although the Project is located within an urbanized area, implementation of proposed Project would intensify existing development in certain areas of the Project site, which has the potential to permanently alter the existing visual character and view corridors during Project operation. Therefore, impacts associated with scenic quality would be potentially significant. The Draft EIR would analyze the potential for the proposed Project's size, scale, and design to conflict with applicable regulations including governing land use plan policies pursuant to the District's PMP and PMPU as well as CCC policies.

d) ***Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?***

Potentially Significant Impact. There are two types of artificial, or man-made, light sources: direct sources (e.g., illuminated signage, streetlight poles, and vehicle headlights); and indirect sources of reflected light (e.g., reflective or light-colored surfaces). The effect produced by direct and indirect light sources that is perceived as excessive brightness is commonly referred to as

glare. The effect of direct and indirect sources of light are addressed in the analysis of nighttime illumination impacts and is referred to as spill light.

Direct sources of light associated with the existing uses on the Project site are generally limited to parking lot-style lighting on high-mast poles, security, and building lighting. Street lighting and lighting from multistory buildings are also present on adjacent city streets, especially Harbor Drive. These sources of light are typical of a developed urban area. Street lighting and lighting from buildings on Harbor Drive are also responsible for substantial spill light onto the existing Project site. Direct view of light sources and light from automobile headlights represent sources of nighttime glare. Glare from reflective surfaces on buildings during the day represents a source of daytime glare. Daytime glare from the sun's reflection on the surface of the San Diego Bay can also be seen from the Project site.

The proposed Project would include interior building lighting, exterior architectural lighting, signage lighting, wayfinding lighting, security lighting, and landscape lighting, as well as lighting at the overlook plaza, docks, and piers. Pathway lighting would be provided by pedestrian-scaled poles, billboard totem signs, and additional pedestrian lighting to provide visitor safety and security. Vehicular lighting would include streetlights and additional wayfinding lighting to direct traffic and ensure vehicular and pedestrian safety. The exterior building lighting would vary depending on each building's unique architectural design and external signage and other lighting sources integrated into the façades. Although the Project site is located within an urbanized area, implementation of the proposed Project would have the potential to result in new sources of light or glare within and adjacent to the Project site. Therefore, impacts on light and glare would be potentially significant and further analysis in the Draft EIR would be conducted.

II. Agriculture and Forestry Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?***

No Impact. Based on mapping designations identified in the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project site is classified as urban and built-up land and does not contain any prime farmland or farmland of statewide importance (California Department of Conservation 2022a). Therefore, implementation of the proposed Project would not result in the conversion of farmland to nonagricultural uses. No impacts

associated with this resource area would occur with implementation of the proposed Project and no further analysis in the Draft EIR is required.

b) ***Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?***

No Impact. As identified in PMP Figure 11 (Planning District 3: Centre City Embarcadero Precise Plan), land use designations for the landside portion of Project site include Commercial Fishing, Commercial Recreation, Park/Plaza, and Streets. Current water use designations for the waterside portion of the Project site within the existing U.S. Pierhead Line area include Boat Navigation Corridor, Commercial Fishing Berthing, Recreational Boat Berthing, and Specialized Berthing (District 1981). The District is currently working on a draft of the TLUP, which will provide a water use designation for the approximately 27 acres of waterside area currently outside of the existing U.S. Pierhead Line boundary but within the Project site. No Williamson Act contracts apply to the Project site (City of San Diego 2007).

Since 2015, the District has been planning and completing pre-development work to support and inform aquaculture opportunities within the San Diego Bay to promote fisheries and commerce, as well as to enhance and protect the environment. While the Project site is not zoned for agricultural use, existing aquaculture activities within the Project site include a pilot program involving a shellfish nursery. Since 2017, the District in coordination with San Diego Bay Aquaculture, has been testing if a Floating Upweller System (FLUPSY) can be effective in helping address a coast-wide shellfish seed shortage. The FLUPSY is a floating barge that circulates water through compartments or bins holding shellfish, in this case oysters, as they grow from about the size of a red pepper flake to about the size of a quarter, at which time they are large enough to go to the farm. Currently, the FLUPSY is being used to conduct required baseline research for oysters, abalone, and seaweeds with production anticipated to begin in 2023 (District 2023). Implementation of the proposed Project would not impact existing aquaculture activities occurring within the Project site and would not preclude future aquaculture activities from occurring within the Project site. Therefore, no impacts associated with this resource topic area would occur and no further discussion of this topic area is required in the Draft EIR.

c) ***Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

No Impact. There is no land zoned as forestland or timberland within the boundaries of the Project site. In addition, the Project site is not identified as being within a California forest or timberland zone (California Department of Fish and Wildlife [CDFW] 2015). No impacts associated with this

resource area would occur with implementation of the proposed Project, and no further analysis of this topic in the Draft EIR is required.

d) ***Result in the loss of forestland or conversion of forestland to non-forest use?***

No Impact. As previously stated in Environmental Checklist Question II(c), the Project site is entirely urbanized and no forestland or timberland exists within the boundaries of the Project site. Implementation of the proposed Project would not result in a loss of forestland or the conversion of forestland to other uses. No impacts associated with this resource area would occur with implementation of the proposed Project and no further analysis of this topic in the Draft EIR is required.

e) ***Involve other changes to the existing environment that, because of their location or nature, could result in the conversion of Farmland to nonagricultural use or the conversion of forestland to non-forest use?***

No Impact. The Project site is located in an urbanized area and is surrounded by urbanized uses. No farmland, forestland, or timberland exists within or near the Project site that could be converted from farmland to nonagricultural use or from forestland to non-forest use. Therefore, no impacts associated with these resources would occur with implementation of the proposed Project and no further analysis of this topic in the Draft EIR is required.

III. Air Quality

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Impact Analysis

a) ***Conflict with or obstruct implementation of the applicable air quality plan?***

Potentially Significant Impact. The proposed Project is located within the San Diego Air Basin (SDAB) under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD), which is the local agency responsible for the administration and enforcement of air quality regulations for the area. The SDAPCD is required, pursuant to federal and state Clean Air Acts, to reduce emissions of criteria pollutants for which the County of San Diego (County) is in nonattainment (e.g., ozone, particulate matter 10 microns in diameter or smaller [PM_{10}], and particulate matter 2.5 microns in diameter or smaller [$PM_{2.5}$]).

The most recently adopted SDAPCD air quality attainment plans are the 2016 Regional Air Quality Strategy (RAQS) and the 2020 Ozone Maintenance Plan. The 2016 RAQS outlines SDAPCD's plans and control measures to attain the state air quality standards for ozone, while the 2020 Ozone Maintenance Plan outlines the SDAPCD's plans and control measures for attaining the National Ambient Air Quality Standards for ozone. The RAQS forecasts future emissions and determines the strategies necessary for the reduction of stationary-source emissions through regulatory controls. The Federal Clean Air Act also mandates that the state submit and implement a State Implementation Plan for local areas that fail to meet those standards. California Air Resources Board mobile-source emissions projections and San Diego Association of Governments (SANDAG) growth projections are based on population and vehicle trends, as well as land use plans developed by local agencies.

