VOLUME I
FINAL ENVIRONMENTAL IMPACT REPORT

BAYSIDE PERFORMANCE PARK ENHANCEMENT PROJECT AND PORT MASTER PLAN AMENDMENT UPD #EIR-2016-176; SCH# 2016121003

San Diego Unified Port District
P.O. Box 120488
San Diego, CA 92112-0488

January 2018

Volume I:
Final Environmental Impact Report Bayside Performance Park Enhancement Project and Port Master Plan Amendment San Diego, California

UPD #EIR-2016-176; SCH# 2016121003

Lead Agency:
San Diego Unified Port District
P.O. Box 120488
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CEQA Consultant:
RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101-2387

January 2018

Bayside Performance Park Enhancement Project and Port Master Plan Amendment Final Environmental Impact Report

Errata

Introduction

The San Diego Unified Port District (District), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Final Environmental Impact Report (Final EIR) for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project).

A Draft EIR for this project was prepared and circulated for public review from June 13, 2017 through July 31, 2017 through the Governor's Office of Planning and Research, the State Clearinghouse, and the County Clerk. During the public review period for the project, comment letters were received from agencies and organizations including the State Clearinghouse, California Coastal Commission, Native American Heritage Commission (NAHC), San Diego Association of Governments (SANDAG), and the City of Coronado.

In accordance with Section 15088 of Title 14 of the California Code of Regulations (the "CEQA Guidelines"), the District has evaluated the comments received on the Draft EIR for the project and has prepared written responses to these comments. Responses to comments have been prepared in a side-by-side format to track the comment with the District response. Some of the responses required that revisions be made to the Draft EIR document in order to clarify or correct information regarding the project. These revisions are shown in strikeout/underline format (e.g., ~~Old Text~~ Revised Text) in this Final EIR, and are included in the following summary of revisions, organized by chapter:

Chapter ES (Executive Summary): The number of trees to be removed for project construction was corrected from 146 to 116 in the Aesthetics section of Table ES-1. The proposed mitigation measures BIO-3, GHG-1, and LUP-1 were revised in Table ES-1 (specific revisions to each of these mitigation measures are given in the corresponding chapters listed below), and cumulative greenhouse gas emissions impacts (addressed in detail in Chapter 5) were added to the cumulative impacts summary in Table ES-1. In the Summary of Project Alternatives, "Environmentally Superior Alternative" was removed from the header of Alternative 3 and added to the header of Alternative 6.

Chapter 2 (Environmental Setting): New Figures 2-5a through 2-5i were added to show photographic simulations of the Bayside Performance Park during open times, rehearsals, and events, as viewed from three different vantage points.

Chapter 3 (Project Description): New Figure 3-7 was added to show a site cross section comparison between the existing and proposed ground levels and structure heights. The number of trees to be removed for project construction was corrected from 81 to 116, and a list of tree species to be removed was added. New Figure 3-8 (landscape demolition plan) was added to show where existing trees would be removed and where existing trees would be preserved in place and new Figure 3-9 (conceptual landscape plan) was added to show where new trees would be planted.

Chapter 4.1 (Aesthetics): The number of trees to be removed for project construction was corrected from 81 to 116, and a list of tree species to be removed was added.

Chapter 4.3 (Biological Resources): The number of trees to be removed for project construction was corrected from 81 to 116. A discussion regarding Non-Performance Lighting has been added to Section 4.3.4 (Threshold 4). MM BIO-3 was revised to include a discussion of Non-Performance Lighting, and to clarify that the public art lighting displays would not exceed a frequency of more than once every 30 minutes. The full text of MM BIO-3, as revised, is as follows:

MM BIO-3: Limitations on Lighting

The project applicant shall design and operate security, event, and public art lighting in accordance with the following limitations:

Security Lighting

All security lighting used throughout the project site from 11:00 p.m. to dawn shall be directed downward and/or shielded and of low intensity and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186).

Event Lighting

All event lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of event lighting shall be limited to the number of Symphony performances and event rentals allowed each year (e.g., maximum of 110 nights annually). During the peak periods of avian migration (late March through May and September through early November), all event lighting must be shut off by 11:00 p.m.

Non-Performance Lighting

All non-performance lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of non-performance lighting shall be at all times between dusk and 11:00 p.m. when no events are being held. Non-performance lighting shall be less intense than event lighting, but more intense than security lighting. During the peak periods of avian migration (late March through May and September through early November), all event lighting other than security lighting must be shut off by 11:00 p.m.

Public Art Lighting

Lighting utilized for the LED art installation shall not be projected into surrounding areas and shall be designed to minimize light trespass and sky glow to the highest extent feasible. The public art installation would not be utilized for advertising or signage purposes as it is intended to be a public art display. The District's Office of Arts and Culture shall approve of the public art design prior to its installation and display. The display shall last only for periods of approximately 5 to 10 minutes at a time, at a minimum interval of every 30 minutes, with multiple displays possible each evening. During the peak periods of avian migration (late March through May and September through early November), the LED art displays must end by 11:00 p.m.

Chapter 4.5 (Greenhouse Gas Emissions): The dollar value of the proposed transit rebate in MM GHG-1 (Subsidized Mass Transit) was clarified to be the going rate for a daily transit pass, which is currently $5.00. The number of trees to be removed for project construction was corrected from 81 to 116 in Table 4.5-9.

Chapter 4.7 (Land Use and Planning): MM LUP-1 was revised as follows: "The applicant shall replace the loss of the permanent use of existing parkland within the EMPS resulting from the project on a 1:1 basis by paying to the District a financial contribution to acquire, create, or improve approximately 15,090 square feet (0.35 acre) of land at or adjacent to Pepper Park in the National City Bayfront for recreational purposes consistent with the Park/Plaza designation in the Port Master Plan. The financial contribution shall be in an amount equal to the cost of converting approximately 15,090 square feet (0.35 acre) of unimproved space into improved park/plaza space. The applicant shall pay the financial contribution prior to the commencement of grading or construction activities on the project site. Priority of the expenditure of the contribution shall first be toward the acquisition and/or the creation of new park/plaza space adjacent to Pepper Park as part of a future expansion; and second toward improvements at Pepper Park."

Chapter 4.8 (Noise): MM NOI-2 was revised to include the following statement: "The log of noise levels throughout an event that includes amplified sound shall be furnished to any Coronado resident upon request."

Chapter 4.11 (Transportation): A bullet point within MM TRA-2 regarding bike share stations was revised as follows: "Coordinate with <u>a bike share service, such as</u> DECOBIKE

San Diego, to ensure the bike station located at Marina Park Way and the Embarcadero pathway has available bikes and docking stations."

Chapter 6 (Additional Consequences of Project Implementation): Section 6.4.11 was added to address the requirements of Assembly Bill 52 (AB 52) regarding tribal cultural resources. Because the project site is located on dredged fill that was used to create the project site in 1975, no buried cultural resources or human remains are anticipated to be discovered during site disturbance activities associated with construction of the project. Based on this and the results of the records search, project implementation will not cause a substantial adverse change in the significance of a tribal cultural resource that is 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 Section 5020.1(k), or is 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 Section 5024.1. Therefore, there would be no impact to tribal cultural resources.

Chapter 7 (Alternatives): The number of trees to be removed for project construction was corrected from 105 to 116 in Table 7-1's summary of impacts to Aesthetics and Visual Character, and from 146 to 116 throughout the discussion of the various alternatives in Section 7.5. Section 7.5.6.5 (GHG emissions analysis for Alternative 6) was revised to remove the following sentence: "The project would result in inconsistencies with the District's CAP due to the GHG emissions generated by operation of the project that would exceed 2030 targets."

The Environmental Checklist in Appendix B has been updated to include a section on Tribal Cultural Resources, although none are present on the project site.

The proposed Port Master Plan Amendment language, which is included as part of the project, is included as Appendix O to the Final EIR.

Chapter 8 (List of Preparers and Agencies Consulted): District staff members, titles, and departments were updated.

Mitigation Monitoring and Reporting Program

Also included in this Final EIR is the Mitigation Monitoring and Reporting Program (MMRP), which identifies the mitigation measures, specifying the entity (or entities) responsible for monitoring and reporting, and noting when in the process monitoring and reporting should be conducted.

Recirculation Determination

The standards for recirculation as defined in CEQA Statutes Section 21092.1, and CEQA Guidelines Section 15088.5, require that if changes may result in new or increased levels of environmental impacts, or if "significant new information" is added to the Draft EIR in response to comments, the EIR may be required to be recirculated for additional review and comments.

The Laurel Heights Improvement Assn. v. Regents (1993) 6 Cal 4th 1112 case, known as "Laurel Heights II," provides that new information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponents have declined to implement.

In accordance with these Guidelines, the refinements to mitigation measures BIO-3, GHG-1, and LUP-1, and the comments received on the Draft EIR do not result in the need to recirculate the EIR. The revisions to the Draft EIR do not result in any new significant impacts or significant impacts of greater extent; nor do the revisions result in any mitigation measures or alternatives for which the District is declining to adopt. Therefore, recirculation of the Draft EIR is not required.

Bayside Performance Park Enhancement Project and Port Master Plan Amendment Final EIR

Letters of Comment and Responses

The following letters of comment were received from agencies, organizations, and individuals during the public review period (June 13, 2017 through July 31, 2017) of the Draft EIR. A copy of each comment letter along with corresponding District responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Some of the comments received resulted in changes to the Draft EIR text. These text changes are indicated by strikeout (deleted) and underline (inserted) markings in the Final EIR text. Revisions to the Draft EIR are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter	Author	Date Received	Page Number
A	State Clearinghouse	07/31/17	RTC-2
B	California Coastal Commission	07/28/17	RTC-3
C	Native American Heritage Commission	06/22/17	RTC-23
D	San Diego Association of Governments (SANDAG)	07/27/17	RTC-29
E	City of Coronado	07/24/17	RTC-30

LETTER | RESPONSE

Letter A

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 28, 2017

RECEIVED
JUL 31 2017
SAN DIEGO UNIFIED PORT DISTRICT REAL ESTATE

Joseph Smith
San Diego Unified Port District
Land Use Planning Department
P.O. Box 120488
San Diego, CA 92112-0488

Subject: Bayside Performance Park Enhancement Project and Port Master Plan Amendment
SCH#: 2016121003

Dear Joseph Smith:

A-1 The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 27, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

A-2 Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A-1 No CEQA issues have been raised by the comment and the comment will be forwarded to the Board of Port Commissioners (Board).

A-2 No CEQA issues have been raised by the comment and the comment will be forwarded to the Board of Port Commissioners (Board).

LETTER

Letter B

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., *Governor*

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370

July 28, 2017

Mr. Joseph Smith
San Diego Unified Port District
Real Estate Development – Development Services Department
3165 Pacific Hwy
San Diego, CA 92101

Subject: Comments on the Draft Environmental Impact Report for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment

Dear Mr. Smith:

B-1 Commission staff appreciates the opportunity to review and comment on the above-referenced environmental document which was received by our San Diego District Office on June 13, 2017. Commission staff has reviewed the Draft Environmental Impact Report ("DEIR"), dated June 2017, for the proposed project, which consists of the construction of a 160,583 sq. ft. permanent performance and event venue and park enhancements at the 471,379 sq. ft. Embarcadero Marina Park South (EMPS), and offers the following comments. Please note that draft Port Master Plan Amendment (PMPA) language was not included with the EIR; and, therefore, we will likely have additional comments once the PMPA is available for review. As we have consistently advised the Port, we recommend that PMPAs be drafted with sufficient detail to identify critical public access amenities and resource protection measures.

B-2

B-3 Of primary concern are the public access impacts that would result from development of the venue that would permanently remove over 15,000 sq. ft. of parkland from the EMPS, increasing the amount of allowable annual paid admission and rental events from 37 to 110, increasing the venue's capacity from 5,800 to 10,000, establishment of a facility that could stage and support far more temporary events, and closing of the park during the construction period. While Commission staff acknowledges and appreciates the public and cultural benefits of the Symphony's project, we must remain cognizant and protective of the public interest and recreational opportunities already provided by these public tidelands. We therefore remain concerned about the programming and operational details of this proposal and how it can be demonstrated and ensured that general public access and park uses will be protected.

B-4 To mitigate for the loss of 15,090 sq. ft. of public park space, Mitigation Measure (MM) LUP-1 requires the symphony to provide new or improved park space at a 1:1 ratio; however, it is unlikely that improving existing park space to mitigate for an equal amount of park space lost would be approvable under the Coastal Act or the Port Master Plan. For this proposal and given the Port District's current effort to update its Port Master Plan (PMP), this projected loss of over 15,000 sf. of public parkland, especially landscaped area, is a critical question not only for EMPS, but port tidelands districtwide. Has the

RESPONSE

B-1 This is an introductory comment. The District appreciates the California Coastal Commission's (CCC's) participation in the review of the Draft EIR for the San Diego Symphony Bayside Performance Park Project.

B-2 The proposed PMPA is summarized in the Executive Summary of the Draft EIR and further described in detail including key components and land use consistency in the Project Description, Section 3.4.8.1. The proposed PMPA language, in track changes format, was provided to the CCC on July 24, 2017. The proposed PMPA language was revised again on October 2, 2017. The most recent draft has been added to the Final EIR as Appendix O for reference.

As is described, the proposed PMPA is specific to the proposed project within the Marina Zone subarea of Planning District 3 and incorporates limitations for use of the proposed project within EMPS. The limitations include various protection measures to ensure general public access throughout EMPS (e.g., limitations of use for paid admission and rental events, continuous public access provided on the promenade) and low-cost visitor-serving opportunities (e.g., reduced admission pricing and concerts, community events, public educational programming offered free-of-charge to the general public). The protection measures would be implemented through the conditional issuance of a Coastal Development Permit. The proposed PMPA also includes language to describe the current use of a portion of EMPS as a temporary performance venue for paid admission and rental events, with use limitations for the proposed Bayside Performance Park for paid admission and rental events. The proposed PMPA would also correct a reference made to EMPS being located within the Convention Way Basin subarea (i.e., relocate reference to the Marina Zone subarea).

B-3 The District notes the concerns raised by the CCC regarding the need to protect general park access and uses. The proposed project includes limitations and parameters to ensure the protection of such resources. It is important to note the context of the project site with respect to the PMP's Marina Zone subarea of Planning District 3. EMPS is located in a waterfront area that the PMP describes as a "lively activity center for residents and visitors alike" (as compared to the other 21 parks located on public tidelands and outside of the Marina Zone subarea). As is described in Section 3.4.8.1 (Project

	B-3 (cont.) Description), the Marina Zone subarea is planned to be "intensively developed as a major public and commercial recreation complex" with EMPS contributing to the transformation of the waterfront area into an "attractive commercial and recreational resource." Of primary importance is the first Project Objective which summarizes the intent of the proposed project – that being an upgrade and improvement of public amenities and public access features in the park in order to provide enhanced cultural uses, improved public gathering space, and diversified park activation opportunities consistent with the Marina Zone subarea of Planning District 3. The proposed square footage would provide the facilities intended to meet the stated Project Objective. Consistent with other Park/Plaza uses described within Planning District 3 that provide for limited non-public use (i.e., the public access pier adjacent to Hilton San Diego Bayfront, the Marina Terrace associated with the Marriott Hotel, and the rooftop park/plaza associated with a Phase III Convention Center expansion) general public access within the project site would likewise be maintained no less than 85 percent of the year. The proposed project would limit use of the project site for paid admission and rental events to 15 percent of the year (equivalent to 55 full-day or 110 half-day events based on standard park hours). Continuous public access on the waterfront promenade around the Bayside Performance Park would be maintained at all times – during event and non-event times. Since 2004, the project site has been used seasonally each year for the same types of cultural events over a four-month duration during the summer months. The current use is equivalent to an approximately 120 consecutive full-day period wherein the portion of EMPS is closed to the general public. The proposed project would extend the seasonal use to an annual use; however, the use would be limited to a maximum of 55 full days, or 110 half-days over a 12-month duration. Figures 2-5a through 2-5i have been added to the Final EIR to show photographic simulations of the Bayside Performance Park during open times, rehearsals, and events as viewed from three different perspectives.

B-4 cont. Port evaluated the allocation and configuration of public parklands, both hardscape and landscape areas, to identify how such public access, recreational area and open space opportunities compare with other coastal jurisdictions? Has the Port considered the allocation and configuration of parklands necessary to serve certain functions and reserved adequate lands for those public needs? If there is ultimately endorsement to reduce existing public park space, it should be mitigated by providing new public park space. The DEIR also does not indicate the location of this required mitigation.

B-5 In addition, the venue's equipment could effectively privatize the venue during non-events, by causing the area to appear off limits to the general public. While Figure 3-3 of the DEIR shows controlled access gates, it is unclear what the venue will look like when the gates are open during non-event times. Additional details and figures should be provided in the DEIR to illustrate what the venue will look like during non-event times, including identification of the sections of fences, chairs, and other equipment that will be moved when an event is not occurring.

B-6 The capacity of the venue would significantly increase as a result of this project. To mitigate for parking impacts, MM TRA-2 requires the applicant to continue to implement existing parking strategies. However, it is unclear whether the effectiveness of existing parking strategies have been evaluated. Nevertheless, the EIR should include a detailed discussion and analysis of the success of these strategies and identification of how the existing strategies will accommodate the increase in capacity.

B-7 The EIR evaluates public access during construction by considering the worst case scenario, which would require complete closure of the park for 10 months. While we appreciate that access to the pier would be maintained, the Port is in a position to require a phased construction approach to maintain public access to portions of the park, the bayside promenade and/or parking lot throughout construction and a sequenced re-opening of the site as construction moves toward completion. If a phased approach is not feasible, the reasons should be identified in the EIR.

In addition, Commission staff has the following comments:

B-8
- The project would remove 81 trees but only proposes to replace 55 trees. As mitigation, MM AES-1 requires the applicant to comply with the District's Tenant Landscape Improvements and Maintenance standards (BCP Policy No. 713) and submit a landscape plan. The total loss of trees should be mitigated by providing the same amount of trees preferably at the park.