Implementation of the proposed Project may result in development greater than what is currently anticipated and accounted for by the SDAPCD in their RAQS. The proposed Project will be evaluated for consistency with applicable air quality plans in the Draft EIR.

b) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

Potentially Significant Impact. The SDAB is currently in nonattainment for ozone at the federal and state level (8-hour standard) and is in nonattainment for ozone (1-hour standard), PM_{10}, and $PM_{2.5}$ at the state level (SDAPCD 2023). Construction and operation of the proposed Project would result in the generation of additional short- and long-term criteria air pollutant emissions from mobile and/or stationary sources that may exceed federal and state air quality standards or contribute to existing nonattainment of air quality standards. Therefore, impacts associated with this topic area would be potentially significant. Further analysis will be provided in the Draft EIR.

c) ***Expose sensitive receptors to substantial pollutant concentrations?***

Potentially Significant Impact. Sensitive receptors include land uses where exposure to pollutants could result in health-related risks to individuals more susceptible to air pollution, such as children, the elderly, and individuals with pre-existing respiratory illness and/or cardiovascular disease. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and the potential for increased and prolonged exposure of individuals to pollutants. The nearest sensitive receptors within the City of San Diego include residents located in condominium buildings, across Pacific Highway and along Harbor Drive east of the Project site, approximately 400 feet from the nearest Project site boundary.

Construction activities associated with the proposed Project would result in sources of fugitive dust and the generation of air pollutant emissions from construction equipment and vehicles. Earthwork and construction-related activities would also result in the emission of diesel fumes and other odors typically associated with construction activities. Sensitive receptors located in the vicinity of the Project site, including off-site residences may be affected. Any odors associated with construction activities would be temporary and would cease upon Project completion; however, construction may be phased over a range of seven to nine-year horizon.

Long-term operation of the proposed Project would result in daily vehicular trips and energy consumption, both of which would generate emissions. As part of the Draft EIR analysis to be conducted, an air quality technical report and health risk assessment would be prepared to analyze the proposed Project's construction and operational air quality impacts on sensitive receptors.

d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Potentially Significant Impact. Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not propose these type of land uses; however, the proposed Project does contain land uses such as the fish processing facility and aquarium that could result in the generation of odors. Therefore, impacts associated with this topic area would be potentially significant. Further analysis will be provided in the Draft EIR.

IV. Biological Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐

Impact Analysis

a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Potentially Significant Impact. Project construction activities associated with waterside development would potentially cause substantial noise, increases in turbidity, release of construction-related pollutants into U.S. and State waters. The landside portion of the Project site

is fully developed and does not contain natural habitat suitable for special status species. However, the use of large machinery for construction and demolition as well as pile driving could result in construction induced noise impacts that could alter the behavior of protected species. These impacts could occur from construction activities, such as hammering, drilling, operation of heavy construction equipment, or transport of construction materials. Additionally, the construction activities, including possible dredging, shading, excavation, and fill associated with the waterside improvements and installation of new in-water and overwater structures would also have the potential to result in similar impacts on protected species from in-water construction activities. During operational activities, there would be an increase in overwater coverage, recreational use (e.g., use of the beach, tidepools, and boats), lighting, and noise that would also have the potential to significantly impact a special-status species. The proposed Project would potentially result in impacts to potential sensitive species habitats or special-status species. As part of the Draft EIR analysis to be conducted, a biological resources technical report, including a hydroacoustic analysis would be prepared to evaluate the proposed Project's impacts on sensitive biological resources.

b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Potentially Significant Impact. Terrestrial habitat within the Project site is entirely developed and does not contain any natural habitat. Therefore, it is anticipated that no terrestrial sensitive natural communities would be adversely affected as a result of Project implementation. Eelgrass habitat, which is present within the waterside portion of the Project site, is considered a sensitive habitat, and is managed by the NMFS as essential fish habitat. The proposed Project would potentially result in waterside impacts on existing eelgrass habitat, which is considered a sensitive natural community. Therefore, impacts would be potentially significant and further analysis in the Draft EIR is required.

c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Potentially Significant Impact. The landside portion of the Project site is completely developed and does not contain any natural habitat, including state or federally protected wetlands. The Project site does contain a portion of San Diego Bay, which would be considered Waters of the U.S. Construction of the waterside Project elements (which would require excavation, fill and possible dredging activities) could result in short-term water quality impacts from the disturbance of sediments within the Project site.

San Diego Bay is also a navigable water and regulated by USACE under Section 10 of the Rivers and Harbors Act. To address the potential for impacts on Waters of the U.S. and navigable waters, the Project would be required to obtain USACE authorization pursuant to the Section 10 process and potentially Section 404 for fill associated with additional pilings, each also requiring a Clean Water Act Section 401 water quality certification. Impacts associated with this resource topic area would be potentially significant. The Draft EIR would analyze the potential for the proposed Project to impact Waters of the U.S. during construction and operation of waterside uses and facilities.

d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?***

Potentially Significant Impact. The landside portion of the Project site is fully developed, does not contain natural terrestrial habitat that could function as a native wildlife nursery site, and is characterized by many existing barriers to wildlife movement, including human-made structures and traffic. While the landside portion of the Project site is surrounded by urban development, the San Diego Bay shoreline is within the Pacific Flyway and provides stopover habitat for migrating waterfowl and shorebirds. Implementation of the proposed Project could result in an increase in bird strike incidents due to development of additional buildings and lighting within the Pacific Flyway.

The waterside portion of the Project contains existing marina facilities (e.g., docks, gangways) and experiences vessel traffic. Aquatic wildlife, including fish, birds, and marine mammals, transit periodically through the marine environment on the waterside portion of the Project site to access foraging and resting habitat elsewhere in San Diego Bay or at sea. In addition, the waterside portion of the Project could contain eelgrass habitat, which is considered nursery habitat for crabs, fish, and other marine wildlife. Project construction activities, such as pile driving and operation of construction vessels, may temporarily interfere with the movement of aquatic wildlife species during Project construction.

Project development would potentially result in impacts on bird strikes, wildlife foraging, including stopover habitat for migrating waterfowl and shorebirds. Therefore, impacts would be potentially significant and further analysis in the Draft EIR is required.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Potentially Significant Impact. There are several applicable local regulations applicable to the proposed Project that would be addressed in the Draft EIR, including policies contained in the PMP and the San Diego Bay Integrated Natural Resources Management Plan (INRMP). The Draft EIR will provide a consistency analysis of applicable local policies or ordinances protecting

biological resources with the proposed Project to analyze if the Project conflicts with any applicable local policies or ordinances that protect biological resources.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

Potentially Significant Impact. Refer to Checklist Question IV(e).

V. Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis

a) ***Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5?***

Potentially Significant Impact. The Project site is currently developed with numerous buildings, structures, and designed landscapes constructed from the early 1970s through the 1990s, including wharfs, restaurants, the existing Seaport Village (including the Looff Carousel), marinas, and the EMPN landscape. The proposed Project would result in the demolition of buildings and structures and the removal of designed landscapes throughout the Project site. As a result, the planned improvements on both the land and water side of the Project site have the potential to cause substantial adverse change in the significance of a yet to be identified historical resource resulting in demolition, destruction, relocation, or alteration of the resources or their immediate surroundings.