B-9
- The DEIR identifies the height of the proposed venue as not increasing over existing; however, grading will occur at the project site. Will the finished grade be different than existing? If so, the DEIR should identify any changes in grade and the associated impact that would have on the height of the proposed venue compared to the height of the existing venue.

B-10
- If a nesting bird is discovered in the project area during construction, MM Bio-1 allows the applicant's biologist to determine the appropriate construction buffer.

B-4 As is described in Recreation, approximately 413.7 acres of public recreation space exists on District lands and tidelands comprised of parks, open space, etc. and the District operates 22 waterfront parks, 5 public fishing piers, 1 viewing pier, and miles of public promenade. As previously noted, EMPS is located in a waterfront area that the PMP describes as a "lively activity center for residents and visitors alike" (as compared to the other 21 parks located on public tidelands and outside of the Marina Zone subarea) and the Marina Zone subarea is planned to be "intensively developed as a major public and commercial recreation complex" with EMPS contributing to the transformation of the waterfront area into an "attractive commercial and recreational resource."

To mitigate for 15,090 square feet (0.35 acre) of public park space in EMPS to facilitate the proposed facilities, the mitigation requires new or improved park space at a 1:1 ratio. Note that the mitigation could result in a hybrid approach where the priority is designated for improvements associated with new/expanded area associated with an existing District park. The area in consideration is Pepper Park in National City due to a parallel, but separate program-level planning project currently underway by the District – the National City Balanced Land Use Plan (Plan) for the National City Marina District. In this Plan, the District is proposing an approximately 2.54-acre expansion to Pepper Park in National City as part of a future Port Master Plan Amendment, although the project would only be responsible for a portion of the cost of this expansion.

The Plan was the result of a public outreach and visioning process in 2016. Options for the potential features of the park expansion were discussed during the 2016 public outreach process; however, the park expansion has not yet been designed. Although the Pepper Park expansion has not been designed, the Plan's EIR will analyze a range of potential features such as an amphitheater, interactive fountain, and new lawn and parking areas. A public process for the design of the park expansion is proposed to be initiated after the EIR is complete.

The proposed project would result in an area of 15,090 square feet of public park space to be occupied permanently by new facilities. This represents an area of 0.35 acre. MM LUP-1 has been revised to

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	B-4 (cont.) indicate that the proposed parkland expansion would be within Pepper Park in National City and would consist of a financial contribution toward the 2.54-acre park expansion project, prioritizing the designation of the contribution toward physical improvements of the converted acreage into useable park space. The District notes that the proposed addition of 2.54 acres to Pepper Park is over seven times the acreage that would be permanently excluded from public use within EMPS. B-5 Figures 2-5a through 2-5i have been added to the Final EIR to show photographic simulations of the Bayside Performance Park during open times, rehearsals, and events as viewed from three different perspectives. During open times, the general public will be able to access all areas except for the main stage and associated stage facilities. The main lawn area will be open to the general public for unrestricted use during all non-event times. The general public will also be able access this public space during rehearsals, although activity would be limited to the enjoyment of the rehearsal and other passive uses such as picnicking and sightseeing. Chairs and tables would be removed from the lawn area during extended non-event periods and the numbers of tables and chairs would correspond to the anticipated attendance for each event. B-6 The District has evaluated the effectiveness of existing parking strategies, which rely on a combination of on-site parking, remote parking, remote parking with shuttle service, public transit, ridesharing services, and pedestrian access, and has found these strategies to be effective. The America's Cup Harbor Parking Analysis and Parking Management Program Update, September 2014 (2014 Parking Management Program) identified an existing parking deficit of 284 parking spaces, during Sport Fishing Season, within the ACH area. To help reduce this deficit, the 2014 Parking Management Study recommended a series of parking management strategies including the implementation of 130 new parking spaces, and developing the placard program for long-term parkers in the Westy's Lot. These parking management recommendations contained in the 2014 Parking Management Plan were used as the basis for developing the Pilot Parking Program.

B-6 (cont.)

The District undertook an evaluation of the effectiveness of various parking strategies in 2016. The Final Report for the America's Cup Harbor Parking Implementation Plan (Chen Ryan, May 2017), provides the results of a year of monitoring and evaluating the effectiveness of the America's Cup Harbor Pilot Parking Program (Attachment 1). The Pilot Parking Program evaluated the effectiveness of different parking zones with different time limits and costs. This included remote lots. To determine if the Pilot Parking Program was effective in meeting the area's parking needs, the parking demand within the various lots was monitored for each season through the first year of the program's implementation. Per industry standards, the critical parking capacity of a parking facility is 85 percent, in order to minimize frustrations and maintain adequate traffic circulation conditions. Parking occupancy significantly over the 85 percent threshold or at full occupancy is not considered desirable due to the driver delays experienced and caused by searching for an available parking space. Therefore, the District takes corrective action to address any parking facility that reaches or exceeds the 85 percent threshold. Section 3.3 of the America's Cup Harbor Parking Implementation Plan provides recommendations that, while specific to America's Cup Harbor, provide valuable information regarding parking behavior that can be applied to other locations and situations.

With regard to the Bayside Performance Park, most events are anticipated to occur during evening and weekend hours, when there is typically a surplus of parking at the San Diego Convention Center, Fifth Avenue Landing, Petco Park, the Hilton San Diego Bayfront Hotel, and other nearby high capacity parking facilities. For large events, parking facilities as far away as San Diego City College and the Symphony Towers Building may be used in combination with a shuttle bus to the EMPS venue.

Mr. Chris Manis, Vice Chancellor of Facilities Management for the San Diego Community College District, states in a letter dated August 30, 2017 to Dennis Legg, Director of Facility Operations for the San Diego Symphony (Attachment 2), that the San Diego Community College District is willing to make available up to 1,000 parking spaces at either San Diego City College or the District's

B-6 (cont.)

Continuing Education Cesar Chavez campus. The locations would be available on Friday evenings and all day on Saturdays and Sundays, provided that use does not create a conflict with District operations.

As is noted in Section 2.4.3.1 of the Draft EIR, Parking, to accommodate the majority of event patrons and staff arriving by car, the Symphony has agreements with several parking facilities in the vicinity. Patrons may purchase a reserved parking ticket package, for which preferred parking is secured ahead of time by the Symphony at the Convention Center. Otherwise, guests arriving without a preferred parking ticket (first-come first-serve) may park at the Convention Center, the Hilton Hotel, or Fifth Avenue Landing parking areas, which are operated by ACE Parking. During larger events that require additional parking, the Symphony has utilized remote parking facilities at BAE Systems, within the Gaslamp Quarter, and near the Copley Symphony Hall.

Alternative parking locations are determined on an as-needed basis. The Symphony offers a free shuttle service to patrons and for staff and musicians from all parking locations. A fleet of five to six shuttle vehicles is used during each event, ranging from a 6-passenger golf cart to a 34-passenger bus.

As is stated in Section 8.2, Parking, of Chapter 8, Site Access and Parking, of Appendix N to the Draft EIR, Transportation Impact Analysis, proposed event parking is anticipated to operate in the same manner as outlined in the 2016 Summer Pops – Embarcadero Marina Park South Traffic Management Plan (Attachment 3). The Symphony provides the District with a written report after each event for the use of the Convention Center Garage regarding the pre-paid parking spaces used. In addition, the Symphony issued a transit survey to its patrons and received over 700 responses regarding use of public transit, rideshare, carpooling, and onsite and remote parking (Attachment 4). Finally, downtown parking managers have documented a 5% to 10% decline in overnight parking, a 25% decline in parking for banquets and other similar evening events, a 25% reduction in demand for restaurant valet parking, and a 50% reduction in the demand for night club parking over the past year due to the rapid increase in the popularity of ridesharing services such as Uber and Lyft (John Baumgardner, Ace Parking, Personal Communication via email with Greg Mueller at Tucker Sadler

LETTER	RESPONSE
	B-6 (cont.) Architects, September 1, 2017 – Attachment 5). This has provided an equal increase in available parking spaces in the downtown area on nights and weekends, the time that most Symphony events are held. The number of parking spaces required under Proposed Project conditions was determined using a process similar to the trip generation, utilizing survey data to estimate the number of patrons arriving via automobile (excluding Uber and other rideshare services), while considering attendees that carpool. Survey responses from over 700 Symphony patrons indicate approximately 75% of attendees arrive to the events via automobile. Uber and other rideshare service responses were excluded, as they do not require a parking space. Factoring in the proportion of survey responses that indicated arrival in a carpool, a total parking demand of 2,919 vehicles is estimated to occur during a 10,000-person event. The survey and results are included as Appendix C, San Diego Symphony Bayside Performance Park Transportation & Parking Survey, to Appendix N, Transportation Impact Analysis, and are also included as Attachment 4. Although a sufficient number of parking spaces currently exist to accommodate event patrons, the traffic study recommended the Applicant continue to implement the measures identified in the 2016 Summer Pops - Embarcadero Marina Park South Traffic Management Plan (The Traffic Management Plan is included as Appendix I to Appendix N, Transportation Impact Analysis, and is also included as Attachment 3) and the measures identified below to help reduce overall parking demand and maintain efficient circulation. The following recommendations are included in Appendix N, the Transportation Impact Analysis, and will be required as conditions of approval of the Coastal Development Permit: • Parking Plan – Continue to implement the Parking Plan identified in the 2016 Summer Pops –Embarcadero Marina Park South Traffic Management Plan. • Coordination – Continue to participate in the monthly Traffic Management Planning Team meetings at the Convention Center, with representatives from the Convention Center, Hilton Bayfront Hotel, Padres, SDPD traffic control, and District's traffic division.

	B-6 (cont.) • Traffic Personnel – Continue to locate staff in accordance with the existing Traffic Management Plan, to facilitate circulation and direct attendees to available parking locations. • Wayfinding Signage – Continue to utilize signage to direct patrons to the parking locations. Update signage directions according to forecast parking availability determined at monthly Convention Center Traffic Management Planning Team meetings. • Public Notification – Continue to notify event patrons of parking availability in advance of events and provide updates on the Applicant's website. • Presale Parking – Continue to provide opportunities to purchase parking passes in advance of events. • Parking Agreements – Continue to obtain parking agreements to ensure adequate availability of parking spaces for event sizes, when feasible. • Transit and Ferry Information – Continue to provide transit and ferry schedule information in conjunction with venue schedule and event announcements. • Transit and Ferry Incentives – Consider providing incentives for event patrons to arrive by transit as a means to reduce parking demand and the number of vehicles driven to the events. • Employee Off-Site Parking – Continue to provide off-site parking and shuttle accommodations for employees and event staff. • Transportation Network Companies – Continue to coordinate with companies (such as Lyft and Uber) to facilitate passenger drop-off and pick-up and to encourage patrons to utilize this option as a means to reduce parking demand. • Free Ride Everywhere Downtown – Make event patrons aware of the "Free Ride Everywhere Downtown" (FRED) shuttle service, which provides free shuttle service within Downtown San Diego. • Bike Parking – Ensure bicycle parking is available within or adjacent to the project site to encourage employees/patrons to arrive to the event via bicycle. • Bike Share Stations – Coordinate with DECOBIKE San Diego to ensure the bike station located Marina Park Way and the Embarcadero pathway has available bikes and docking stations. • Shuttle Service – If parking lots further from the Proposed Project site are secured for future events, shuttle service should be provided to transport attendees between the parking location and Proposed Project site.

B-6 (cont.)

Similarly, external public event organizers shall be responsible for providing and implementing Traffic Management Plans, including parking arrangements, consistent with event size and time, for all concert events included in the proposed project.

B-7 The comment is correct in stating that complete closure of the park for 10 months, with the exception of the fishing pier, would be the worst case scenario. Phased construction is feasible. The tradeoff is that phased construction would increase the overall time that there would be construction activity within EMPS. The CCC's preference for phased construction is noted.

The Applicant has developed a phasing plan for construction that limits the area to be closed for the entire 8 month construction period to the stage, restrooms, pavilion and seating. This area is referred to as Phase 1. The remaining three phases (Phases 2 through 4) would be closed for 2.5 to 3 month total duration. This is described in Section 3.4.6, Construction, and shown in Figure 3-6b, Construction Logistics Option 2.

The project contractor will need access to at least 2 of phase areas at one time for Phases 2, 3 and 4 in order to complete the entire project in the proposed 8 month timeline. That means that at least one area of Phases 2, 3 and 4 would remain open at any one time during the entire 8 month construction period. And as is noted in the Draft EIR, access to the Embarcadero Marina Park fishing pier would be maintained at all times. Please see Figure 3-6b in the Draft EIR for Construction Logistics Option 2.

B-8 The applicant has revised the proposed landscaping plan in response to this comment. In addition, a more detailed onsite survey was conducted (including verification of individual tree species and locations at the site) and the following is a summary of the proposed tree removals, which are also shown on the attached Landscaping Plans L-1.01 and L-1.02, dated September 19, 2017 (Attachments 6a and 6b) which are also included in the Final EIR as new Figures 3-8 and 3-9. The total number of trees to be removed is 116 as is detailed below.

B-8 (cont.)

Twenty trees are proposed to be removed due to a mitigation measure to install solar panels in the parking lot to offset project energy use and reduce greenhouse gas (GHG) emissions. An additional 96 trees are to be removed from the rest of EMPS to accommodate the Bayside Performance Park and the reconfiguration of the promenade and other park hardscape features.

Trees to be Removed for Solar Panel Mitigation:

- 20 *Metrosideros excels*

Trees to be Removed due to Project Design Conflicts:

- 7 Phoenix reclinata
- 42 Melaleuca quinquenervia
- 26 Metrosideros excelsa
- 9 Erythrina species
- 4 Ficus species
- 6 Feijoa sellowiana
- 1 Magnolia species
- 1 Cinnamomum camphora

Total Number of Trees to be Removed: 116*
Total Trees to be Added to New Design: 55

*Please note that the figure of 116 trees to be removed has been refined and is different than several figures given for tree removal referenced in the Draft EIR. The Draft EIR noted that a worst-case total of 146 trees would be removed, but went on to note that 81 trees would be removed for grading and construction and 24 trees would be removed to allow installation of PV panels in the parking lot (105 trees combined). Table ES-1 and Section 7.5 noted the proposed removal of 146 trees, the summary of impacts to Aesthetics and Visual Character in Table 7-1 of Section 7.3 identified the removal of 105 trees, while Sections 3.4.6.3, 4.1.4.3, and 4.3.4.3, and Table 4.5-9 referenced "approximately 81 trees and palms."

As per MM AES-1 requires, the applicant will submit a landscaping plan in accordance District's Tenants Landscaping Improvements and Maintenance Standards (BCP Policy No. 713) and for the Port's approval.

B-8 (cont.)

A 1:1 tree replacement ratio is not required on this site due to replacement ratios described in the District's Landscape Development Manual Guidelines (Attachment A to BPC Policy No. 713) and discussions with the District's park maintenance staff. According to the maintenance staff, the best candidates for replacement would be those trees which are overcrowded and whose root systems are oversized for their planter beds. The next best candidates would be any Coral trees (trees of the *Erythrina caffra* variety) planted in frequently irrigated turf areas. Further, replacing at a 1:1 ration would result in excessive shading that would be imposed on existing turf areas and the blockage of views of the Bayside Performance Park, San Diego Bay and the City of Coronado and City of San Diego waterfront areas. In addition, in order to maintain solar access to the existing seating areas District staff recommends the installation of up to 55 new trees to replace the 116 trees proposed for removal.

While 61 additional trees could be added to other areas of EMPS, they would reduce the area of open space for park users and could contribute to view blockage. The intent of the proposed landscape plan is to replace trees of the *Erythrina caffra* variety that are located within and adjacent to turf areas due to concerns of public safety from limb falls and maintenance, with trees on the District's approved tree list. There is also a desire balance open turf and view protection with the many beneficial and desirable characteristics of landscaping, especially trees.

B-9 The project's site average elevation is approximately 7.73 feet above mean sea level. Elevation within the project site ranges from 2 to 14 feet above mean sea level, with the higher elevation occurring within the maintained lawn in the northwest side of the project. The project would raise the maximum elevation of the lawn area to 21 feet NAVD88, at the southern end of the lawn area, affording improved views of the stage and surrounding San Diego Bay and environs.

As is noted in Section 4.6 of the Draft EIR, Hydrology and Water Quality, the project would maintain existing topography at the central parking lot and southeastern portion of EMPS, with minor modifications to grade to accommodate the modified parking area and

B-9 (cont.)

refurbished basketball courts. However, major modifications would be made to the existing topography within the Bayside Performance Park area in the northwestern portion of the project site. In this area, the grade would be raised from its existing elevation, which ranges between +10 and +16 NAVD88, to elevations between +16 and +21 feet NAVD88 to provide a sloped viewing area and accommodate subgrade restrooms. Following construction, from the high point in the center of the project site, the grade would slope to the northwest at a general ratio of 4 percent to an elevation of +13 feet NAVD88 and then at a grade of 1 percent until a final elevation of +11 feet NAVD88. To the southeast, the high point would slope at a general ratio of 8 percent to a final elevation of +13 feet NAVD88. Grade from here would change approximately 0.5 percent, sloping towards the center of the parking lot, which would be +11 NAVD88. The pad of the stage would be +12 feet NAVD88.

Figure 3-7 has been added to the Final EIR that compares the existing ground levels and structure heights between the existing temporary performance venue and the proposed permanent Bayside Performance Park.

B-10 MM BIO-1 will be revised to require the project biologist to consult with the California Department of Fish and Wildlife (CDFW) regarding an appropriate buffer if any sensitive (threatened or endangered) species are observed nesting on the project site or any raptors are observed nesting on the project site. In the event of such observation and consultation, any subsequent reports would also be sent to CDFW.

Bayside Performance Park Enhancement Project and Port Master Plan Amendment
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Page 3

B-10 cont. Instead, an appropriate buffer should be determined in consultation with the California Department of Fish and Wildlife, and any subsequent reports should also be sent to them.