A historical resources assessment will be conducted for the built environment to determine if any existing structures located within the Project site are eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). To be eligible for inclusion in the NRHP or the CRHR, a property generally must be at least 50 years old, have significance, and retain integrity. Under NRHP Criteria Consideration G and CRHR criteria at California Code of Regulations 15, Chapter 11.5, Section 4850(d), a property less than 50 years old can be eligible if it is of exceptional significance. A property can have exceptional significance if it is notable in context of other similar properties, if it has been the object of scholarly study, if it is fragile or short-lived, or if there is widespread recognition of its historical value. The results of the historical resources assessment would be included as part of the Draft EIR.

b) ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Potentially Significant Impact. The Project site is located within and adjacent to PMP Planning District 3: Centre City Embarcadero. No previously documented prehistoric archaeological sites are located within PMP Planning District 3: Centre City Embarcadero. In addition, as part of the desktop-based archaeological sensitivity analysis conducted for the PMPU, PMP Planning District 3: Centre City Embarcadero has low archaeological sensitivity. Although PMP Planning District 3: Centre City Embarcadero is considered to have low prehistoric archaeological sensitivity, the area has had long histories of urban and industrial development resulting in potential historic archaeological sensitivity. Although it is unlikely that significant subsurface archaeological deposits are present within the proposed Project site, it is not possible to rule out the presence of such resources. Therefore, impacts associated with archaeological resources could be potentially significant. As part of the Draft EIR analysis to be conducted, an archaeological resources assessment would be prepared for the proposed Project. The archaeological resources assessment will assist the District in determining if the proposed Project would have an effect on archaeological sites that are historical resources or unique archaeological resources.

c) ***Disturb any human remains, including those interred outside of formal cemeteries?***

Less Than Significant Impact. The Project site is currently developed with a mix of commercial uses (e.g., retail shops and restaurants), parks, parking lots, and facilities that support commercial fishing and recreational boating (e.g., piers, docks, slips, and marinas). There are no known cemeteries or burials on the Project site or immediate area. However, because ground-disturbing activities associated with Project construction would occur, there is potential to encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance.

Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5(e) describe the process to be followed in the event human remains are discovered during Project construction. In the event of discovery of human remains during ground-disturbing activities associated with the proposed Project, no further disturbance shall occur until the San Diego County Coroner has determined the origin and disposition pursuant to PRC Section 5097.98. The San Diego County Coroner must be notified of the find immediately.

If the remains are determined by the coroner to be Native American in origin, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be the Most Likely Descendant (MLD) of the deceased person so the MLD may inspect the burial site and make recommendations for treatment and/or disposition. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of the human remains and items associated with Native American burials.

Per CEQA Guidelines Section 15064.5(e)(2), the landowner or landowner's authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 24 hours after being notified by the NAHC; if the descendant identified fails to make a recommendation; or if the landowner or their authorized representative rejects the recommendation of the descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Adherence to Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5(e), which provide procedures to follow in the event of the discovery of human remains, would reduce impacts to a less than significant level. No further discussion in the Draft EIR is required.

VI. Energy

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Impact Analysis

a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Potentially Significant Impact. Electric and natural gas services in the County is provided by the San Diego Gas and Electric Company (SDG&E), a subsidiary of Sempra Energy. SDG&E operates electricity and natural gas infrastructure in the County, including power lines, power plants, pipelines, and substations. The Project site is currently served by SDG&E. The Draft EIR will include an energy impact analysis for the proposed Project. The analysis would address Appendix F of the CEQA Guidelines, which addresses Energy Conservation. The Draft EIR's analysis will include the proposed Project's energy use for all project phases and components, including transportation related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the Project's size, location, orientation, equipment use, and any renewable energy features that could be reasonably incorporated into the proposed Project.

b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Potentially Significant Impact. State and local renewable energy and energy efficiency plans that are applicable to the proposed Project include California Title 24 energy efficiency standards, the State of California Energy Action Plan, which contain required standards related to energy efficiency for buildings and renewable energy development; the District's Climate Action Plan, which includes strategies to reduce greenhouse gas (GHG) emissions; and SANDAG's Regional Energy Strategy, which establishes long-term energy goals in the region through 2050, including energy efficiency, renewable energy, distributed generation, transportation fuels, land use and transportation planning, border energy issues, and the green economy. The Draft EIR will provide a consistency analysis of applicable local policies or ordinances associated with energy efficiency.

VII. Geology and Soils

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

Impact Analysis

a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:***

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Project site is in a seismically active region of Southern California. Active faults in the study area include the Rose Canyon Fault Zone, which runs under San Diego Bay. In February 2021, the California Geological Survey released new earthquake fault zoning maps that expanded existing earthquake fault zones previously mapped within the city. The new maps expand regulatory zones encompassing surface traces of active faults located within Downtown San Diego. This includes new fault lines originating from a northern point in Mission Bay southward in three prongs through the SDIA, Old Town, and Mission Hills. One of the new fault zones bisects the Project site between Blocks A and B. As part of the Draft EIR analysis to be conducted, a geologic conditions study, which will detail the existing geologic conditions and seismic ground shaking within the study area, would be prepared.

ii. Strong seismic ground shaking?

Potentially Significant Impact. Please refer to Checklist Question VII(a)(i).

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction refers to the event when loose sand and silt is saturated with water and can behave like a liquid when shaken by an earthquake. Geologic mapping conducted as part of the Draft PMPU for Planning District 3: Centre City Embarcadero indicates that the Project site is located in an area of high liquefaction potential (Ninyo & Moore 2020).

Lateral spread of the ground surface during an earthquake usually takes place along weak shear zones that have formed within a liquefiable soil layer. Lateral spread has generally been observed to take place in the direction of a free-face (retaining wall, slope, channel, etc.) but has also been observed to a lesser extent on ground surfaces with very gentle slopes. For sites located in proximity to a free-face, the amount of lateral ground displacement is correlated with the distance of the site from the free-face.

Other factors such as earthquake magnitude, distance from the causative fault, thickness of the liquefiable layers, and the fine content and particle sizes of the liquefiable layers also influence the amount of lateral ground displacement. Because lateral spreading is a secondary seismic effect

of liquefaction and because the Project site is located in an area that has a high potential for liquefaction, there is a potential for lateral spreading to occur in the Project area next to a free-face feature such as, but not limited to, a retaining wall. A geologic conditions study, which will detail the existing geologic conditions within the Project site, will be prepared as part of the Draft EIR.

iv. Landslides?

No Impact. Landslide activity generally occurs in areas that lack vegetation and have steep slopes. Based on a review of referenced geologic maps, literature, topographic maps, and stereoscopic aerial photographs, no landslides or indication of deep-seated land sliding were identified within PMP Planning District 3: Centre City Embarcadero. In addition, the Project site is within an area mapped as having a low potential for landslides to occur (Ninyo & Moore 2020) and is relatively flat. Therefore, implementation of the proposed Project is not anticipated to expose people or structures to landslide risks and no further discussion of landslides is required in the Draft EIR.

b) ***Result in substantial soil erosion or the loss of topsoil?***

Potentially Significant Impact. The Project would include ground-disturbing construction activities, including grading, removal of existing asphalt and concrete covering the Project site, excavation for certain utilities, and installation of piles for building foundations, which could increase the risk of erosion or sediment transport. Therefore, implementation of the proposed Project would have the potential to result in soil erosion during excavation and grading. The Draft EIR's analysis will include an evaluation of the proposed Project's potential for soil erosion during construction and operational activities.

c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

Potentially Significant Impact. Please refer to Checklist Question VII(a)(iii) for a discussion on liquefaction, lateral spreading, and seismically induced settlement and Checklist Question VII(a)(iv) for a discussion on landslide potential.

d) ***Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Potentially Significant Impact. Expansive soils are fine-grained soils (generally, high-plasticity clays) that can undergo a significant increase in volume with an increase in water content or, conversely, a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures built upon it. Geologic mapping as well as review of other background materials indicates that the near-surface geology

at PMP Planning District 3: Centre City Embarcadero includes artificial fill, marine beach deposits, undivided marine deposits in offshore region, and old paralic deposits. (Ninyo & Moore 2020). The Project proposes to raise the landside portion of the Project site by introducing specifically engineered fill. Engineered fill is not considered to be an expansive soil. However, there are waterside components that could be located on areas containing expansive soils in the San Diego Bay. A geologic conditions study, which will detail the existing geologic conditions within the Project site, will be prepared as part of the Draft EIR.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

No Impact. The Project site is urbanized and is currently serviced by the City of San Diego for potable water and sewer service. No septic tanks or alternative wastewater disposal systems are proposed as part of the proposed Project. Therefore, no impact would occur with this topic area and no further analysis is required in the Draft EIR.

f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Potentially Significant Impact. The landside portion of the Project site is fully developed with existing buildings, sidewalks, and landscaping and is relatively flat. There are no unique geologic features that would be impacted by the proposed Project.