B-11
- The art installation lighting would be a significant change from existing park lighting which has the potential to impact avian species traveling on the Pacific Flyway through the project area. To mitigate for impacts to avian species travelling through the flyway, MM Bio-3 requires limitations on lighting, including limits to the amount and hours of lighting events. However, it is unclear how these limits would adequately protect avian species. Please include a detailed analysis of lighting and associated mitigation in the EIR. An alternatives analysis should be included that evaluates lighting alternatives that would further limit the extent, duration and/or frequency of lighting to avoid and minimize impacts to birds. LEDs have the potential to disrupt birds' natural circadian rhythms, so alternative types of lighting should also be evaluated.

B-12
- The DEIR should include a discussion of noise impacts to sensitive marine and avian species that would occur as a result of the project's operation.

B-13
- The flood analysis included in the DEIR should be expanded to include potential impacts from storm events in combination with sea level rise, and a detailed discussion of adaptation strategies. In addition, the flood analysis included in the DEIR considers the life of the structure to be 66 years for analysis purposes because that is the length of the lease with the Port; however, the Commission has historically provided guidance that sea level rise impacts should be analyzed for the economic life of the structure or 75 years. Thus, the flood analysis should be revised to consider a 75-year life.

B-14
- MM LUP-1 in Table ES-1 should be revised to reflect the area of 15,090 sq. ft., as it currently states 14,090 sq. ft.

B-15
- To mitigate for the increase in greenhouse gas emissions that would occur as a result of the project, MM GH-1 requires the project proponent to either enter into an agreement with a transit provider to offer free or reduced tickets to event attendees or provide $5 transit rebates to ticket holders, which is an amount sufficient to cover the cost of public transportation to the event. However, the lease for the venue is expected to be 66 years over which time public transportation tickets may increase in cost. Instead of requiring a dollar amount, the requirement should be more flexible to account for price increases over time. In addition, it is unclear the discount amount that would be adequate mitigation should the project applicant decide to enter into an agreement with the transit provider to provide discount rates. This amount should be included in the mitigation measure.

B-16 Finally, the DEIR analyzes alternatives that include reduced capacity and programming. Because the proposed project site is an existing public park, and located in an area with an existing deficit of public parking, the Port and project proponent should seriously consider these reduced-scope alternatives, as they would significantly reduce impacts to public access and parking.

B-11 The project lighting is proposed to contain three levels of illumination; a performance setting for event times; a non-performance setting for non-event periods between dusk and 11:00 p.m.; and a security setting all nights from 11:00 p.m. until dawn. Additional figures showing the illumination level light mapping studies for the three proposed levels of lighting have been added to the lighting study appendix to the EIR (Appendix E). These light levels include the LED lights that have been proposed as part of the public art installation on the performance shell. The artistic light displays would illuminate the surface of the structure and would not have concentrated beams of light projecting from the performance shell.

MM BIO-3 has been clarified with the following revised text:

MM BIO-3: Limitations on Lighting

The project applicant shall design and operate security, event, and public art lighting in accordance with the following limitations:

Security Lighting

All security lighting used throughout the project site from 11:00 p.m. to dawn shall be directed downward and/or shielded and of low intensity and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186).

Event Lighting

All event lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of event lighting shall be limited to the number of Symphony performances and event rentals allowed each year (e.g., maximum of 110 nights annually). During the peak periods of avian migration (late March through May and September through early November), all event lighting must be shut off by 11:00 p.m.

B-11 (cont.)

Non-Performance Lighting

All non-performance lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of non-performance lighting shall be at all times between dusk and 11:00 p.m. when no events are being held. Non-performance lighting shall be less intense than event lighting, but more intense than security lighting. During the peak periods of avian migration (late March through May and September through early November), all lighting other than security lighting must be shut off by 11:00 p.m.

Public Art Lighting

Lighting utilized for the LED art installation shall not be projected into surrounding areas and shall be designed to minimize light trespass and sky glow to the highest extent feasible. The public art installation would not be utilized for advertising or signage purposes as it is intended to be a public art display. The District's Office of Arts and Culture shall approve of the public art design prior to its installation and display. The light displays shall last only for periods of approximately 5 to 10 minutes at a time, at a minimum interval of every 30 minutes, with multiple displays possible each evening. During the peak periods of avian migration (late March through May and September through early November), the LED art displays must end by 11:00 p.m.

The use of energy efficient, long-life LED light sources is recommended due to their energy efficiency, durability and optical control capabilities, meaning that there are nearly infinite combinations of color, brightness, and patterns possible with LED lights that are not possible using other types of lighting, such as incandescent, high intensity discharge (HID), fluorescent, compact fluorescent (CFL), high pressure sodium (HPS), low pressure sodium vapor (LPSV), or halogen. Other types of lighting would not allow for the same level of artistic presentation on the performance shell. The Bayside Performance Park artistic lighting displays are proposed to occur for short durations (5-10 minutes at a time) anytime from sundown to 11:00 p.m.

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	B-11 (cont.) It is agreed that San Diego Bay is located along the Pacific Flyway, the path that migratory birds follow along the Pacific Coast during their annual migrations, and that millions of shorebirds and waterfowl travel between northern breeding grounds and southern wintering sites. In fact the Pacific Flyway originates in Western Alaska, around the Yukon River Delta, and extends as far south as Latin America and the peak periods for migration through southern California are northbound March through May and southbound August through October. As is noted by Coastal Commission staff in the staff report for the Caltrans Vincent Thomas Bridge Lighting Project in the Port of Los Angeles (Hearing date November 2-5, 1999; Application Number 5-99-377), the majority of shorebirds migrate during the day, however some fly at night. And as is noted in the same staff report, most songbirds are nocturnal migrants and wetlands and coastal bays are stopover sites for resting and feeding birds. We concur the San Diego Bay is a stopover location along the Pacific Flyway for feeding birds, especially the marsh area of the South Bay in Chula Vista and Imperial Beach, approximately three miles to the south of the project site. The Coastal Commission staff report for the Vincent Thomas Bridge Lighting Project also states that while it is not known for certain why birds fly into tall lighted structures, there is a significant amount of data that indicates that tall lighted structures cause bird kills. And the same staff report concludes that the cumulative impact of illuminating additional structures in a highly developed and lighted area is not known at this time. This remains the case today. We are not aware of any scientific studies that conclude that the addition of lighting to an already illuminated urban area would have an adverse impact on avian species. The bulk of scientific research regarding the effects of lighting on avian species compares darkness with illumination and is focused on the illumination of tall structures. The Bayside Performance Park does not propose lighting where there is none today. The limitation on the extent, duration and frequency of the proposed LED lighting contained in mitigation measure MM BIO–3, including the limitation of the most intense performance events to periods of 5 to 10 minutes, at 30-minute minimum

B-11 (cont.)

intervals, and event-level lighting to periods before 11:00 p.m. during the spring and fall peak migration periods, sufficiently minimizes the potential for adverse impacts to avian species.

The American Medical Association (AMA) recommends that authorities choose LED lighting with the "lowest emission of blue light possible" and says all lighting should be shielded to minimize glare and its effect on local wildlife. The new AMA guidance, which is aimed at roadway lighting, encourages proper attention to optimal design and engineering features when converting to LED lighting that minimize detrimental health and environmental effects. The AMA also states that filtered or amber lights would be the safest options.

B-12 Section 4.3.4.3 of the EIR discusses construction noise impacts to marine and avian species and concludes that there would not be any noise impacts to marine species as no in water or over water work is proposed. This conclusion remains valid. Elevated noise levels on land would not propagate into the water.

Construction noise impacts were concluded to be significant to avian species if they were to occur during the nesting bird season. The removal of trees during the bird nesting season would also be considered to be significant. Therefore, in accordance with MM BIO-1, pre-construction nesting bird surveys would be conducted if tree removal would occur during the nesting bird season to avoid impacts to nesting birds during tree removal and construction in accordance with the MBTA. MM BIO-1 states:

MM BIO-1: Nesting Birds (Species Covered by MBTA/CFGC)

If project-related construction activities are initiated, or tree removal occurs, within the avian nesting season (February 15 to September 15), a qualified biologist shall conduct a pre-construction nesting bird survey within suitable habitat in proximity of the project construction activities. The survey shall be conducted no more than 72 hours prior to commencement of construction or tree removal activities. The survey results will determine any necessary subsequent action, as follows:

LETTER	RESPONSE
	B-12 (cont.) 1. If an active nest is located, a qualified biologist will assign an appropriate no-impact buffer around the active nest. No construction activities shall occur within this buffer. The buffer distance and restrictions will depend on the bird species and site-specific conditions. a. A qualified biologist shall monitor the nest daily until project activities are no longer occurring adjacent to the identified buffer zone around the nest or until the nest is no longer active. The qualified biologist will monitor bird behavior to verify the buffer is sufficient. b. Observations made by the biologist shall be documented in a nesting bird monitoring report each day that monitoring occurs. The reports shall identify the nest location, bird species, buffer, construction activities conducted in the vicinity of the buffer, and bird behavior observed. Nesting bird monitoring reports shall be submitted to the District on a weekly basis during construction activities adjacent to the identified buffer until the nest is no longer active. c. If the monitoring biologist determines that the buffer implemented is not effective, the biologist will recommend additional measures (e.g., increased buffer width, noise or visual barriers, work intervals, halting construction activities, or allowing only specific work types). Recommendations will depend on the bird species and site specific conditions and will be documented in the nesting bird monitoring reports. d. The Symphony or its construction contractor shall implement the additional measures recommended by the biologist. The biologist shall confirm the additional measures are appropriately implemented and document compliance in the nesting bird monitoring reports. e. A District biologist shall visit the site periodically, as needed, to ensure nesting bird monitoring is being conducted according to this measure.

B-12 (cont.)

2. If no active nests are found during the pre-construction nesting bird survey, construction shall be allowed to proceed. The biologist will document the findings in a nesting bird compliance memo to be submitted to the Symphony and the District.

Operational noise would be similar to existing conditions, with the Bayside Performance Park proposed to be open to the general public for a minimum of 85 percent of the hours that EMPS is open. Noise levels would be typically closer to ambient noise levels during these periods than during performances. No in water or over water features are proposed to EMPS as part of the Bayfront Performance Park. Therefore, no new or increased noise impacts to marine species would occur.

Regarding potential operational impacts to avian species, when you consider that EMPS is located on an urban waterfront, that EMPS is closed daily between the hours of 10:30 p.m. and 6:00 a.m., that EMPS is currently used for performances using a temporary facility, and that use of the Bayside Performance Park would remain open to the general public for a minimum of 85 percent of the hours that EMPS is open, the duration of elevated noise levels from events would be minimal. In addition, there is no evidence that the current use of EMPS has an adverse impact to avian species as EMPS is not a location that is known as habitat for sensitive avian species. EMPS is a developed urban park subjected to daily activities and noise, including an adjacent marina, convention center, hotels, and a commercial marine terminal. The project would not result in a substantial adverse change to the existing conditions.

B-13 As is noted in Section 4.6, Hydrology and Water Quality, the Project site would be affected by sea level rise regardless if the project was constructed or not, and the site's existing conditions include various events and performances held at the park throughout the year. The project would raise the elevation of EMPS in portions of the site compared to existing grade. Specifically, the Bayside Performance Park area of EMPS would be raised by approximately 5 feet at the tallest point (from +16 to +21 feet NAVD88). The elevation of EMPS outside of the Bayside Performance Park would be maintained, and no portion of EMPS would fall below an elevation of +11 feet

B-13 (cont.)

NAVD88. As a venue for periodic cultural events, performances would be cancelled in the event of inclement weather and/or flooding. The structures themselves would be design to withstand temporary flooding.

The District's position has been to analyze the life of the project pursuant to the term of the Real Estate agreement since that is typically when a new project approval would be required. Therefore, the end of the maximum project life would be approximately 2084. That said, for the sake of the comment, a 75-year project (structure) life would be 2093 and adaptive management policies are anticipated to be developed and better understood. Any redevelopment, renewal, or upgrades along the waterfront would address the sea level rise paradigm by that time and the Applicant would have to take action according to the actual conditions.

The flood analysis was based on a premise that storm events, combined with sea level rise, are when the threat of flooding would be greatest and the calculations, whether for 66 years or 75 years, come to the same conclusion, that adaptive management will be required as the sea level rises.

B-14 MM LUP-1 in Table ES-1 has been corrected from 14,905 square feet to 15,090 square feet.

B-15 MM GHG-1 has been revised to require the project proponent to either enter into an agreement with a transit provider to offer free or reduced tickets to event attendees or provide transit rebates to ticket holders in an amount which is sufficient to cover the typical cost of public transportation to and from the event (currently estimated at $5 based on the cost for a Day Pass on Metropolitan Transit System busses and trolleys).

B-16 The CCC's preference for a Reduced Project alternative that would reduce impacts to public access and parking will be included in the materials presented to the Board of Port Commissioners for consideration in making its decision with respect to the proposed project.

LETTER	RESPONSE
Bayside Performance Park Enhancement Project and Port Master Plan Amendment July 28, 2017 Page 4	
B-17 Thank you again for the opportunity to provide review and comment on the proposed project. If you have any questions or require further clarification, please do not hesitate to contact me at the above office. Sincerely, Melody Lasiter Coastal Program Analyst Cc (copies sent via e-mail): Deborah Lee (CCC) Kanani Brown (CCC)	B-17 This is a conclusory comment. The District appreciates the CCC's participation in the review of the Draft EIR for the San Diego Symphony Bayside Performance Park Project.

LETTER

Letter C

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

RECEIVED
JUN 22 2017
SAN DIEGO UNIFIED PORT DISTRICT REAL ESTATE

June 22, 2017

Joseph Smith
San Diego Unified Port District (SDUPD)
P. O. Box 120488
San Diego, CA 92112-0488

sent via e-mail: jdsmith@portofsandiego.org

Re: SCH# 2016121003, Bayside Performance Park Enhancement Project and Port Master Plan Amendment Project, City of San Diego; San Diego County, California

Dear Mr. Smith:

C-1 The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report prepared for the project referenced above. The review included the Introduction and Project Description, the Executive Summary, the Initial Study Environmental Checklist section E, Cultural Resources, and section F, Geology and Soils, prepared by RECON Environmental, Inc. for the San Diego Unified Port District. We have the following concerns:

C-2 1. The determination on "no impact" to Cultural Resources is in error. "Little potential" for impacts does not mean "no impact". There are no specifics as to ground disturbance beyond the existing fill, and the presence of fill and/or previous construction does not preclude disturbing resources. Impact determination should be "Less than Significant with Mitigation Incorporated" and mitigation for inadvertent finds should be included in this document.

C-3 2. There is no Tribal Cultural Resources section or subsection in the Executive Summary or Environmental Checklist as per California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf

C-4 3. There is no documentation of **government-to-government consultation by the lead agency** under AB-52 with Native American tribes traditionally and culturally affiliated to the project area as required by statute, or that mitigation measures were developed in consultation with the tribes. Discussions under AB-52 may include the type of document prepared and proposed mitigation. Contact by consultants during the Cultural Resources Assessments is not formal consultation.

C-5 4. There are no mitigation measures specifically addressing Tribal Cultural Resources separately. Mitigation measures must take Tribal Cultural Resources into consideration as required under AB-52, **with or without consultation** occurring. Mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources.

C-6 5. Tribal Cultural Resources assessments are not documented. These should adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources. **The lack of documented resources does not preclude inadvertent finds**, which should be addressed in the mitigation measures.

C-7 The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

C-8 CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse

[1] Pub. Resources Code § 21000 et seq
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074

RESPONSE

C-1 This is an introductory comment. The District appreciates the Native American Heritage Commission's (NAHC's) participation in the review of the Draft EIR for the San Diego Symphony Bayside Performance Park Project.

C-2 As discussed on page 7-3 of the Draft EIR, the Project site is not just located on fill, it is located on filled land created with dredge spoils from San Diego Bay. This is confirmed by a review of the As-Built Plans and Specifications for the Fifth Avenue Marina Development that include the note "This is a Duplicate of Drawings Requested by the U.S. Army Corps of Engineers for their contract in the San Diego Bay Dredging Project." According to these as-built plans (Attachments 7a and 7b), revetment stone was placed around the perimeter of the landforms that were under construction and the future yacht basin and entry channel were dredged and the dredged material was disposed of within the revetment stone. A note on the as-built plans indicates "fill to meet existing ground elevations at seawall."

It was concluded that there is little potential to encounter cultural resources, and no potential to encounter cultural resources that would qualify as significant. Harbor Island was created in 1975, dedicated in 1976, and the onsite buildings and hardscape features were constructed in the following decades. A review of an aerial photograph of the project site dated November 2, 1966 (Attachment 8) shows open water while an aerial photograph of the project site dated August 17, 1978 (Attachment 9) shows newly-created landforms that are known as Embarcadero Marina Park North and Embarcadero Marina Park South. In addition, a National Ocean Survey Map prepared by the U.S. Department of Commerce National Oceanic and Atmospheric Administration dated May 1974 shows open water at the project site and does not show Embarcadero Marina Park North or Embarcadero Marina Park South, but the subsequent edition of this map dated July 1984 does show these features and the yacht basin, docks, and slips that they protect. Therefore, the consultation and monitoring responsibilities mentioned in this comment are not deemed necessary for this Project because it is highly unlikely that Native American cultural resources will be discovered during project grading due to the Project site being located entirely on fill that has been highly processed and transported. No prehistoric or historic activities have taken place on the project site as it did not exist prior to 1974.

LETTER	RESPONSE
	C-3 A Tribal Cultural Resources section has been added to the Environmental Checklist (Appendix B of the Final EIR) as per California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form." Section 6.4.11 has been added to the Final EIR to address Tribal Cultural Resources and the Executive Summary has been updated accordingly. EMPS does not meet the definition of a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the place, or object with cultural value to a California Native American tribe. EMPS is not eligible for listing in the California Register of Historic Places or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) nor is it a resource determined by the District to be significant pursuant to criteria put forth in subdivision (c) of Public Resources Code Section 5024.1. The conclusion that there would not be any impact to Tribal Cultural Resources remains. C-4 The NAHC is correct in noting that AB-52 requires government to government consultation by the lead agency with Native American tribes traditionally and culturally affiliated to the project area. However, to date, no Native American tribes have requested consultation for environmental review projects under CEQA within the District's jurisdiction. C-5 The NAHC is correct in stating that mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources. However, no mitigation measures specifically addressing Tribal Cultural Resources are warranted in this case. The project site was constructed as an urban waterfront park in the 1970's and could not qualify as a Tribal Cultural Resource. Furthermore, no Native American tribes have contacted the District to be included in consultation for District projects per AB-52 requirements and no archaeological or Tribal Cultural Resources have been identified on or adjacent to the project site in record searches conducted for adjacent projects.

LETTER	RESPONSE
	C-6 While the lack of documented resources does not always preclude inadvertent finds, in this case it does. The project site was manufactured in the 1970's from sediments dredged from San Diego Bay. In the very unlikely event that any types of artifacts could be present in the dredged fill, they would not meet any definition of significance as there would be no context with other artifacts or features. No mitigation measures addressing the inadvertent discovery are appropriate for the project. C-7 EMPS is a manmade landform constructed of dredged material from the floor of San Diego Bay. As EMPS was created in modern times (1975), it has had no human habitation and therefore there is no potential for the existence of historic properties within the project site. Accordingly, requirements under CEQA Section 21084.1 have been met and no prehistoric or historic properties exist on the Project site. See attached plans for the Fifth Avenue Marina Development project that confirm the date of construction and the use of dredged material to create EMPS (see Attachments 7a and 7b).

C-8 cont.

change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3710 if you have any questions.

Sincerely,

Gayle Totton, B.S., M.A., Ph.D
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse

[6] Pub. Resources Code § 21084.2
[7] Pub. Resources Code § 21084.3 (a)
[8] 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.

2

C-8 A Tribal Cultural Resources section has been added to the Environmental Checklist (Appendix B of the Final EIR) as per California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form." Section 6.4.11 has been added to Section 6.4 of the Final EIR, Effects Found Not to be Significant, to address Tribal Cultural Resources and the Executive Summary has been updated accordingly.

Senate Bill 18 (SB-18) requires cities and counties to contact and consult with California Native American Tribes before adopting or amending a General Plan, or when designating land as Open Space for the purpose of protecting Native American Cultural Places. A Cultural Place is defined as Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine.

The San Diego Unified Port District is not a county or a city and the Port Master Plan is not a General Plan per the definition in SB-18. In addition, the intent of SB-18 is to enable tribes to manage and act as caretakers for Cultural Places and EMPS clearly does not qualify as a Cultural Place. Furthermore, SB-18 is not a requirement of CEQA and does not directly involve inadvertent discoveries of cultural resources, issues of Most Likely Descendants (MLDs), or monitoring.

Searches of the NAHC's Sacred Lands Files conducted for the adjacent San Diego Convention Center Phase III Expansion and Expansion Hotel Project & Port Master Plan Amendment Final Environmental Impact Report revealed that there are no known Tribal Cultural Resources that are listed in, or are known to be eligible for listing in the CRHR or local register of historical resources within the Proposed Project or the half-mile surrounding area. Pursuant to Assembly Bill 52, tribes can request to be notified of projects in particular geographies. However, at present, no Native American tribes have requested consultation for environmental review projects under CEQA within the District's jurisdiction.

Pertinent Statutory Information:

Under AB 52:
AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:
Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report**. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]
The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.[12]
With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]
If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]
If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]
An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

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[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)
[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (a)
[17] Pub. Resources Code § 21082.3 (e)

3

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

[23] (Civ. Code § 815.3 (c)).
[24] (Pub. Resources Code § 5097.991).
[25] per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

5

Letter D

RECEIVED
JUL 27 2017
SAN DIEGO UNIFIED PORT DISTRICT REAL ESTATE

Joseph Smith

From: Litchney, Seth <Seth.Litchney@sandag.org>
Sent: Thursday, July 27, 2017 2:46 PM
To: Joseph Smith
Cc: Hentrich, Katie
Subject: Port of San Diego's Bayside Performance Park Enhancement and Port Master Plan Amendment Draft EIR - SANDAG Comments

Mr. Smith,

D-1 Thank you for the opportunity to comment on the Port of San Diego's Bayside Performance Park Enhancement and Port Master Plan Amendment Draft EIR. The San Diego Association of Governments (SANDAG) is submitting minor comments based on the policies included in San Diego Forward: The Regional Plan:

D-2
- Thank you for including Transportation Demand Management (TDM) strategies and parking management strategies in the Draft EIR for the Bayside Performance Park Enhancement project. Please continue partnering with iCommute to promote participation in regional TDM programs and services, including the Regional Vanpool Program, ridematching services, the Guaranteed Ride Home program, bike education, and support for taking transit. More information on these programs can be accessed through www.iCommuteSD.com.

D-3
- Please ensure that the project does not close the Bayshore Bikeway during construction or have any permanent impacts that would reduce its utility.

If you have any questions, please contact me at (619) 699-1943 or via e-mail at seth.litchney@sandag.org.

Seth Litchney
Senior Regional Planner

SANDAG
(619) 699-1943
401 B Street, Suite 800, San Diego, CA 92101

SANDAG

Facebook | Twitter | YouTube

D-1 This is an introductory comment. The District appreciates the San Diego Association of Governments' (SANDAG's) participation in the review of the Draft EIR for the San Diego Symphony Bayside Performance Park Project.

D-2 The District will continue to partner with iCommute to promote participation in regional TDM programs and services, including the Regional Vanpool Program, ride matching services, the Guaranteed Ride Home program, bike education, and support for taking transit.

D-3 The District is committed to the avoidance of closure of the Bayshore Bikeway during construction and that the Project will not have any permanent impacts that would reduce its utility.

LETTER

Letter E

CITY OF CORONADO

1825 STRAND WAY
CORONADO, CA 92118

OFFICE OF THE CITY MANAGER
(619) 522-7335
FAX (619) 522-7846

RECEIVED
JUL 24 2017
SAN DIEGO UNIFIED PORT DISTRICT REAL ESTATE

July 21, 2017

San Diego Unified Port District
Attn: Joseph Smith
Real Estate Development-Development Services
P.O. Box #120488
San Diego, CA 92102-0488

Dear Mr. Smith

E-1 This letter is in response to the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment. We have reviewed the DEIR and received a presentation from representatives of the San Diego Symphony. They have described to the Coronado City Council the project and mitigation measures pertaining to noise impacts in Coronado. Our comments regarding the DEIR and draft mitigation measures that should be addressed in the EIR are set forth below:

E-2 A Noise Analysis that was conducted for the project concludes that the primary source of noise would be from amplified sound. The analysis also concludes that without mitigation, the project would result in noise levels that exceed the City of Coronado Noise Abatement and Control Regulations at noise sensitive receptors in Coronado. With mitigation, the DEIR concludes that noise levels in Coronado would not exceed the City's standards.

Because significant noise impacts to Coronado residents are anticipated unless adequate mitigation measures are carried out, we request that the EIR and mitigation measures include the following:

E-3 1. The mitigation measures should provide for at least two additional noise monitoring stations in Coronado, adjacent to residential population concentrations. The City of Coronado requests input on the locations of additional monitoring stations.

E-4 2. The mitigation measures should provide for the development and on-going distribution of public outreach materials for Coronado residents. The materials should provide details on noise monitoring during events and how residents can access the noise reporting and complaint process and procedures.

RESPONSE

E-1 This is an introductory comment. The District appreciates the City of Coronado's participation in the review of the Draft EIR for the San Diego Symphony Bayside Performance Park Project.

E-2 This comment restates some of the EIR's conclusions regarding noise impacts.

Section 4.8 of the EIR identifies the potential significant noise impacts that may affect Coronado residents and identifies the mitigation measures that will reduce the impacts to a level below significance.

E-3 This comment proposes additional mitigation for the significant noise impacts identified in the City of Coronado. However, as explained in detail in RECON's response letter to the City of Coronado dated September 15, 2017 (Attachment 10), because the mitigation measures identified in the EIR will reduce the identified noise impacts to a level below significance, no additional mitigation measures are required.

Noise propagation contours have been developed based on the orientation of project speakers and the building shell. Measured noise levels at a given location may be used to estimate noise levels at other locations. Thus, from a technical standpoint it is not necessary to monitor noise levels at multiple locations to determine compliance with City of Coronado Noise Abatement and Control Regulations. Additionally, noise monitoring data will be made available to the public via a website.

Based on input from the City of Coronado, it is understood that noise sensitive land uses of key concern include residential uses in and near the Broadstone Coronado on the Bay Apartment Complex, Sharp Coronado Hospital, and in and near the Coronado Point Condominium Complex.

The monitoring location in MM NOI-1 is near the residential uses in the Broadstone Coronado on the Bay Apartment Complex. Additionally, the location is directly between the project site and other residential uses. This monitoring location is considered representative of these residential uses.

LETTER	RESPONSE
	E-3 (cont.) The proposed monitoring location is also directly between the project site and the Sharp Coronado Hospital. Noise propagating in the direction of Sharp Coronado Hospital would be measured by the monitoring station described in MM NOI-1. Additional monitoring stations would not provide additional or improved compliance with the stated goal of the mitigation measure, which is to determine compliance with City of Coronado Noise Abatement and Control Regulations. E-4 The EIR analysis also concludes that with mitigation, the project would not result in noise levels that exceed the City of Coronado Noise Abatement and Control Regulations at noise sensitive receptors in Coronado. In the absence of an anticipated significant impact to noise sensitive receptors in Coronado, ongoing active public outreach to Coronado residents would not be required under CEQA and would have limited benefit. MM NOI-2 requires the District maintain a noise complaint hotline for the proposed venue. The District has revised MM NOI-2 to require that the log of noise levels throughout an event that includes amplified sound be furnished to any Coronado resident upon request. Additionally, the District has revised MM NOI-1 to require that the log of noise levels throughout all events that include amplified sound be furnished to the City of Coronado on an annual basis.

LETTER	RESPONSE
E-5 3. The noise mitigation measures should provide specifics on how noise measured at sound check for events will be utilized to ensure that sound levels during performance will not violate noise standards.	E-5 The intent of noise monitoring during sound checks would be to ensure that noise levels during the rehearsal and subsequent event does not result in noise levels that exceed City of Coronado Noise Abatement and Control Regulations. Noise monitoring would be required during all events that include the use of amplified sound equipment regardless of measured noise levels during rehearsals. Sound levels would be measured at the Bayfront Performance Park and City of Coronado monitoring stations during sound checks, rehearsals, and performances and would be adjusted to remain below the levels set by the City of Coronado Noise Abatement and Control Regulations. This would be a real-time feedback loop to the soundboard that would allow sound technicians to monitor sound levels and adjust the amplification equipment as necessary to remain compliant.
E-6 4. The mitigation measures should address specific guidelines for types of programming and noise amplification, particularly for non-symphony events.	E-6 Noise monitoring required pursuant to MM NOI-1 would require that noise levels do not exceed City of Coronado Noise Abatement and Control Regulations. The monitoring requirements established pursuant to MM NOI-1 are applicable to both Symphony and non-Symphony events that include the use of amplified sound equipment and are not limited based on the type of programming.
E-7 5. The mitigation measures should provide more specific detail on how the mitigation measures that are intended to be able to adjust sound amplification levels in real time will be implemented for both symphony and non-symphony events.	E-7 Immediate actions to reduce noise levels include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance (e.g., acoustic performance), and early termination of events where other actions fail to control noise levels. The selection of appropriate action shall be the responsibility of a designated staff member with relevant, verifiable experience and knowledge. The monitoring requirements established pursuant to MM NOI-1 are applicable to both Symphony and non-Symphony events that include the use of amplified sound equipment.
E-8 Thank you for addressing our issues. Please contact Community Development Director Rachel Hurst, at rhurst@coronado.ca.us or (619) 522-7338, if you have any questions or need additional information. Sincerely, Blair King Coronado City Manager cc: Coronado City Council	E-8 No CEQA issues have been raised by the comment and the comment will be forwarded to the Board of Port Commissioners (Board).

RESPONSE TO COMMENTS
ATTACHMENTS

RESPONSE TO COMMENTS
ATTACHMENT 1

America's Cup Harbor Parking Implementation Plan

FINAL REPORT

Prepared for:

Unified Port District of San Diego
3165 Pacific Highway
San Diego, CA 92101

Prepared by:

CHEN RYAN
3900 Fifth Avenue, Suite 210
San Diego, CA 92103

May 2017

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Appendix A Parking Analysis and Parking Management Plan for America's Cup Harbor
Appendix B Detailed Parking Occupancy Counts
Appendix C Detailed Parking Turnover Counts

1.0 Introduction

The purpose of this Pilot Parking Program Implementation Plan (Implementation Plan) is to monitor and evaluate the post construction parking occupancy counts of the America's Cup Harbor (ACH) Pilot Parking Program, and make subsequent parking recommendations based on the program's performance.

1.1 Project Location

ACH is located within the eastern portion of the Shelter Island District (District #1) of the San Diego Unified Port District (the District). ACH is located along Harbor Drive between Scott Street and Nimitz Boulevard. The San Diego Harbor is one of the premiere destinations within the San Diego region for charter sport fishing vessels. The area also has an active commercial fishing Wharf (Driscoll's Wharf), as well as two private marinas (Sun Harbor Marina and Point Loma Marina) both of which have public restaurant and retail uses. There are multiple surface parking lots located on the south side of Harbor Drive to accommodate the various types of patrons accessing the San Diego Harbor.

The District owns and operates a 155 space surface parking lot on the north side of Harbor Drive (Westy's Lot). There is currently on-street parking along the north side of Harbor Drive which is controlled by the City of San Diego. There are two hotels located on the north side of Harbor Drive (Best Western and Holiday Inn) located on either side of the Westy's Lot. Both of the hotels have private parking on site. **Figure 1-1** displays the regional location of ACH.

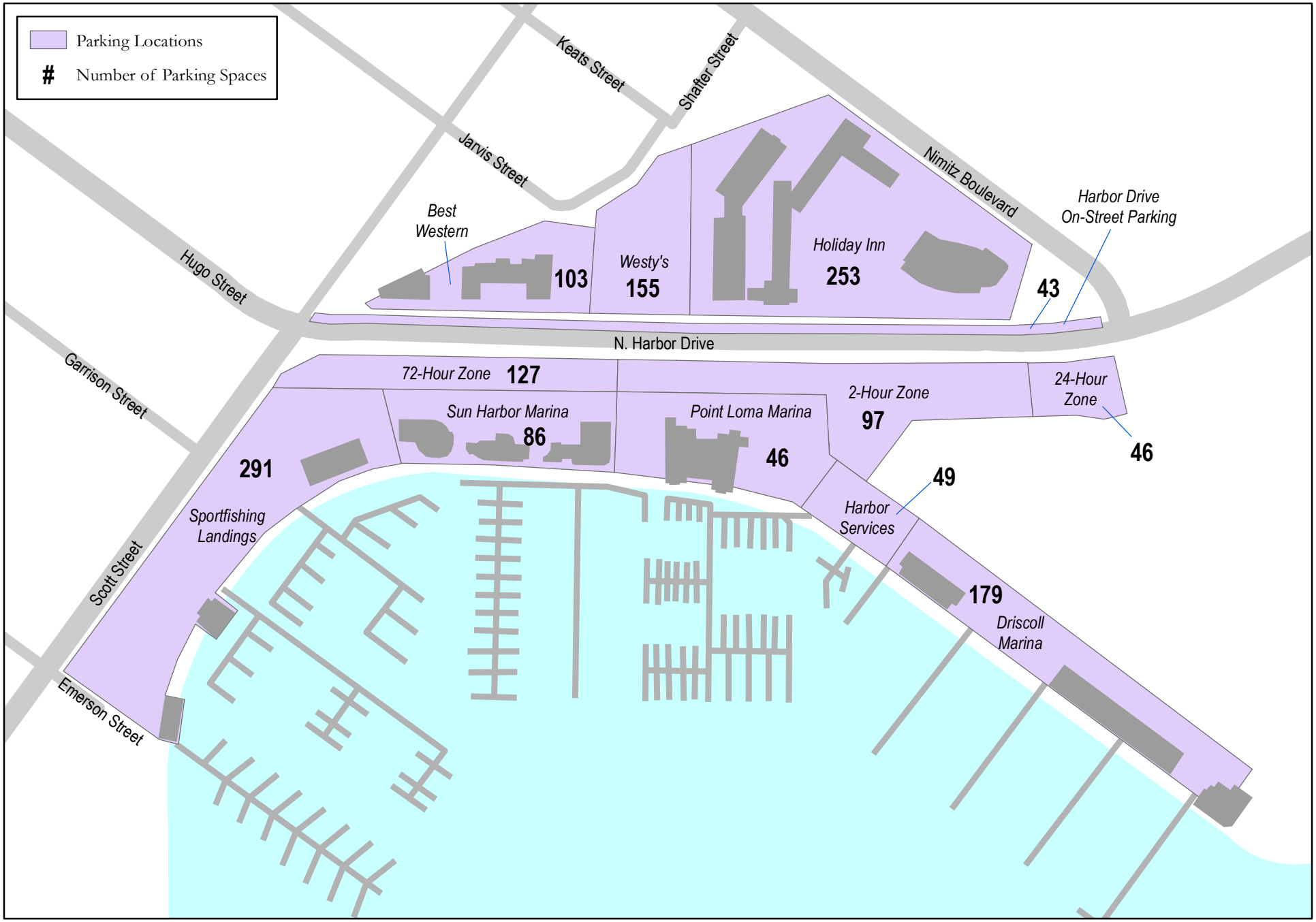
1.2 Project Background

As part of the North Harbor Drive Realignment Project, the District conducted a Parking Analysis and Parking Management Plan for ACH in 2014, included as **Appendix A**. Based on the findings and recommendations of the Parking Management Plan, in 2015, the District implemented a Pilot Parking Program for ACH. The Pilot Parking Program identifies different parking zones with various parking time limits throughout the ACH area, as shown in **Figure 1-2**. The Pilot Parking Program was evaluated from August 2015 to September 2016.