Paleontological resources are the fossilized remains or impressions of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils). They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed.

Geologic units with varying levels of paleontological sensitivity are present within the Project site and include artificial fill, Holocene Marine Deposits, and Bay Point Formation. Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. It is anticipated that the Project site includes all three geologic units. Artificial fill contains no paleontological sensitivity, Holocene Marine Deposits are considered to have low paleontological sensitivity, and Bay Point Formation is considered to have

a high paleontological sensitivity. The Draft EIR will evaluate the Project's potential for impacting paleontological resources.

VIII. Greenhouse Gas Emissions

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Impact Analysis

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Potentially Significant Impact. Implementation of the proposed Project would result in the redevelopment of the Project site with a mixed-use development along the water's edge within and adjacent to PMP Planning District 3: Centre City Embarcadero. The proposed Project would also redevelop waterside components to feature a mix of programmed water uses, including commercial and recreational boating activities. GHG emissions would be generated from Project construction and operation. Construction activities would result in GHG emissions from heavy construction equipment, truck traffic, and worker trips to and from the Project site. Operation of the Project would generate GHG emissions from several sources, including those associated with new buildings, water consumption, landscaping, and vehicle emissions. The Draft EIR will identify the sources of construction and operational GHG emissions, and Project design features that would be incorporated to reduce GHG emissions from such sources. The Draft EIR will also evaluate the proposed Project for consistency with goals and policies identified in the District's Climate Action Plan and other applicable regional and state plans adopted for the purpose of reducing GHG emissions.

The Project also plans to apply for Environmental Leadership Development Project (ELDP) certification, which would require the Project to meet certain environmental criteria including a no net increase of GHGs emissions associated with Project implementation.

b) ***Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Potentially Significant Impact. Please refer to Checklist Question VIII(a).

IX. Hazards and Hazardous Materials

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis

a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Potentially Significant Impact. The proposed hospitality, retail, cultural, recreational, and civic uses would use and store chemicals associated with their particular use that would include fuels, oils and lubricants, solvents and cleaners, and paints and thinners, which are all commonly used in the proposed land uses. The routine use or an accidental spill of hazardous materials could result in inadvertent releases, which could adversely affect workers, the public, and the

environment during construction and operational activities. Waterside uses would also include the routine transport, use, or disposal of hazardous materials as part of marina and boating activities (e.g., septic spills, fuel leaks, or spills). During construction activities, there is also the potential for hazardous materials to be identified during demolition, excavation, and grading activities throughout the Project site. Further evaluation would be provided in the Draft EIR.

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?***

Potentially Significant Impact. Please refer to Checklist Question IX(a).

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Impact. There are no existing or proposed schools within 0.25 mile of the Project site. The closest school is the Charter School of San Diego at the Park Terrace Condominiums (1095 K Street, San Diego), approximately 0.70 mile east of the Project site. While the proposed Learning Center (as part of the BTIC campus) would provide educational programs, it is not a school facility. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impacts would occur and no further discussion in the Draft EIR is required.

d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Potentially Significant Impact. Based on information gathered as part of the draft PMP Update, there are properties with documented contamination within and adjacent to PMP Planning District 3: Centre City Embarcadero (Ninyo & Moore 2018). While the Project site is not listed as having a documented contamination release, there is the potential for the Project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, further evaluation would be provided in the Draft EIR.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Potentially Significant Impact. The Project site is located approximately 1.2 mile southeast of SDIA. Although the Project site is located within the airport influence area for SDIA, the Project site is not located within identified noise contours per the Airport Land Use Compatibility Plan for this airport (SDIA 2014). The Naval Air Station North Island (NAS North Island) is located

approximately 1.6 miles southwest of the Project site. Although the Project site is located within the airport influence area for NAS North Island, the Project site is not located within the identified prospective noise contours for the private airport (San Diego County Regional Airport Authority [SDCRAA] 2020). The proposed Project would not include any new land use development where people would reside. Since the Project site is located outside of the identified noise contours for both the SDIA and NAS North Island airport facilities, operation of the proposed Project would not expose employees to increased aircraft noise.

The proposed Project includes high-rise buildings and towers that would require Federal Aviation Administration (FAA) review to ensure that these features do not result in a safety hazard for people working in the Project area. The FAA, based on information submitted on the high-rise buildings and towers has provided a determination of no hazard to air navigation. However, additional review of temporary construction crane heights by the FAA would be undertaken (FAA 2023). The proposed Project would also be reviewed by the SDCRAA as part of an Airport Land Use Consistency Plan review. Review of both temporary construction (e.g., cranes) and permanent buildings will be further evaluated in the Draft EIR.

f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Potentially Significant Impact. Applicable emergency response plan requirements are set forth by the County of San Diego Office of Emergency Services (OES) Operational Area Emergency Plan and other local police and fire departments within or adjacent to the Project site. OES coordinates emergency response at the local level in the event of a disaster, including fires. Emergency response coordination is generally facilitated by the Operational Area Emergency Operations Center as well as other local responding agencies. During the construction phase, the majority of construction activities would occur within the Project site, with the exception of certain off-site transportation, roadway, and utility improvements on nearby streets. Construction equipment and materials would enter and exit the Project site through existing roadways. The temporary increases in construction traffic and potential temporary closures of nearby roads could interfere with emergency vehicle access in the Project vicinity. During operation, the proposed Project uses would increase the daily population at the Project site, including increases in daily employment and visitors of the proposed hospitality, retail, cultural, recreational, and civic uses. Adequate emergency response and evacuation plans would be needed to serve the proposed Project in the event of a large natural or human-caused emergency. Further evaluation would be provided in the Draft EIR.

g) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

No Impact. State law requires that all local jurisdictions identify very high fire hazard severity zones (VHFHSZ) within their areas of responsibility per California Government Code, Section 51175–51189. Inclusion within these zones is based on vegetation density, slope severity, and other relevant factors that contribute to fire severity. According to the Fire Hazard Severity Zone Viewer, the Project site is located within a non-VHFHSZ (California Department of Forestry and Fire Protection [CALFIRE] 2023). The nearest VHFHSZ is located approximately 1 mile northeast of the Project site. Because the Project site is not located in or near lands classified as a VHFHSZ, no impacts associated with this topic area are anticipated to occur with implementation of the proposed Project. Therefore, no further analysis is required in the Draft EIR.

X. Hydrology and Water Quality

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on or off site?	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
iv. Impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

Impact Analysis

a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Potentially Significant Impact. Water quality in the San Diego Bay is strongly influenced by past and present urban uses in the region such as industrial waste discharges and urban storm water runoff. Pollutant sources include both point and non-point discharges into the San Diego Bay. During construction activities, gasoline, diesel fuel, lubricating oils, grease, and solvents would be

used on the Project site. Accidental spills of these materials during construction activities could result in potentially significant water quality impacts. Soils loosened during excavation and grading could degrade water quality if mobilized and transported off site via water flow. As construction activities may occur during the rainy season or during a storm event, construction of the Project could result in adverse impacts to water quality without incorporation. The Draft EIR will evaluate the Storm Water Pollution Prevention Plan and implementation of appropriate best management practices for the Project.

The Project proposes components that would involve in-water construction and disturbance to the San Diego Bay floor. Disturbance of the bay floor would cause sediment to temporarily be resuspended, thereby increasing turbidity and potentially lowering levels of dissolved oxygen, increasing salinity, increasing concentrations of suspended solids, and possibly releasing chemicals present in the sediment into the water column. The degree of turbidity resulting from the suspended sediments would vary substantially with the quantity and duration of the construction activity and would also depend on the construction methods and equipment used. Once operational, pollutant sources would include impervious areas such as any pavement and any chemicals used for landscaping. Therefore, the proposed Project would have the potential to result in water quality impacts. Further evaluation associated with water quality impacts would be provided in the Draft EIR.

b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Potentially Significant Impact. According to the Groundwater Information System (California Water Boards 2023), there are no groundwater wells within the Project site. However, there are numerous groundwater wells near the Project site, with the nearest groundwater well located approximately 0.3 mile southeast of the Project site. The Project would require landside excavation for improvements such as the underground parking and would have the potential to encounter groundwater such that dewatering would be required. Project construction and operation would require the use of water, which would place additional demands on existing local and regional water supplies. Impacts associated with this topic area could be potentially significant and, therefore, further evaluation would be provided in the Draft EIR.

c) ***i, ii, iii, iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; create or contribute runoff water which would exceed***

the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

Potentially Significant Impact. Portions of the Project site are currently covered in impervious surfaces and stormwater runoff is collected by on-site stormwater outlets and storm drainpipe systems that discharge to the San Diego Bay. In total, over a dozen storm drain outlets currently collect drainage from the Project site and range in size from a 10-inch diameter storm drainpipe to a large 8-foot by 4.5-foot reinforced concrete box culvert. The majority of the existing storm drains within the Project site are 24-inch diameter or smaller storm drains that collect drainage from on-site areas only within Seaport Village. However, the large 8-foot by 4.5-foot reinforced concrete box culvert collects stormwater runoff from a large upstream tributary area north and east of the Project site. The existing box culvert drains in a westerly direction down Market Street and then drains to North Harbor Drive, where it turns south down Pacific Highway before discharging to San Diego Bay, to the south of Market Street Pier.

Construction of the Project site would include removal of existing impervious surfaces and importation of fill to raise the elevation of portions of the Project site (Blocks A, B, C, and F) by up to three feet. Installation of a new stormwater drainage system would occur prior to, during, and after importation of fill and final grading. Design and final grading of the Project site would result in capture of all site runoff into the newly installed stormwater drainage system once the site has been resurfaced and structures begin construction. The proposed Project would capture and treat all stormwater generated on site before discharging into the existing drainage system. The Draft EIR would provide an evaluation of impacts to existing drainage patterns, surface runoff, erosion and siltation, flood flow patterns with implementation of the proposed Project.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Potentially Significant Impact. The Project site is located in and adjacent to the San Diego Bay. Portions of the Project site are within or adjacent to a Federal Emergency Management Agency (FEMA)-designated 100-year Flood Hazard Area (FEMA 2021). According to the Tsunami Hazard Area Map (California Department of Conservation 2022b), the entire Project site is located within a Tsunami Hazard Area. Because the Project site is situated on and adjacent to the San Diego Bay, it could also be susceptible to seiche. The Draft EIR will evaluate the impacts of the proposed Project on surface water and related water quality issues.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Potentially Significant Impact. As described in Checklist Question X(a) through (d), the proposed Project would have the potential to result in significant water quality impacts. The Draft EIR will evaluate the proposed Project's consistency with applicable water quality control plans or sustainable groundwater management plans.

XI. Land Use and Planning

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Impact Analysis

a) ***Physically divide an established community?***

Less Than Significant Impact. For the purpose of this impact analysis, physically dividing an established community means the creation of barriers that prevent or hinder the existing flow of people or goods through an established community, or the placement of a development in such a manner that it physically separates one portion of an established community from the remainder of that community. The Project site is currently developed with a mix of commercial uses (e.g., retail shops and restaurants), parks, parking lots, and facilities that support commercial fishing and recreational boating (e.g., piers, docks, slips, and marinas). There are no residential uses on the Project site. Therefore, development of the Project site would not physically divide an established residential neighborhood or community and impacts are anticipated to be less than significant.

b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

Potentially Significant Impact. An existing land use, planned land use, and applicable policy and guideline analysis will be prepared for the Draft EIR, taking into consideration applicable land use plans, such as the District's PMP, draft PMPU, draft TLUP, District policy documents (e.g., Parking Guidelines, South Embarcadero Public Access Plan, South Embarcadero Urban Design Guidelines), and other regulatory guidance documents and regulations (e.g., Coastal Zone Management Act, California Coastal Act, Public Trust Doctrine, local jurisdiction mobility plans, and regional planning documents). As part of the Draft EIR document, a sea level rise analysis, land use consistency analysis, and California Coastal Act consistency analysis would be conducted and would cover topics including, but not limited to, commercial fishing uses, park access, and public access during construction and operation of the Project. Depending on the timing of the PMPU certification, the proposed Project would require an amendment to the existing PMP or an amendment to the PMPU.

XII. Mineral Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Impact Analysis

a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact. The Surface Mining and Reclamation Act of 1975 required the State Geologist to initiate mineral land classification to help identify and protect mineral resources in areas within the state. In accordance with guidelines established by the State Mining and Geology Board, mineral deposits in western San Diego County have been classified into Mineral Resource Zones (MRZs). The Project site is located within Mineral Resource Zone (MRZ-1), which is defined as an area where no significant mineral deposits are present (City of San Diego 2012). Therefore, implementation of the proposed Project would not result in the loss of availability of a regional or locally important mineral resource. No impact would occur and no further discussion in the Draft EIR is required.

b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

No Impact. See Checklist Question XII.(a.), above.

XIII. Noise

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Potentially Significant Impact. Project construction and operations would have the potential to generate a substantial temporary or permanent increase in ambient noise levels in excess of established local or regional noise standards. A noise analysis will be conducted that will evaluate the effects of construction activities and Project operations, as well as altered traffic on nearby sensitive receptors, and will document any substantial increases to existing ambient or community noise equivalent levels that would occur. The Draft EIR will analyze temporary or permanent increases in noise levels generated from construction and/or operational activities and identify any construction and/or operational noise impacts that would result from the proposed Project.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Project construction would have the potential to expose persons and buildings to or generate excessive groundborne vibration or groundborne noise in excess of established local or regional noise standards. Further evaluation in the Draft EIR will be conducted to determine if implementation of the proposed Project would expose people to groundborne vibration levels in excess of applicable standards identified by the District.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The Project site is located approximately 1.2 miles southeast of SDIA. Although the Project site is located within the airport influence area for SDIA, it is not located within identified noise contours per the Airport Land Use Compatibility Plan for this airport (SDIA 2014). NAS North Island is located approximately 1.6 miles southwest of the Project site. Although the Project site is located within the airport influence area for NAS North Island, it is not located within the identified prospective noise contours for the private airport (SDCRAA 2020). The proposed Project would not include any new land use development where people would reside. Since the Project site is located outside of the identified noise contours for both the SDIA and NAS North Island airport facilities, operation of the proposed Project would not expose employees to excessive aircraft noise. Therefore, no further discussion is warranted in the Draft EIR.