This Implementation Plan is a requirement of the North Harbor Drive Realignment Project Coastal Development Permit (CDP) CDP-2014-91. The Implementation Plan evaluated the effectiveness of the strategies recommended in the ACH Pilot Parking Program, including designated time-limited parking and the parking placard/validation program for customers and employees of the sport fishing operation. To determine if the Pilot Parking Program was effective in meeting the area's parking needs, the parking demand within the various lots was monitored for each season through the first year of the program's implementation. The following chapters document the data that was collected throughout the first year of the Pilot Parking Program, evaluate the effectiveness of the program based on the data collected, and provide recommendations on how the program can be improved.

America's Cup Harbor Parking Plan

Figure 1-1
Project Location



America's Cup Harbor Parking Plan

Figure 1-2
America's Cup Harbor Parking Supply

CHEN RYAN

2.0 Parking Demand

This chapter documents the observed parking demand and turnover within the ACH area over the first year of the Pilot Parking Program.

2.1 Data Collection Process

Parking Occupancy Counts

Parking occupancy counts were conducted throughout the project study area for six periods between August 2015 and July 2016. Due to the dynamic nature of the events that take place at ACH, counts were conducted during the following periods:

1. Summer / Peak of Sport Fishing Season (August 2015)
2. Fall / Tail End of Sport Fishing Season (October 2015)
3. Winter/Peak Whale Watching Season (January 2016)
4. Spring / Off-Peak Time (March 2016)
5. Peak of Sport Fishing Season (July 2016)
6. Big Bay Boom (July 4, 2015) – Parking occupancy data previously collected for the Fireworks EIR will be used for this period.

Parking counts were conducted in July 2016, during the peak of Sport Fishing Season (July to September), parking occupancy counts were conducted every two hours between 5 AM and 11 PM, on two weekdays and one weekend day. This provides an understanding of when study area parking reaches its peak demand, and for how long parking within the area reaches or is close to reaching the total parking capacity.

Since parking demand does not typically reach total capacity during the non-peak periods (Fall, Winter, Spring, and May), parking occupancy counts were conducted three times a day (morning, noon, and night) during these periods for all of the parking facilities within the study area.

The parking occupancy counts that were collected for the District's Fireworks Environmental Impact Report (EIR) during the Big Bay Boom Event (July 4, 2015) were utilized to determine the overall parking demand within the study area during the 4th of July holiday. It should be noted that parking occupancy counts for this event were only collected at 1:00 PM, 3:00 PM, 5:00 PM and 7:00 PM; therefore, no morning counts are available. Detailed parking count sheets for all seasons are provided in **Appendix B**.

Parking Turnover Counts

Parking turnover data measures the duration of a patron's stay in an individual parking spot. This information helps to determine if parking management strategies such as time-limited parking are being used efficiently and if parking enforcement ensures adequate parking turnover. Parking turnover counts were collected as follows during the Summer 2016 Season:

- Turnover data was collected for a sample of spaces (30-50) within each parking lot;
- Data was collected between 5 AM and 10 PM;
- Data was collected for one weekday and one weekend day; and,
- Data was collected during the peak of Sport Fishing Season (August 2015).

2.2 Summer 2015

The first round of parking occupancy counts was conducted for the study area parking lots in August and September 2015. These counts were conducted within a couple of days of the implementation of the ACH Pilot Parking Program, and just prior to Labor Day (September 7, 2015). It should be noted that the Harbor Services Lot was not opened at this point. **Table 2.1** and **Figures 2-1A** through **2-1C** display the parking occupancy results from this period.

Table 2.1: ACH Parking Occupancy – By Lot – Summer 2015

	Saturday - 8/29/2015			Wednesday - 9/2/2015			Thursday - 9/3/2015			
Lot	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	Average Per Lot
Sportfishing Landings	100%	100%	100%	85%	96%	100%	84%	100%	100%	96%
Sun Harbor Marina	38%	59%	60%	90%	88%	51%	50%	78%	58%	64%
Point Loma Marina	30%	78%	89%	63%	78%	78%	52%	89%	87%	72%
Harbor Services Lot	closed - work vehicles only									
Driscoll Wharf	42%	40%	36%	42%	51%	34%	42%	51%	28%	41%
Off-street Parking – 72-Hour Zone	100%	100%	100%	53%	94%	83%	98%	100%	100%	92%
Off-street Parking – 2-Hour Zone	59%	68%	55%	32%	60%	54%	64%	66%	45%	56%
Off-street Parking – 24-Hour Zone	16%	13%	19%	16%	16%	13%	19%	16%	16%	16%
Holiday Inn	63%	82%	80%	58%	43%	38%	45%	42%	51%	56%
Westy's Lot	93%	85%	91%	35%	31%	30%	30%	32%	34%	51%
Best Western	40%	28%	31%	48%	26%	34%	58%	29%	37%	37%
On-street Parking Harbor Drive	60%	49%	53%	28%	42%	26%	42%	51%	37%	43%
Period Average	58%	64%	65%	50%	57%	49%	53%	59%	54%	57%

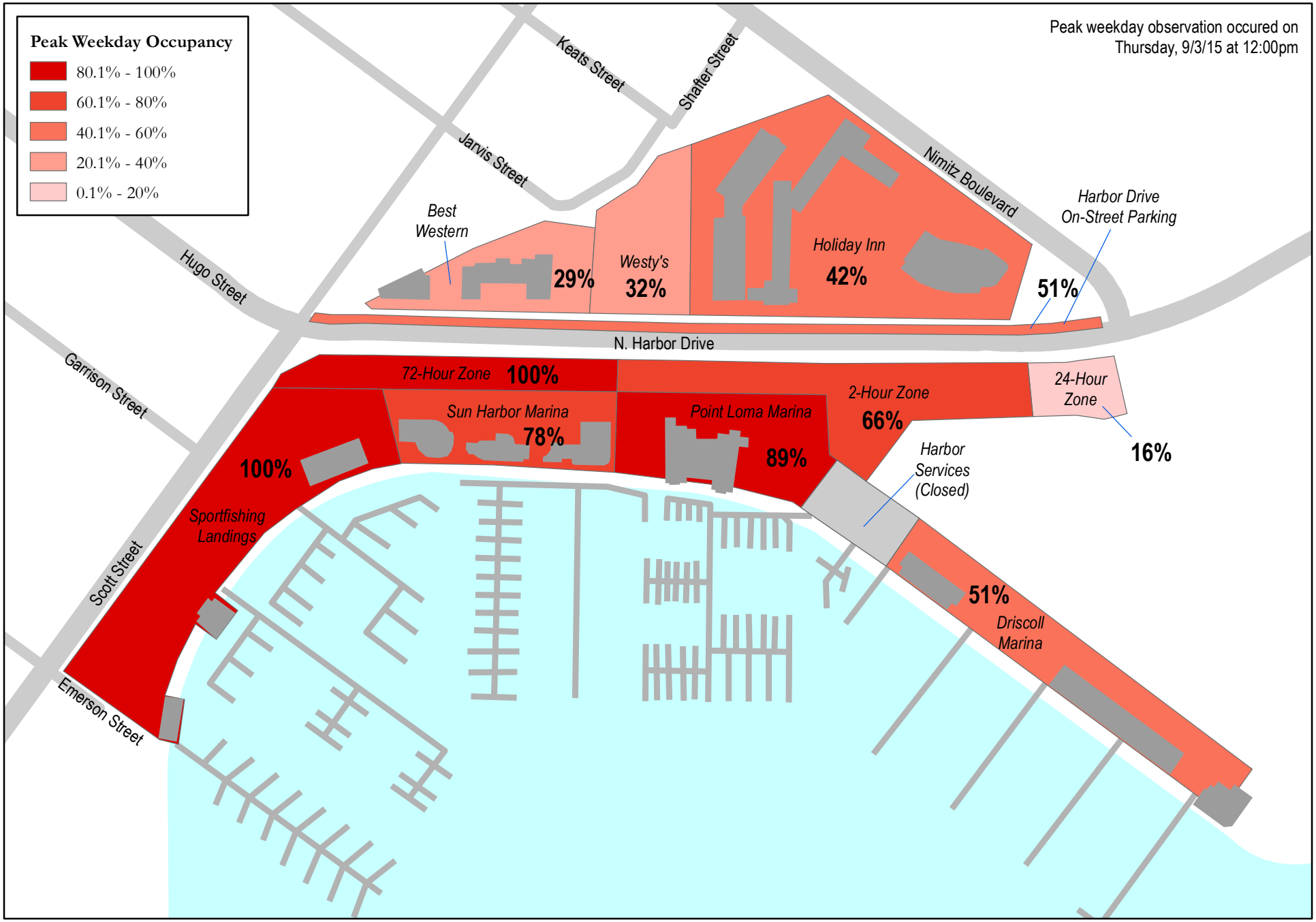
Source: Chen Ryan Associates, Inc. September 2015

Notes:
Blue highlighted cells indicate peak parking occupancy period observed during a weekday.
Orange highlighted cells indicate peak parking occupancy period observed during a weekend.

As shown in the table and the figures, the average occupancy for the whole ACH area is 57%. However, the occupancy for the long-term parking lots (72-Hour Zone, Westy's Lot and Sportfishing Landings) was typically over the 85% occupancy target during most of the observation periods, with the exception of the Westy's Lot during the weekday observation periods (Average of 32% occupancy).

Both the 24-hour parking lot, as well as the Driscoll Wharf parking lot were underutilized during the entire observation period (highest observed occupancy was 19% and 51%, respectively). The 2-Hour Parking zone was also underutilized during most observation periods (averaged 56% occupancy) but did consistently reach occupancy rates in the 60-70% range around mid-day.

The on-street public parking, that is controlled by the City of San Diego, located along Harbor Drive was also underutilized (averaged 56% occupancy) during both weekday and weekend periods. It should be noted that based on the City of San Diego's Municipal Code, vehicles can park in public on-street spaces for up to 72 hours; however, this may not be common knowledge among patrons in the area.

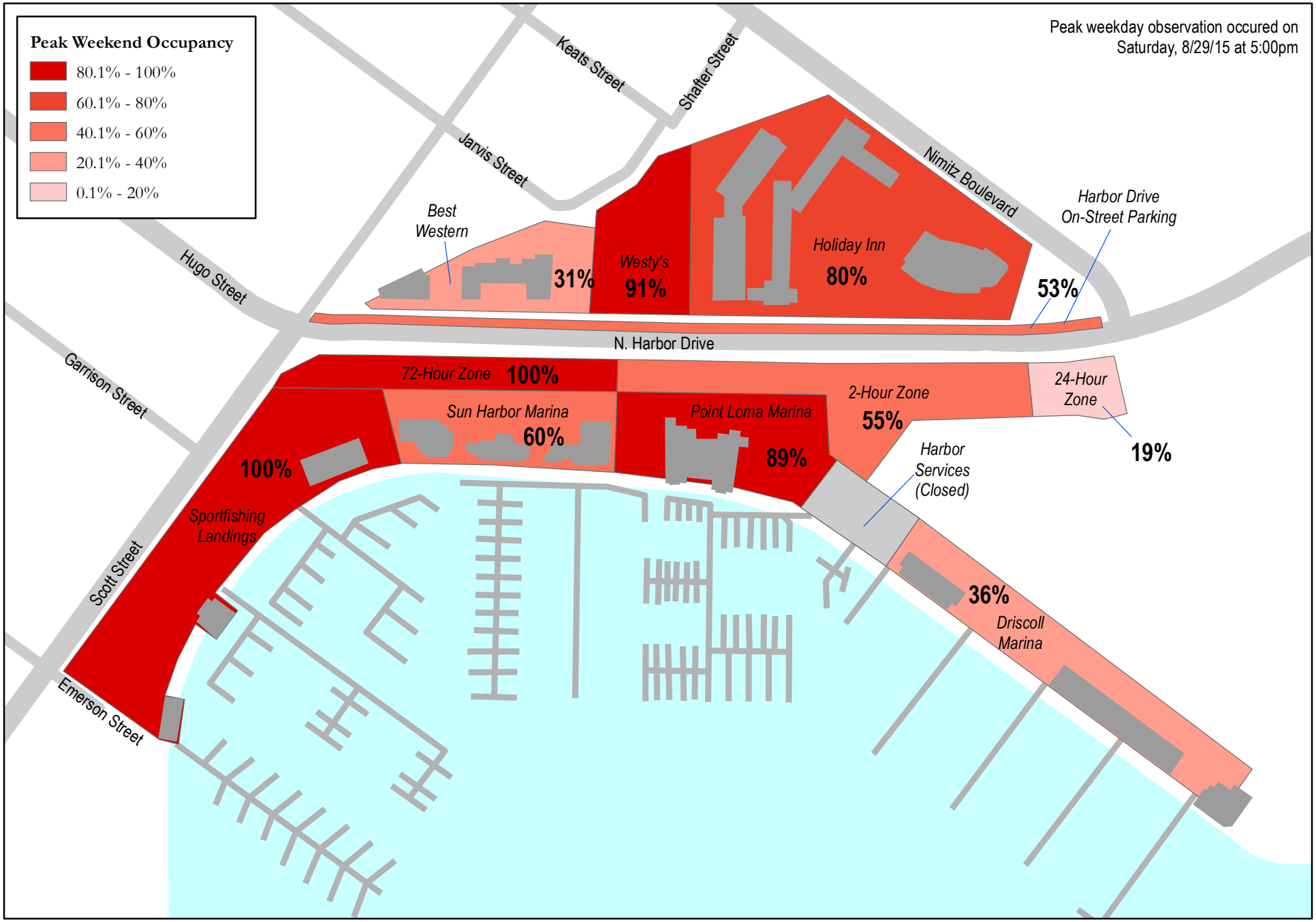


America's Cup Harbor Parking Plan

Figure 2-1A

Peak Weekday Parking Demand - Summer 2015

CHEN RYAN

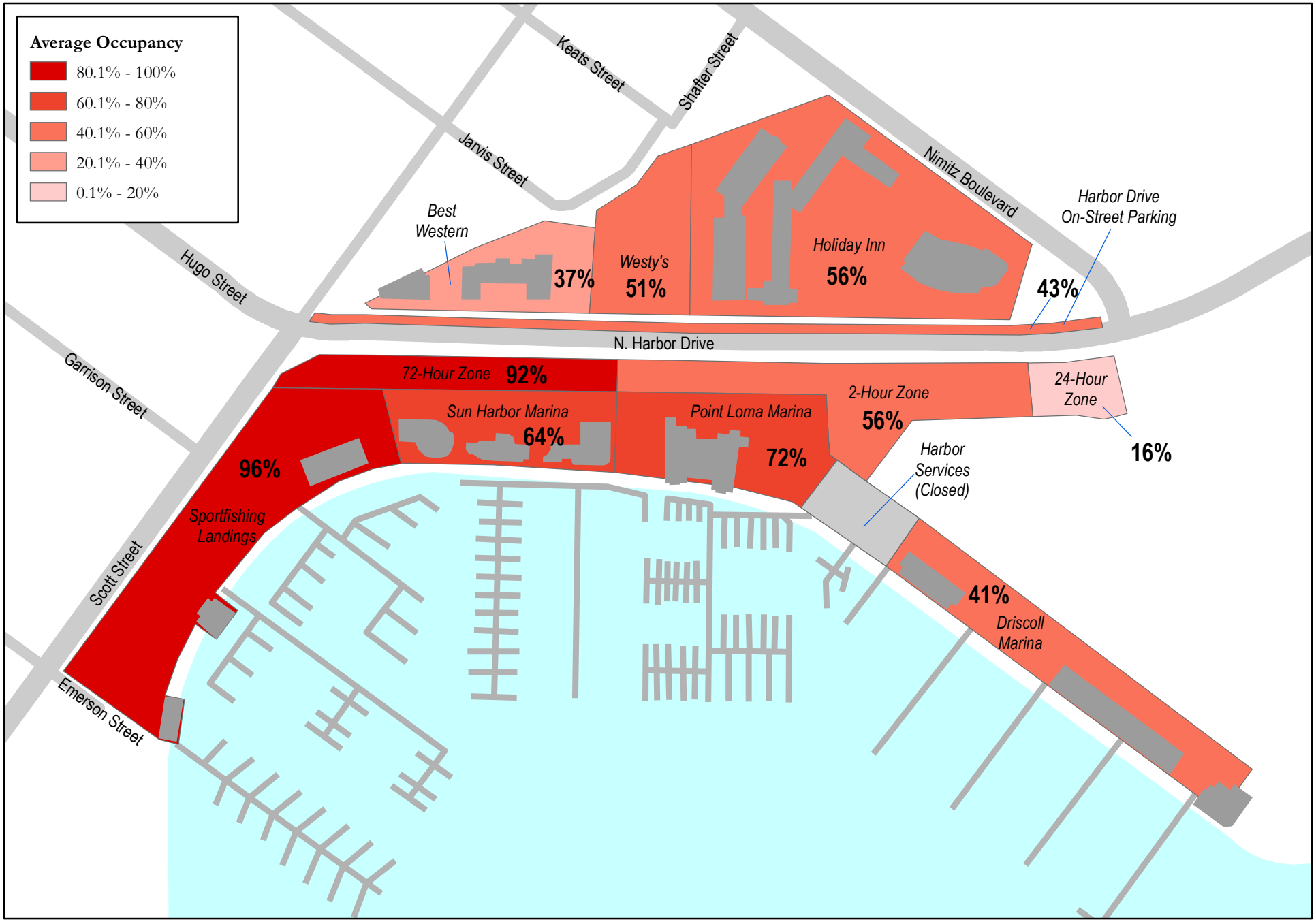


America's Cup Harbor Parking Plan

Figure 2-1B

Peak Weekend Parking Demand - Summer 2015

CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-1C
Average Parking Demand - Summer 2015

CHEN RYAN

2.3 Autumn 2015

Parking occupancy counts were conducted during the Autumn season in October 2015. Similar to the Summer 2015 period, the Harbor Services Lot was not opened at this point. **Table 2.2** and **Figures 2-2A** through **2-2C** display the parking occupancy results from this period.

Table 2.2: ACH Parking Occupancy – By Lot – Autumn 2015

Lot	Tuesday - 10/13/2015			Thursday -10/15/2015			Saturday - 10/17/2015			Average Per Lot
	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	
Sportfishing Landings	76%	94%	87%	62%	74%	73%	99%	100%	100%	85%
Sun Harbor Marina	47%	48%	29%	35%	65%	62%	51%	48%	34%	46%
Point Loma Marina	50%	54%	67%	57%	85%	78%	41%	83%	96%	68%
Harbor Services Lot	closed - work vehicles only									
Driscoll Wharf	44%	54%	42%	46%	48%	29%	40%	41%	34%	42%
Off-street Parking - 72-Hour Zone	57%	80%	91%	47%	61%	74%	95%	100%	98%	78%
Off-street Parking – 2-Hour Zone	9%	36%	39%	9%	29%	29%	60%	65%	43%	36%
Off-street Parking – 24-Hour Zone	33%	26%	39%	35%	39%	28%	4%	17%	17%	27%
Holiday Inn	40%	40%	47%	47%	49%	33%	49%	65%	70%	49%
Westy's Lot	15%	15%	9%	9%	10%	8%	45%	51%	40%	22%
Best Western	88%	52%	48%	85%	48%	65%	29%	32%	38%	54%
On-street Parking Harbor Drive	16%	37%	47%	26%	33%	35%	44%	51%	53%	38%
Period Average	43%	49%	50%	42%	49%	47%	51%	59%	57%	50%

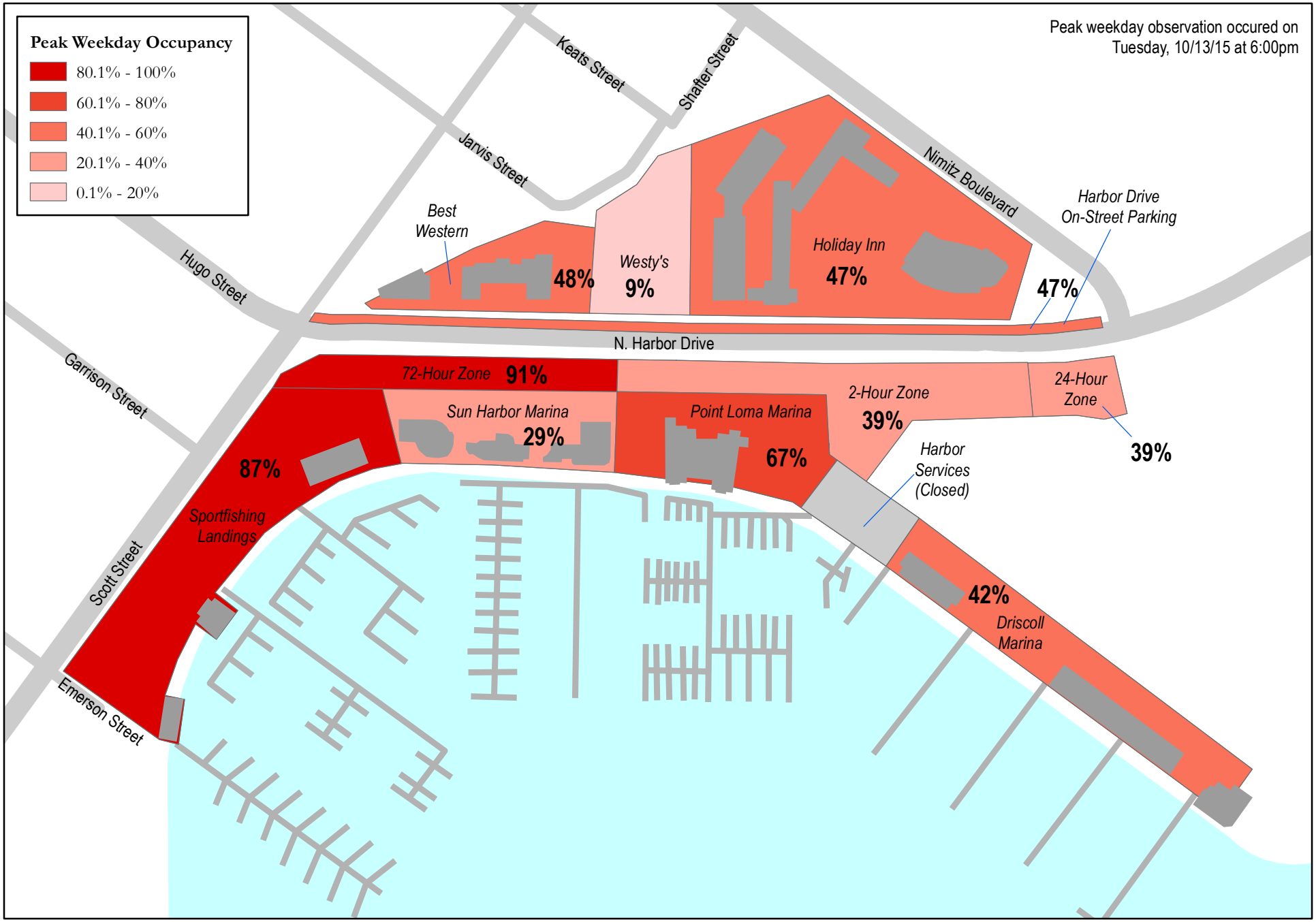
Source: Chen Ryan Associates, Inc. October 2015

Notes:
Blue highlighted cells indicate peak parking occupancy period observed during a weekday.
Orange highlighted cells indicate peak parking occupancy period observed during a weekend.

As shown in the table and the figures, the average occupancy for the whole ACH area is 50%. However, during the weekend periods the occupancy for the 72-Hour Zone and Sportfishing Landings was still typically over the 85% occupancy target. The Westy's Lot, which is a long-term lot, was underutilized during all observation periods (averaged 22% occupancy). The decrease in long-term parking demand from the summer counts is most likely due to the end of the peak Sport Fishing Season which typically occurs from May to September each year.

Similar to the Summer 2015 counts, both the 24-hour parking lot, as well as the Driscoll Wharf parking lot were underutilized during the entire observation period (highest observed occupancy was 39% and 54%, respectively). The 2-Hour Parking zone was also underutilized during most observation periods (averaged 36% occupancy) only reaching occupancies in the 60-70% range during the weekend observations.

The on-street public parking, that is controlled by the City of San Diego, located along Harbor Drive was also underutilized (averaged 38% occupancy) during both weekday and weekend periods.

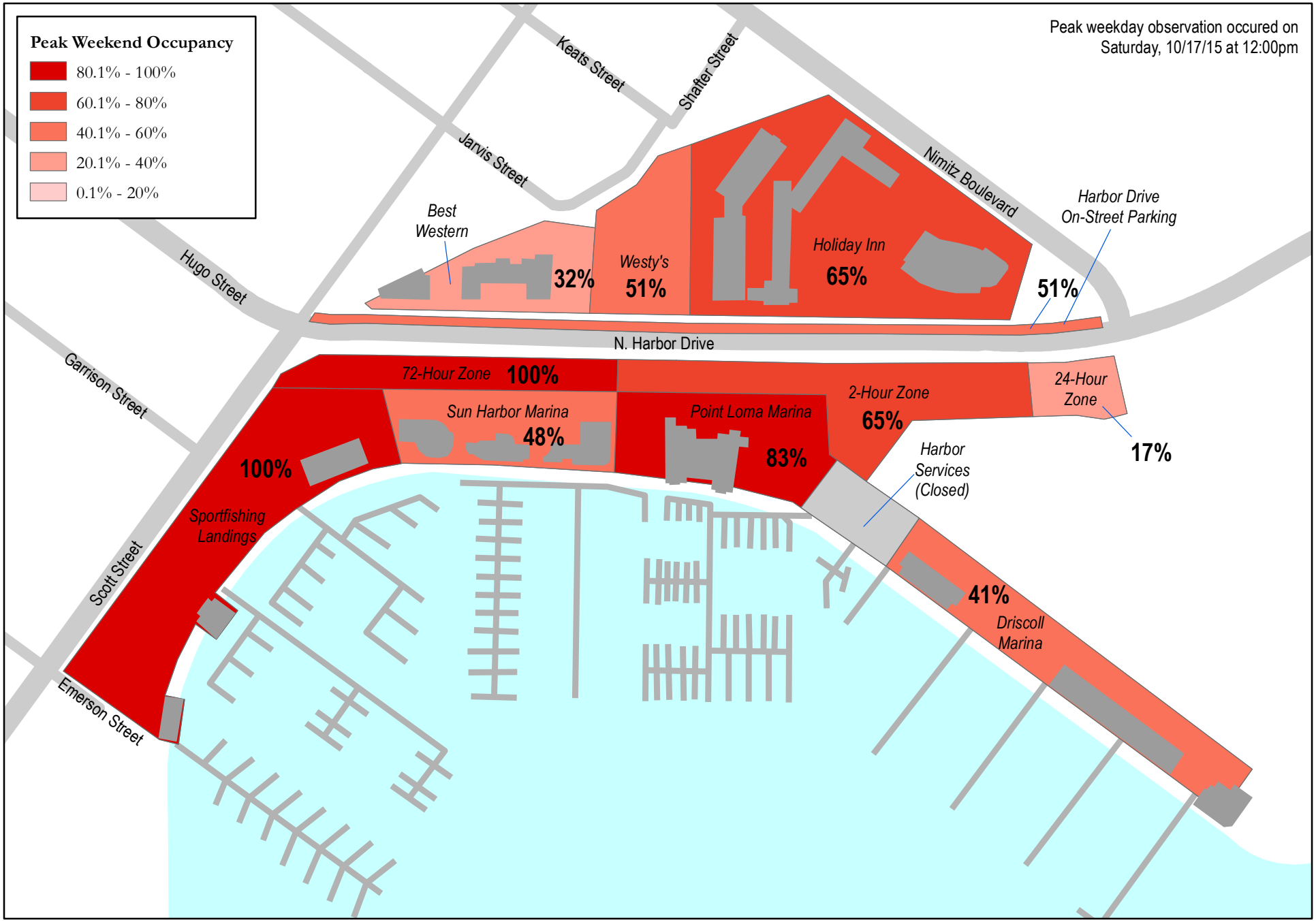


America's Cup Harbor Parking Plan

Figure 2-2A

Peak Weekday Parking Demand - Autumn 2015

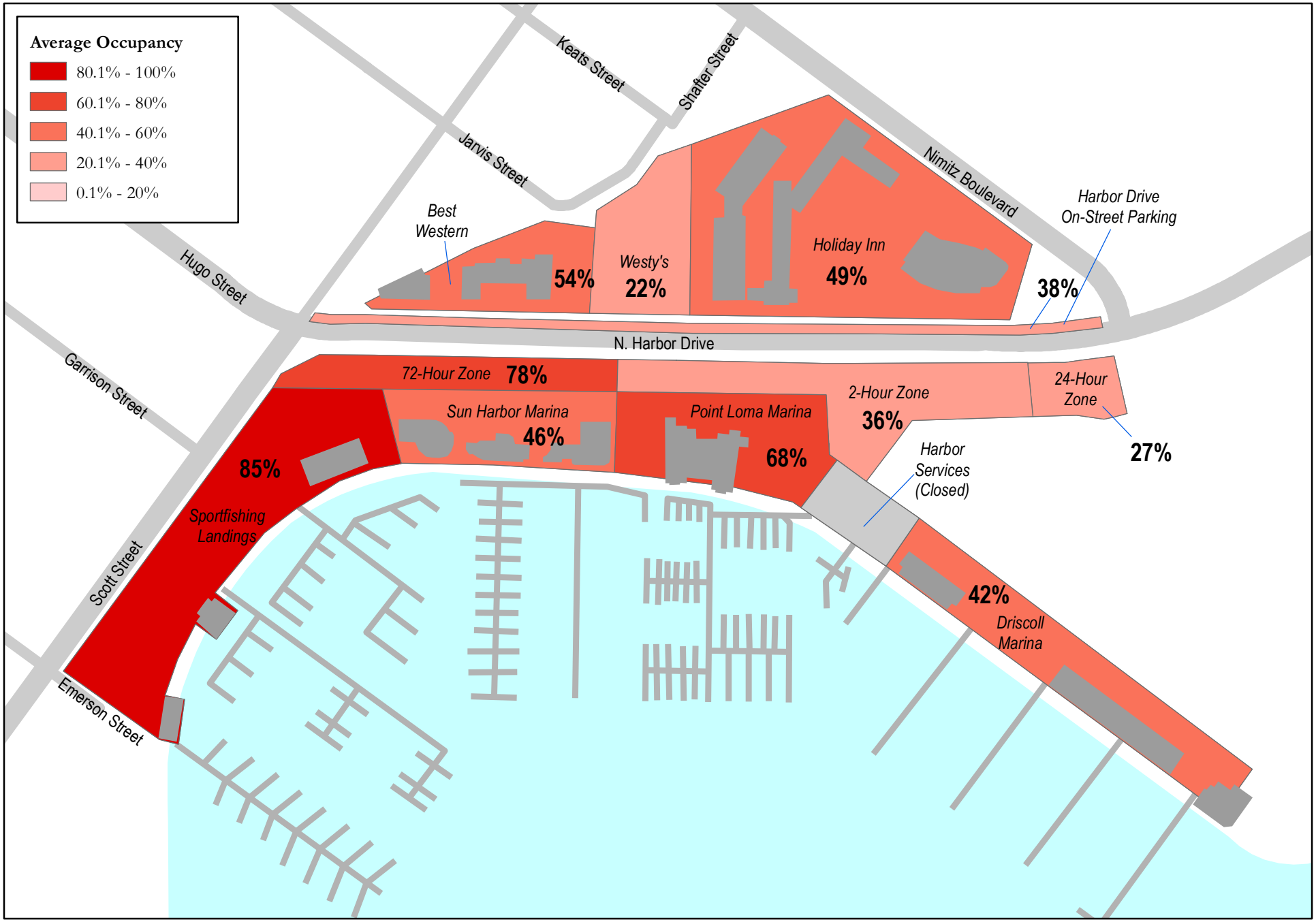
CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-2B
Peak Weekend Parking - Autumn 2015

CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-2C
Average Parking Demand - Autumn 2015

CHEN RYAN

2.4 Winter 2016

Parking occupancy counts were conducted during the Winter season in October 2016. It should be noted that this was the first observation period in which the Harbor Services Lot was open to the public. **Table 2.3** and **Figures 2-3A t**hrough **2-3C** display the parking occupancy results from this period.

Table 2.3: ACH Parking Occupancy – By Lot – Winter 2016

Lot	Tuesday - 2/2/2016			Thursday -2/4/2016			Saturday - 2/6/2016			Average Per Lot
	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	
Sportfishing Landings	27%	36%	32%	29%	51%	40%	97%	98%	40%	50%
Sun Harbor Marina	36%	70%	79%	38%	74%	78%	34%	45%	67%	58%
Point Loma Marina	35%	80%	74%	50%	65%	63%	30%	63%	74%	59%
Harbor Services Lot	42%	47%	28%	47%	39%	33%	44%	44%	14%	38%
Driscoll Wharf	44%	46%	19%	40%	46%	16%	11%	8%	6%	26%
Off-street Parking - 72-Hour72-Hour Zone	60%	78%	45%	61%	80%	52%	97%	94%	69%	71%
Off-street Parking – 2-Hour Zone	9%	13%	7%	7%	13%	19%	11%	14%	8%	11%
Off-street Parking – 24-Hour Zone	43%	30%	37%	46%	43%	35%	9%	30%	48%	36%
Holiday Inn	44%	47%	50%	46%	45%	42%	72%	63%	53%	51%
Westy's Lot	6%	6%	2%	3%	5%	1%	12%	8%	11%	6%
Best Western	43%	25%	52%	45%	25%	36%	50%	38%	35%	39%
On-street Parking Harbor Drive	28%	30%	21%	33%	21%	9%	33%	23%	23%	25%
Period Average	34%	42%	38%	36%	43%	36%	41%	44%	39%	39%

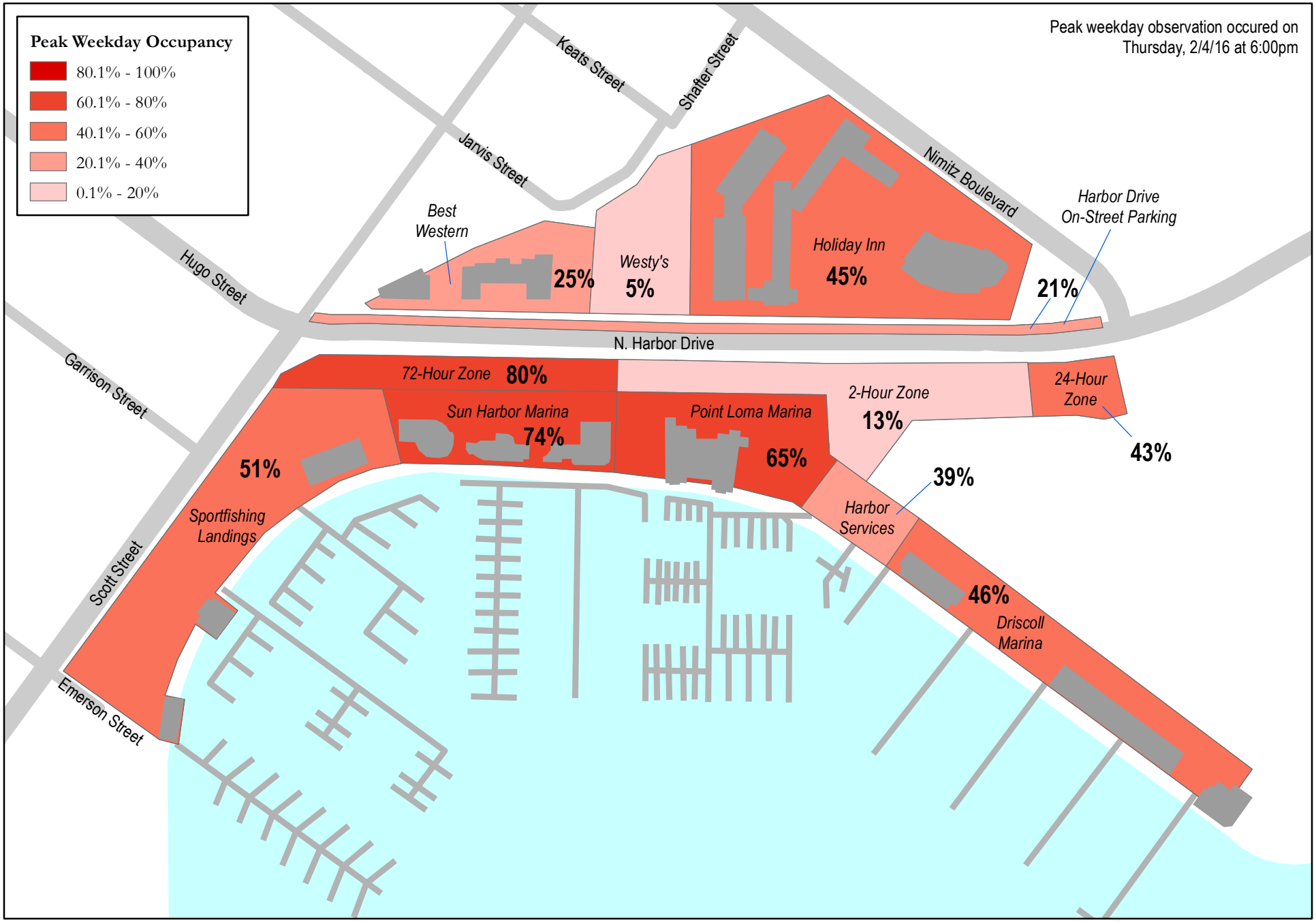
Source: Chen Ryan Associates, Inc. February 2016

Notes:
Blue highlighted cells indicate peak parking occupancy period observed during a weekday.
Orange highlighted cells indicate peak parking occupancy period observed during a weekend.