XIV. Population and Housing

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a) ***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Potentially Significant Impact. The growth-inducing potential of a project would typically be considered significant if it fosters growth or a concentration of population in excess of what is assumed in applicable land use plans. Significant growth impacts could also occur if a project provides infrastructure or service capacity to accommodate levels of growth beyond levels currently permitted by local or regional plans or policies. The proposed Project does not involve the addition of residential land uses on the Project site; however, it will introduce new businesses within the Project site through the provision of additional retail, shopping, dining, health and wellness, and entertainment land uses. These land uses would likely generate additional permanent employment opportunities during operation of the proposed Project that could foster population growth within the City and County of San Diego. The proposed Project would also have the potential to indirectly induce growth, as the proposed land uses would potentially require the extension of infrastructure to accommodate the proposed Project. Further evaluation of the proposed Project's potential for population growth would be conducted in the Draft EIR.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. PMP designations for the landside portion of the Project site include Commercial Fishing, Commercial Recreation, Park/Plaza, and Streets. PMP designations for the waterside portion Project site within the existing U.S. Pierhead Line area include Boat Navigation Corridor, Commercial Fishing Berthing, Recreational Boat Berthing, and Specialized Berthing. Residential housing is not an allowable use within these existing land use designations and there is no housing that currently exists within the Project site. Residential housing is also not an allowable use in the approximately 27 acres outside of the existing U.S. Pierhead Line. Therefore, implementation of the proposed Project would not displace people or housing and would not require the construction of replacement housing. No impact would occur and no further discussion is required in the Draft EIR.

XV. Public Services

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire Protection?	☒	☐	☐	☐
ii. Police Protection?	☒	☐	☐	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☒	☐	☐	☐
v. Other public facilities?	☒	☐	☐	☐

Impact Analysis

a) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i. Fire Protection?

Potentially Significant Impact. The City of San Diego's Fire-Rescue Department (SDFRD) provides fire, emergency medical, lifeguard, and emergency management services, including 9-1-1 services, fire inspections, and permits to existing uses within the Project site. In addition, the Port of San Diego Harbor Police Department provides marine crime and firefighting services to the Project site. The closest SDFRD fire station is Fire Station 2 located at 855 West Cedar Street is approximately 0.6 mile north of the Project site by roadway (Pacific Highway). However, there are two additional SDFRD fire stations also located near the Project site. SDFRD Fire Station 4 located at 404 Eight Avenue is approximately 0.7 mile east of the Project site by roadway (7th Avenue-Market Street-West Harbor Drive) and SDFRD Fire Station 1 located at 1222 First Avenue,

approximately 1 mile northeast of the Project site by roadway (First Avenue-Market Street-West Harbor Drive). Fire Station 2 is located on the west side of the trolley/railroad tracks generally aligned north-south between Pacific Highway and Kettner Boulevard, while Fire Stations 1 and 4 are located on the east side of the trolley/railroad tracks. The closest water-based harbor police station is the Port of San Diego Shelter Island Station at 1401 Shelter Island Drive, San Diego, approximately 3.7 miles west of the Project site by water (San Diego Bay).

Implementation of the proposed Project could contribute to permanent population growth with the provision of additional employment opportunities. The additional uses and intensification of existing uses proposed for the Project site may also increase the need for fire protection services above that currently provided to the Project site. The Draft EIR will evaluate whether implementation of the proposed Project would increase demand for fire protection services and compare the proposed Project's increased demand with existing and planned fire protection facilities. The Draft EIR will also evaluate any potential physical impacts associated with the need, if any, for any new or expanded fire protection facilities and staffing.

ii. Police Protection?

Potentially Significant Impact. Law enforcement services are provided to the Project site by the Port of San Diego Harbor Police Department (land- and water-based police services) and the City of San Diego Police Department (land-based police services only). The closest land-based harbor police station is the Port of San Diego Harbor Police Department Headquarters at 3380 North Harbor Drive, San Diego, approximately 2.1 mile northwest of the Project site by roadway (North Harbor Drive). The closest water-based harbor police station is the Port of San Diego Shelter Island Station at 1401 Shelter Island Drive, San Diego, approximately 3.7 miles west of the Project site by water (San Diego Bay). The closest City police station is the City of San Diego Police Department Police Headquarters at 1401 Broadway, approximately 1.54 mile northeast of the Project site by roadway (15th Street-Market Street-West Harbor Drive). The Port Harbor Police Department Headquarters is located on the west side of the trolley/railroad tracks generally aligned north-south between Pacific Highway and Kettner Boulevard, while the City Police Department Headquarters is located on the east side of the trolley/railroad tracks.

Implementation of the proposed Project could contribute to permanent population growth with the provision of additional employment opportunities. The additional uses and intensification of existing uses proposed for the Project site may also increase the need for police protection services above that currently provided to the Project site. The Draft EIR will evaluate whether implementation of the proposed Project would increase demand for police protection services and compare the proposed Project's increased demand with existing and planned police protection

facilities. The Draft EIR will also evaluate any potential physical impacts associated with the need, if any, for any new or expanded police protection facilities and staffing.

iii. Schools?

Less Than Significant Impact. For purposes of determining fees for impacts on schools, California law requires assessment of direct impacts on schools within the school district in which a project is located. The Project site is located within the boundaries served by the San Diego Unified School District, which administers the public school system in the City of San Diego. Physical impacts on school facilities and services area are usually associated with population growth, which increases the demand for school services and could result in the need for new or physically altered school facilities. The proposed Project does not propose construction of housing that would result in a direct increase of school service demands within the San Diego Unified School District. However, the proposed Project would provide new employment opportunities by redeveloping the Project site with new and intensified mixed-use development. The additional uses proposed for the Project site may indirectly increase the need for school services throughout the San Diego Unified School District. The proposed Project is subject to development fees for school facilities pursuant to Senate Bill 50 (SB 50). With the payment of these development fees, a less than significant impact is anticipated to occur. No further discussion in the Draft EIR is required.

iv. Parks?

Potentially Significant Impact. Please also refer to Checklist Questions XVI(a). Existing park facilities within the Project site include Tuna Harbor Park, Ruocco Park, and the EMPN. An increased use in existing parks or recreational facilities generally results from an increase in the number of housing units or residents in an area. The proposed Project would not increase housing units or residents within the Project site. However, the redevelopment of the existing Project site with new and expanded mixed-use development would bring in an increased number of workers and visitors to the area. This increase would have an impact on existing parks and recreational facilities within the area. The proposed Project would retain the existing Tuna Harbor Park within Block G and provide new improvements, such as walkways, landscaping, and public restroom facilities. The existing Ruocco Park would be relocated to Block D and would include new improvements, such as walkways, seating areas, a nature play area with children's playground equipment, and an event lawn for recreation and outdoor concerts and events. The Ruocco Lawn would consist of a grass landscaped space partially lined with trees and walking paths that would be used for concerts, plays, fairs, and other live events. The Ruocco Nature Play Area would consist of a children's play area with a variety of interactive children's playground equipment on softscape and seating areas surrounded by landscaping.

The EMPN area would be redeveloped with the relocated Ruocco Park in Block D and new recreational facilities and features including the Knoll, the living shoreline, and a public urban beach in Block E. The Knoll would be located on the southern end of Block E that would include grasses, landscaping, walking paths, and an overlook deck. The public urban beach would be located west of the Knoll and consist of a newly constructed perched sandy beach. Landscaped areas would also be placed along the edge of the urban beach to form an approximately 190-foot-wide harbor. The urban beach would facilitate a variety of public recreational uses, including swimming, water sports, kayaking, volleyball, and exercise. The living shoreline would be constructed on the northeastern side of Block E and consist of artificially constructed, perched wetland and tidepool areas. The tidepool areas would be used for public environmental education and research purposes and would include constructed living shoreline habitat for marine biological and plant species. Implementation of the proposed Project would create an increase in demand for recreational facilities and would result in the construction and expansion of recreational facilities within the Project site. The Draft EIR would evaluate and compare the proposed Project's increased demand with existing and planned recreational facilities. The Draft EIR will also evaluate any potential physical impacts associated with the need, if any, for any new or expanded park facilities and staffing.

v. Other public facilities?