As shown in the table and the figures, the average occupancy for the whole ACH area is 39%. However, during the weekend periods the occupancy for the 72-Hour Zone and Sportfishing Landings was still typically over the 85% occupancy target in the morning and at mid-day. Similar to the Autumn observation periods, the Westy's Lot was underutilized (averaged 6% occupancy). This represents a continued decline in the long-term parking demand within the area outside of the peak Sport Fishing Season.

Both the 24-hour parking lot, as well as the Driscoll Wharf parking lot continued to be underutilized during the entire observation period (highest observed occupancy was 48% and 46%, respectively); however, it should be noted that the demand for the 24-Hour Zone has steadily increased with each seasonal observation period.

The 2-Hour Parking zone was very underutilized during the entire Winter observation period (averaged 11% occupancy). The on-street public parking, that is controlled by the City of San Diego, along Harbor Drive was also very underutilized (averaged 25% occupancy) during both weekday and weekend periods.

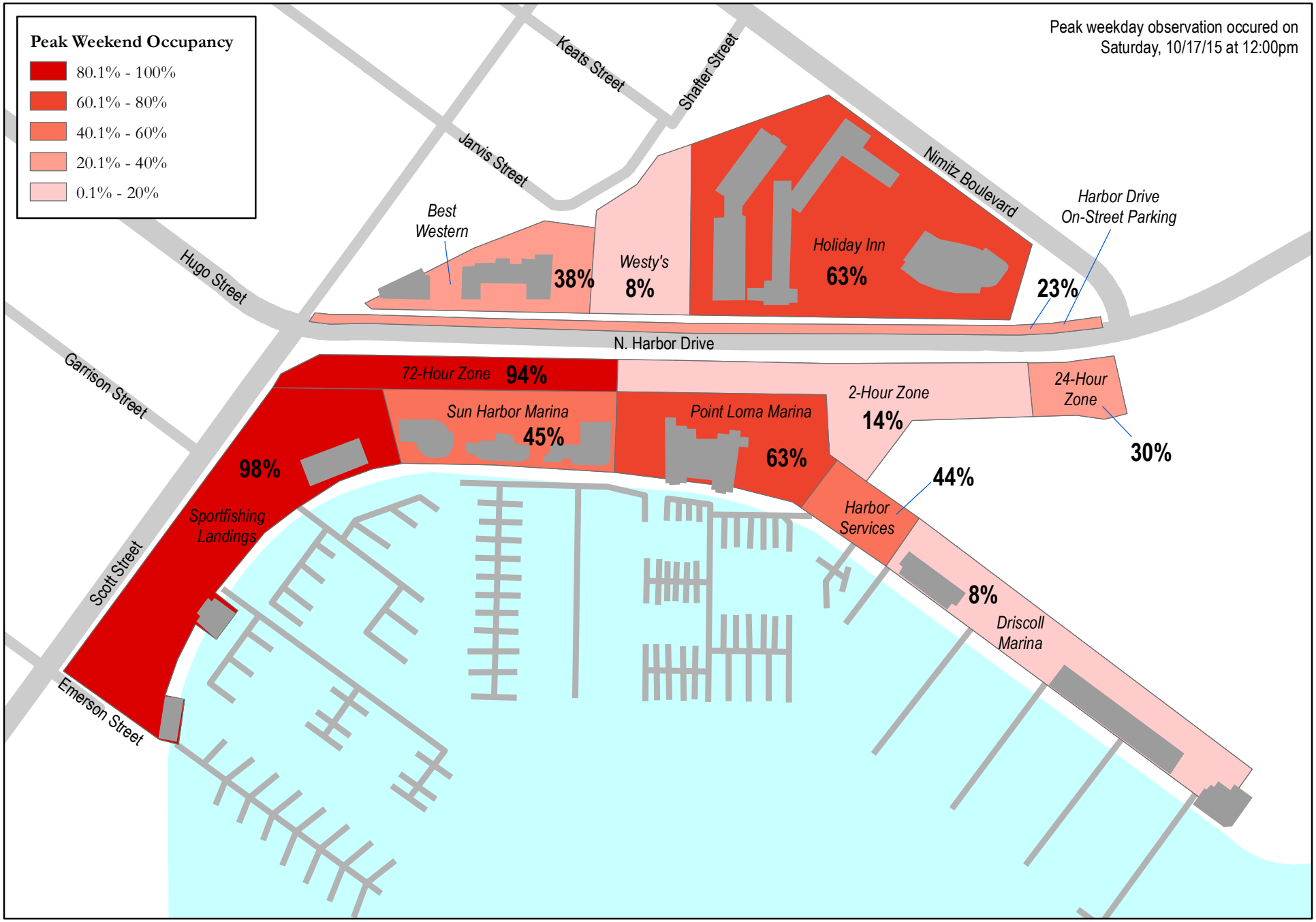


America's Cup Harbor Parking Plan

Figure 2-3A

Peak Weekday Parking Demand - Winter 2016

CHEN RYAN

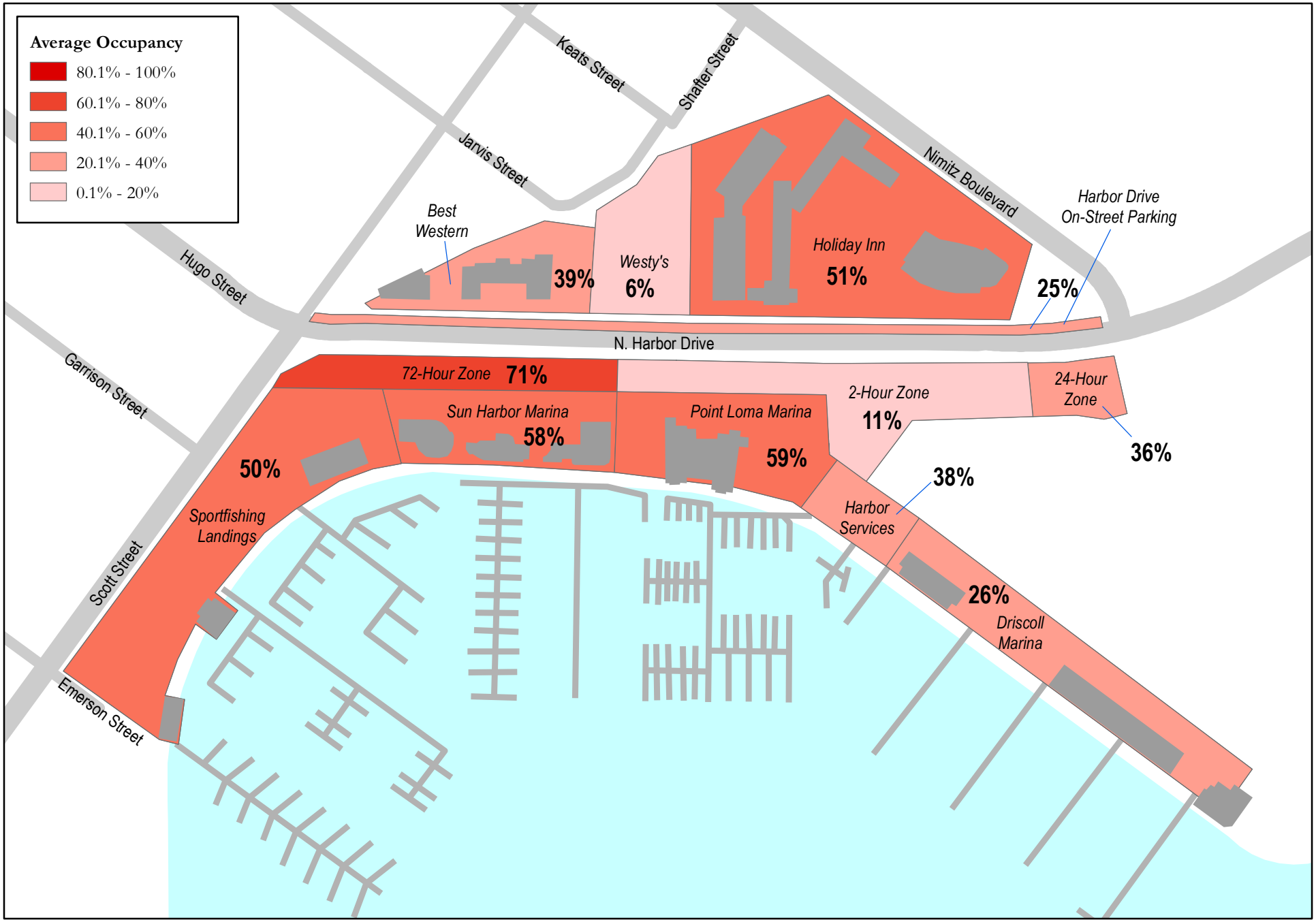


America's Cup Harbor Parking Plan

Figure 2-3B

Peak Weekend Parking Demand - Winter 2016

CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-3C
Average Parking Demand - Winter 2016

CHEN RYAN

2.5 Spring 2016

Parking occupancy counts were conducted during the Spring season in March and April 2016. **Table 2.4** and **Figures 2-4A** through **2-4C** display the parking occupancy results from this period.

Table 2.4: ACH Parking Occupancy – By Lot – Spring 2016

Lot	Tuesday - 3/29/2016			Thursday -3/31/2016			Saturday - 4/2/2016			Average Per Lot
	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	9:00 AM	Noon	4:00 PM	
Sportfishing Landings	17%	35%	26%	44%	73%	33%	64%	79%	85%	51%
Sun Harbor Marina	38%	70%	64%	44%	67%	72%	52%	74%	70%	61%
Point Loma Marina	33%	78%	37%	43%	80%	67%	17%	63%	52%	52%
Harbor Services Lot	39%	39%	25%	28%	28%	42%	56%	50%	39%	38%
Driscoll Wharf	46%	42%	33%	47%	46%	34%	28%	28%	25%	37%
Off-street Parking – 72-Hour Zone	40%	62%	45%	76%	100%	62%	89%	99%	67%	71%
Off-street Parking - 2 Hour Zone	8%	19%	6%	15%	24%	19%	13%	24%	26%	17%
Off-street Parking - 24 Hour Zone	35%	30%	24%	46%	39%	33%	54%	85%	37%	43%
Holiday Inn	53%	56%	36%	57%	40%	46%	69%	68%	57%	53%
Westy's Lot	13%	12%	8%	8%	9%	8%	22%	31%	17%	14%
Best Western	71%	31%	51%	65%	22%	55%	51%	25%	40%	46%
On-street Parking Harbor Drive	21%	26%	12%	49%	21%	16%	51%	70%	21%	32%
Period Average	34%	42%	31%	45%	47%	41%	47%	59%	45%	43%

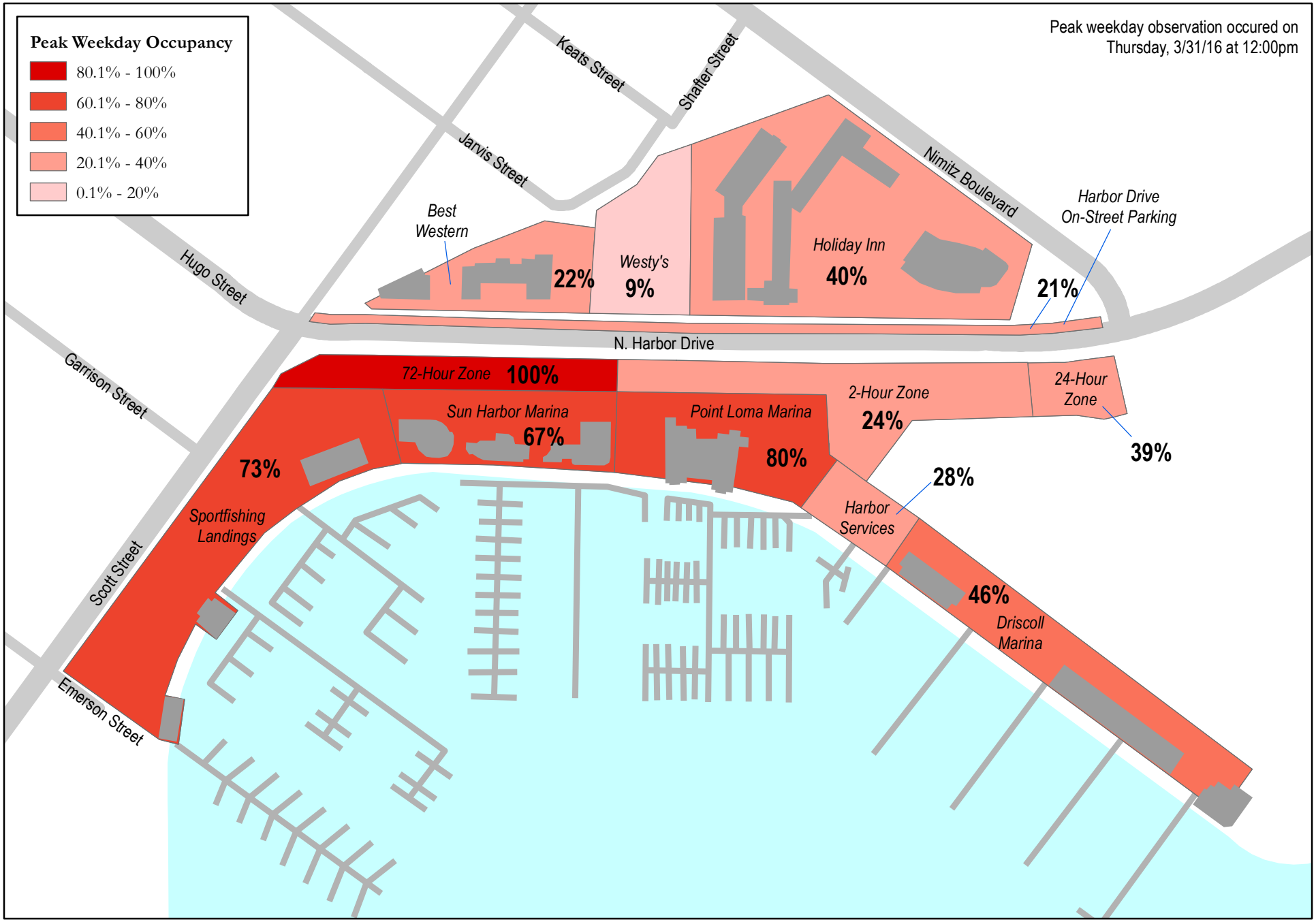
Source: Chen Ryan Associates, Inc. April 2016

Notes:
Blue highlighted cells indicate peak parking occupancy period observed during a weekday.
Orange highlighted cells indicate peak parking occupancy period observed during a weekend.

As shown in the table and the figures, the average occupancy for the whole ACH area is 43%. Similar to the Autumn and Winter observation periods, the Spring period is still outside of peak Sport Fishing Season; therefore, there was only limited demand within the long-term lots (72-Hour Zone, Westy's and Sportfishing Landings) with the majority of demand occurring during the weekend.

Both the 24-hour parking lot, as well as the Driscoll Wharf parking lot continued to be underutilized during the entire observation period; however, the 24-Hour Zone did reach 85% during the observed peak period on the weekend. The steady increase in parking demand within the 24-Hour Zone most likely represents employees within the ACH area acclimating to the changes implemented by the Pilot Parking Program.

The 2-Hour Parking zone was very underutilized during the entire Spring observation period (averaged 17% occupancy). The on-street public parking, that is controlled by the City of San Diego, along Harbor Drive was also very underutilized (averaged 32% occupancy) during both weekday and weekend periods.