Potentially Significant Impact. Maritime emergency services and law enforcement on the San Diego Bay are currently provided by the Harbor Police Department Bay Patrol and U.S. Coast Guard. The U.S. Coast Guard maritime safety responsibilities include search and rescue operations, casualty investigations, commercial vessel inspections, and marine event permitting. U.S. Coast Guard facilities in the Project vicinity include a station located at 2710 North Harbor Drive, approximately 1 mile north of the Project site by water (San Diego Bay), which supports the U.S. Coast Guard Sector San Diego, including the Project site. The U.S. Coast Guard conducts waterside and adjacent facility patrols in accordance with U.S. Coast Guard policy and for all emergencies with a waterside nexus, coordination happens through the U.S. Coast Guard Sector San Diego.

Implementation of the proposed Project would create an increase in recreational watercraft users using new and existing facilities within the Project site, which could result in demand for maritime emergency services and law enforcement. However, the proposed Project would also provide a new harbormaster facility in Water Zone 4 that could help alleviate increases in demand for maritime emergency services and law enforcement.

The Draft EIR will evaluate whether implementation of the proposed Project would increase demand for maritime emergency services and law enforcement and compare the proposed

Project's increased demand with existing and planned facilities and staffing. The Draft EIR will also evaluate any potential physical impacts associated with the need, if any, for any new or expanded maritime emergency facilities and staffing.

XVI. Recreation

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐

Impact Analysis

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Potentially Significant Impact. Please also refer to Checklist Question XV(iv). An increase in the use of existing parks and recreational facilities typically results from an increase in the number of housing units or residents in an area. The proposed Project would not increase housing units or residents within the area. Construction of the proposed Project is anticipated to occur over a seven to nine-year period during which portions of the Project site would be closed to the public, which would include closures of Tuna Harbor Park, Ruocco Park, EMPN, and the existing Embarcadero promenade. A significant impact could occur if construction activities limited public access to these existing recreational facilities for long periods of time and result in increases of use of existing parks and recreational facilities, including on-site and off-site parks and recreational facilities.

In addition, the anticipated intensification of land and water uses associated with the proposed Project would bring an increased number of workers and visitors to the Project area during operation. These increases could have a potential impact on the existing neighborhood and regional parks and recreational facilities. Therefore, further analysis is warranted in the Draft EIR.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

Potentially Significant Impact. Please refer to Checklist Questions XV(iv) and XVI(a).

XVII. Transportation

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐
e) Result in an insufficient parking supply that would lead to a decrease in public coastal access?	☒	☐	☐	☐

Impact Analysis

a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Potentially Significant Impact. Existing travel in the Central Embarcadero may be accomplished by a variety of travel modes, including automobile, San Diego Metropolitan Transit System local/ rapid buses, San Diego trolley, COASTER commuter train, Amtrak Pacific Surfliner, bicycling, pedicabs, and walking. The Project site is within close proximity to a variety of alternative modes of transportation, including the existing Seaport Village Trolley Station located at Kettner Boulevard and West Harbor Drive and the Santa Fe Depot that provides rail access to the City's Downtown Core District. The Santa Fe Depot is less than 0.5 mile north of the Project site at West Broadway and provides access to the Amtrak Pacific Surfliner, which connects to Los Angeles and northwest to Santa Barbara. Water taxis, ferries, and private boats are also used to access the Project site.

The proposed Project would have the potential to directly increase vehicular traffic that could conflict with applicable local policies that measure the effectiveness of the circulation system. The Draft EIR will evaluate whether the proposed Project conflicts with any applicable program, plan, ordinance, or policy addressing the circulation system based on a traffic impact technical report and identify and consider feasible mitigation measures to reduce or minimize such impacts. In addition, the Draft EIR and technical report will address potential impacts associated with the shift

in traffic volumes and travel patterns to and from the Project site, including the effect on key intersections and street segments to analyze consistency with applicable local programs, ordinances, and policies. The analysis will address potential related effects on traffic hazards, vehicle miles traveled (VMT), transit ridership, bicycle and pedestrian facilities, emergency access, and vehicle parking access, to the extent required by CEQA.

b) ***Conflict with or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?***

Potentially Significant Impact. State CEQA Guidelines Section 15064.3 was added on December 28, 2018, to address the determination of significance for transportation impacts, which requires VMT as the basis of transportation analysis instead of congestion (such as level of service). The change in the focus of transportation analysis is intended to shift the focus from congestion to, among other things, reduction in GHG emissions, the development of multimodal transportation networks, and encouraging a diversity of land uses. Under CEQA Guidelines Section 15064.3(b), the Project's impact on a roadway network would be significant if the Project would result in a net increase in VMT over baseline conditions, or otherwise conflict with CEQA Guidelines Section 15064.3(b). Proposed Project elements would bring in an increased number of workers and visitors in the area during construction and operational activities which may result in a net increase in VMT. As indicated in Checklist Question XVII(a), the Draft EIR and traffic impact technical report would address potential impacts associated with the shift in traffic volumes and travel patterns to and from the Project site, including the effect on key intersections and street segments and VMT.

c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Potentially Significant Impact. The Draft EIR and technical report will analyze potential impacts associated with geometric design feature such as the raised site in block A, B, C, and F and the effect on key intersections and street segments. Please also refer to Checklist Question XVII(a).

d) ***Result in inadequate emergency access?***

Potentially Significant Impact. Please refer to Checklist Question XVII(a).

e) ***Result in an insufficient parking supply that would lead to a decrease in public coastal access?***

Potentially Significant Impact. Implementation of the proposed Project would result in the redevelopment of the Project site which currently contains parking that supports public coastal access. The Draft EIR will evaluate Project construction and operation activities and will address potential impacts associated with provision of parking in relation to public coastal access during implementation of the proposed Project.

XVIII. Tribal Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

Impact Analysis

a) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?***

Potentially Significant Impact. AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: Tribal Cultural Resources (TCR), defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. To date, no Native American tribes have requested notification for environmental review projects under CEQA within the District's jurisdiction.

Resources that are potential TCRs include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native Americans for religious, spiritual, or traditional uses. These can encompass the sacred character of physical locations (mountain peaks, springs, and burial sites) or particular native plants, animals, or minerals that are gathered for use in traditional ritual activities. The locations or physical remains of villages, camps and activity areas, burials, rock art, rock features, and traditional hunting, gathering, or fishing sites may also constitute TCRs. Because the proposed Project site is highly developed, potential TCRs in the area are likely to be archaeological sites representing the physical remains of past human activity.

However, TCRs would be identified through the course of government-to-government consultation between the District and an AB 52 consulting tribe.

A records search at the South Coast Information Center will be conducted for the proposed Project to determine if TCRs are present within the Project site. The NAHC will also be contacted to determine if sacred lands have been identified in the Project site and to identify a list of interested tribes to be contacted.

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

Potentially Significant Impact. Please refer to Checklist Question XVIII(a).

XIX. Utilities and Service Systems

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

Impact Analysis

a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Potentially Significant Impact. During construction, temporary utilities systems would be needed to support construction workers, facilitate the use of construction equipment, and to prepare the site for development in the form of water, wastewater, and electric power. New facilities proposed in connection with the proposed Project would necessitate on-site and off-site modifications and relocations of public utilities systems, including electrical, natural gas, water, sewer, and communication systems. The Draft EIR would analyze the associated environmental impacts related to an increase in utility services during construction and operation and if new and/or expanded or relocated utility infrastructure would be required.

b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Potentially Significant Impact. Water service for existing uses within the Project site is currently provided by the City of San Diego Public Utilities Department. The potable water demand forecast for the City's service area is 189,092 acre-feet per year in 2025 and 214,292 acre-feet per year in 2045 (City of San Diego 2021). Construction activities would require the consumption of water for suppressing fugitive dust emissions, preparing and placing concrete, and other general uses. Construction-related water use would represent a small demand on local and regional water supplies that is likely able to be accommodated by the existing provider. However, operation of the proposed Project would result in new land and water uses and activities on the Project site that would increase the need for potable water during normal, dry, or multiple dry years. Impacts associated with this topic area could be potentially significant. As part of the Draft EIR analysis to be conducted, a water supply assessment would be prepared to analyze the proposed Project's construction and operational water demands. Further discussion in the Draft EIR would be provided.

c) ***Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Potentially Significant Impact. Wastewater treatment service for existing uses within the Project site is provided by the City of San Diego Public Utilities Department Wastewater Branch. Based on the city's 2020 Urban Water Management Plan, the city collects, treats, and disposes of approximately 180 million gallons per day (mgd) of wastewater. Wastewater generated within the City of San Diego is treated by the North City Water Reclamation Plant, South Bay Water Reclamation Plant, and Point Loma Wastewater Treatment Plant (PLWTP). The PLWTP currently treats the wastewater generated by existing uses at the Project site and has a treatment capacity of 240 mgd and a peak wet weather capacity of 432 mgd (City of San Diego 2021). Implementation of the proposed Project would result in new land uses and activities on the Project site that would result in an increase in wastewater discharge to the PLWTP compared to current conditions. The Draft EIR would analyze the proposed Project's estimated wastewater generation compared to current capacity of the PLWTP to determine if there is adequate wastewater treatment capacity to serve the proposed Project and if there are off-site improvements that would be required.

d) ***Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Potentially Significant Impact. Construction of the proposed Project would require removal or demolition of existing structures and disposal of the subsequent debris. Non-hazardous

construction trash and debris is anticipated to be sent to approved recycling facilities in accordance with the applicable local regulations and ordinances, such as the City of San Diego's Recycling Ordinance and Construction and Demolition Debris Deposit Ordinance, which requires recycling of a minimum of 65 percent of the construction waste generated for projects. Remaining non-hazardous construction trash and debris is anticipated to disposed at local landfills that have capacity in San Diego County. If generated, Resource Conservation and Recovery Act and non-Resource Conservation and Recovery Act hazardous waste would be transported under a waste manifest to an authorized hazardous waste Treatment, Storage, and Disposal Facility.

Operation of the proposed Project is anticipated to result in new land uses and activities on the Project site that would increase the total waste stream from that currently being generated on the Project site. Therefore, impacts associated with solid waste could be potentially significant. The Draft EIR would analyze the amount of solid waste anticipated to be generated during construction and operation of the proposed Project in comparison to existing landfill facility capacity.

e) ***Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Potentially Significant Impact. The proposed Project would result in an intensification of land and water uses that would generate solid waste during the demolition, construction, and operational phases of the proposed Project. Therefore, impacts associated with solid waste could be potentially significant. As part of the Draft EIR analysis to be conducted, a consistency analysis for the proposed Project for applicable federal, state, or local solid waste regulations, including AB 939 (California Integrated Waste Management Act), AB 341 (Mandatory Recycling), AB 1594 (Green Material Disposal), Senate Bill 1383 (Short-Lived Climate Pollutants: Organic), and the City of San Diego's Recycling Ordinance and Construction and Demolition Debris Deposit Ordinance.

XX. Wildfire

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis

a) ***Substantially impair an adopted emergency response plan or emergency evacuation plan?***

No Impact. Applicable emergency response plan requirements are set forth by the County of San Diego OES Operational Area Emergency Plan and other local police and fire departments within or adjacent to the Project site. OES coordinates emergency response at the local level in the event of a disaster, including fires. However, emergency response coordination is generally facilitated by the Operational Area Emergency Operations Center as well as other local responding agencies.

State law requires that all local jurisdictions identify VHFHSZs within their areas of responsibility per California Government Code, Section 51175–51189. Inclusion within these zones is based on vegetation density, slope severity, and other relevant factors that contribute to fire severity. The Project site is within a local responsibility area and is designated by CALFIRE as a non-VHFHSZ (CALFIRE 2023), with the nearest VHFHSZ located approximately 1 mile northeast of the Project site. Because the Project site is not located in or near lands classified as a VHFHSZ, no impacts associated with this topic area are anticipated to occur with implementation of the proposed Project. Therefore, no further discussion is required in the Draft EIR.

b) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. As stated in Checklist Question XX(a), the Project site is located within a non-VHFHSZ with the nearest VHFHSZ located approximately 1 mile northeast of the Project site (CALFIRE 2023). No impacts associated with wildfires are anticipated to occur with implementation of the proposed Project and no further discussion is required in the Draft EIR.

c) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Less Than Significant Impact. While the proposed Project would require modifications to the existing infrastructure system (e.g., modifications to existing roads and utility systems), these modifications would be installed within an urbanized area where existing infrastructure already exists. Modifications to these existing systems are not anticipated to exacerbate fire risk during implementation of the proposed Project and no further discussion is required in the Draft EIR.

d) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. Downstream flooding and landslide activity generally occurs in areas that lack vegetation and have steep slopes. Based on a review of referenced geologic maps, literature, topographic maps, and stereoscopic aerial photographs, no landslides or indication of deep-seated land sliding were identified within PMP Planning District 3: Centre City Embarcadero. In addition, the Project site is within an area mapped as having a low potential for landslides to occur (Ninyo & Moore 2020) and is relatively flat. Therefore, implementation of the proposed Project is not anticipated to expose people or structures to landslide risks associated with post-wildfire events and no further discussion is required in the Draft EIR.

XXI. Mandatory Findings of Significance

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Impact Analysis

a) ***Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Potentially Significant Impact. The proposed Project would have the potential to impact sensitive habitat and associated rare, endangered, or sensitive wildlife species in the San Diego Bay as a result of Project implementation. As part of the Draft EIR analysis to be conducted, a biological resources technical report and cultural resources report would be prepared to analyze the proposed Project's construction and operational impacts on biological and cultural resources.

b) ***Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when***

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. A cumulative impact could occur for a given resource area if the Project were to result in an incrementally considerable contribution to a significant cumulative impact from past, present, or reasonably foreseeable future projects. The proposed Project could result in potentially significant impacts in several resource areas. A list of related projects will be prepared, and impacts from the proposed Project, in combination with those related projects, will be analyzed in the Draft EIR in each impact area to determine if the proposed Project would result in a cumulative impact.

c) ***Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?***

Potentially Significant Impact. The Draft EIR will discuss construction and operational impacts of the proposed Project, consistent with CEQA Guidelines Section 15126.2(e). The Draft EIR will (a) consider and discuss feasible mitigation measures proposed to avoid or minimize significant environmental effects of the proposed Project and (b) identify a range of reasonable alternatives to the proposed Project.

6 List of Sources, Agencies, and Persons Consulted

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