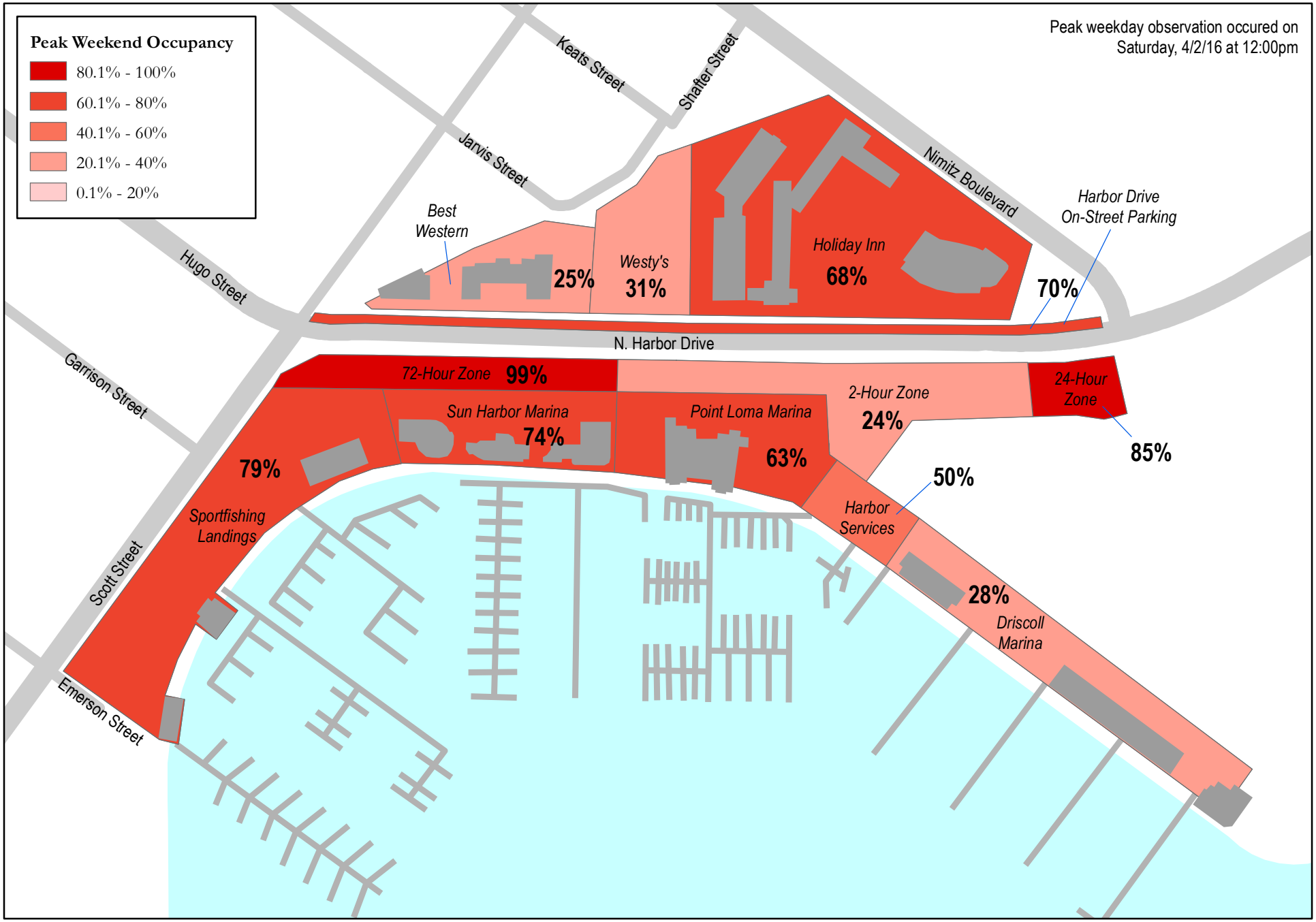


America's Cup Harbor Parking Plan

Figure 2-4A

Peak Weekday Parking Demand - Spring 2016

CHEN RYAN

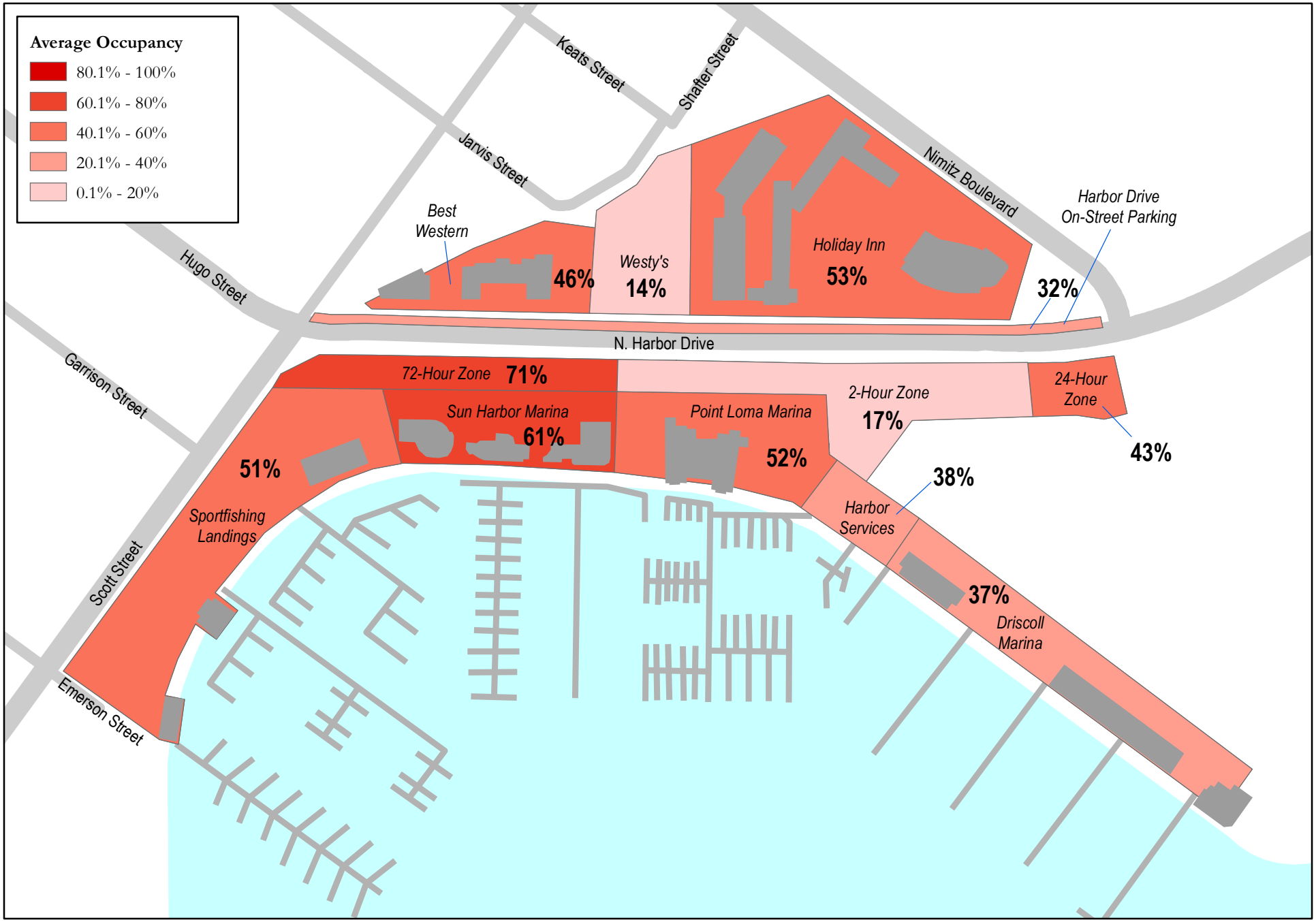


America's Cup Harbor Parking Plan

Figure 2-4B

Peak Weekend Parking Demand - Spring 2016

CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-4C
Average Parking Demand - Spring 2016

CHEN RYAN

2.6 Summer 2016

As noted in Section, 2.1 bi-hourly parking counts were conducted for the Summer 2016 season, in lieu of the standard thee time period counts conducted during the other seasons. These counts were conducted to provide a more detailed account of the parking demand throughout the day during peak Sport Fishing Season, after the area has had a chance to acclimate to the new parking program. **Tables 2.5A** through **2.5D** and **Figures 2-5A** through **2-5C** display the parking occupancy results from this period.

Table 2.5A: ACH Parking Occupancy – By Lot – Summer 2016 – Weekday 1

Lot	Tuesday - 7/19/2016									Average Per Lot
	5:00 AM	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	11:00 PM	
Sportfishing Landings	100%	96%	96%	97%	99%	100%	99%	99%	100%	98%
Sun Harbor Marina	50%	41%	50%	52%	73%	66%	52%	65%	66%	57%
Point Loma Marina	9%	20%	41%	67%	91%	65%	74%	96%	87%	61%
Harbor Services Lot	31%	31%	39%	42%	39%	33%	36%	31%	31%	35%
Driscoll Wharf	27%	39%	48%	46%	49%	45%	21%	30%	30%	37%
Off-street Parking - 72-Hour Zone	95%	100%	100%	99%	94%	92%	97%	96%	95%	97%
Off-street Parking – 2-Hour Zone	15%	13%	13%	16%	26%	21%	25%	41%	40%	23%
Off-street Parking – 24-Hour Zone	48%	50%	50%	57%	70%	70%	50%	54%	43%	55%
Holiday Inn	58%	55%	51%	45%	32%	30%	35%	36%	34%	42%
Westy's Lot	25%	25%	26%	25%	27%	29%	23%	30%	29%	27%
Best Western	97%	91%	66%	27%	23%	19%	15%	39%	38%	46%
On-street Parking Harbor Drive	35%	42%	49%	40%	23%	23%	12%	19%	23%	29%
Period Average	51%	52%	54%	52%	55%	51%	46%	55%	53%	52%

Source: Chen Ryan Associates, Inc. July 2016

Table 2.5B: ACH Parking Occupancy – By Lot – Summer 2016 – Weekday 2

Lot	Thursday - 7/21/2016									Average Per Lot
	5:00 AM	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	11:00 PM	
Sportfishing Landings	97%	99%	98%	100%	100%	99%	100%	99%	99%	99%
Sun Harbor Marina	44%	37%	48%	58%	65%	49%	77%	84%	81%	60%
Point Loma Marina	4%	15%	39%	39%	100%	87%	72%	98%	98%	61%
Harbor Services Lot	39%	44%	42%	53%	47%	47%	39%	36%	33%	42%
Driscoll Wharf	26%	29%	42%	46%	42%	42%	37%	25%	25%	35%
Off-street Parking - 72-Hour Zone	46%	98%	98%	100%	100%	100%	99%	96%	94%	93%
Off-street Parking – 2-Hour Zone	12%	8%	8%	19%	56%	52%	31%	35%	31%	28%
Off-street Parking – 24-Hour Zone	50%	52%	50%	61%	70%	61%	46%	54%	54%	55%
Holiday Inn	19%	57%	58%	60%	56%	51%	47%	55%	53%	51%
Westy's Lot	21%	21%	27%	37%	39%	42%	39%	44%	45%	35%
Best Western	82%	76%	63%	43%	49%	50%	56%	58%	58%	59%
On-street Parking Harbor Drive	12%	23%	30%	49%	35%	40%	35%	35%	33%	32%
Period Average	38%	47%	51%	56%	65%	61%	58%	62%	61%	55%

Source: Chen Ryan Associates, Inc. July 2016

Note:
Blue highlighted cells indicate peak parking occupancy period observed during a weekday.

Table 2.5C: ACH Parking Occupancy – By Lot – Summer 2016 – Weekend Day

Lot	Sunday - 7/24/2016									Average Per Lot
	5:00 AM	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	11:00 PM	
Sportfishing Landings	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%
Sun Harbor Marina	44%	42%	53%	57%	83%	76%	64%	92%	91%	67%
Point Loma Marina	26%	11%	33%	67%	98%	80%	80%	89%	85%	63%
Harbor Services Lot	28%	28%	47%	47%	53%	61%	53%	44%	44%	45%
Driscoll Wharf	26%	29%	26%	26%	24%	23%	27%	25%	24%	26%
Off-street Parking - 72-Hour Zone	94%	94%	99%	100%	100%	100%	98%	100%	100%	98%
Off-street Parking – 2-Hour Zone	12%	11%	12%	16%	48%	59%	53%	61%	52%	36%
Off-street Parking – 24-Hour Zone	65%	65%	48%	54%	85%	83%	80%	65%	61%	67%
Holiday Inn	20%	25%	33%	32%	48%	43%	41%	40%	40%	36%
Westy's Lot	31%	34%	75%	83%	75%	74%	80%	86%	74%	68%
Best Western	82%	78%	75%	55%	41%	41%	45%	57%	58%	59%
On-street Parking Harbor Drive	12%	30%	56%	63%	51%	47%	51%	49%	49%	45%
Period Average	46%	47%	55%	59%	68%	66%	65%	69%	67%	60%

Source: Chen Ryan Associates, Inc. July 2016

Note:
Orange highlighted cells indicate peak parking occupancy period observed during a weekend.

Table 2.5D: ACH Parking Occupancy – By Lot – Summer 2016 – Average

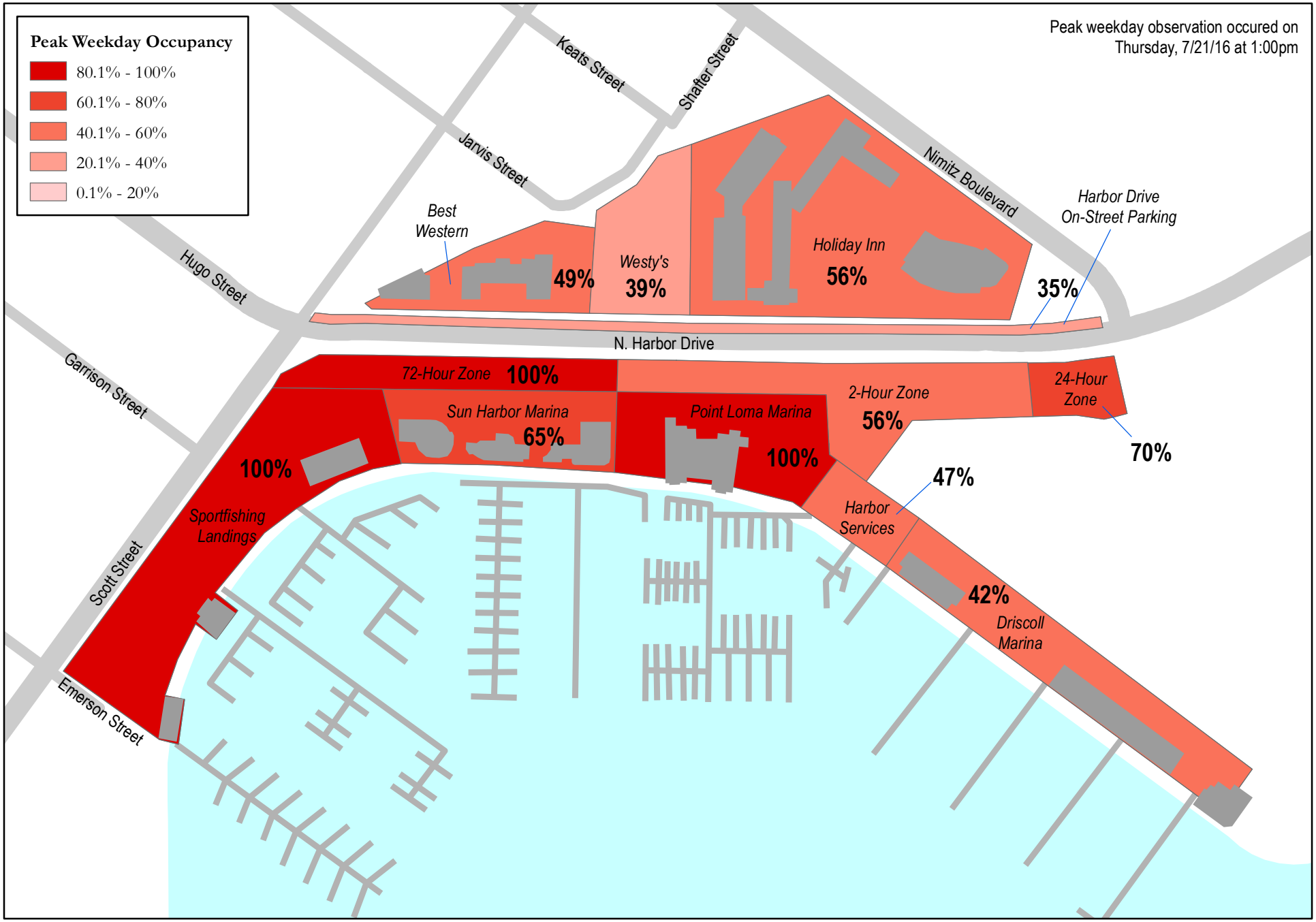
Lot	Average									Average Per Lot
	5:00 AM	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	11:00 PM	
Sportfishing Landings	98%	98%	98%	99%	100%	100%	100%	99%	100%	99%
Sun Harbor Marina	47%	40%	50%	56%	73%	64%	64%	80%	79%	61%
Point Loma Marina	13%	15%	37%	59%	96%	78%	76%	93%	89%	62%
Harbor Services Lot	33%	33%	42%	47%	47%	47%	42%	36%	36%	40%
Driscoll Wharf	26%	32%	39%	39%	38%	37%	28%	27%	26%	33%
Off-street Parking - 72-Hour Zone	79%	98%	99%	100%	98%	98%	98%	98%	97%	96%
Off-street Parking – 2-Hour Zone	13%	11%	11%	18%	43%	43%	36%	45%	41%	29%
Off-street Parking – 24-Hour Zone	54%	57%	50%	57%	74%	72%	59%	59%	52%	59%
Holiday Inn	32%	46%	48%	45%	45%	42%	41%	43%	42%	43%
Westy's Lot	26%	26%	43%	48%	47%	48%	47%	54%	50%	43%
Best Western	86%	82%	68%	42%	38%	37%	39%	51%	51%	55%
On-street Parking Harbor Drive	19%	33%	44%	51%	37%	37%	33%	35%	35%	36%
Period Average	45%	49%	53%	56%	63%	60%	56%	62%	60%	56%

Source: Chen Ryan Associates, Inc. July 2016

As shown in the table and the figures, the average occupancy for the whole ACH area is 56%, which is similar to what was observed in Summer 2015. The occupancy for the long-term parking lots (72-Hour Zone, Westy's and Sportfishing Landings) was typically over the 85% occupancy target during most of the observation periods, with the exception of the Westy's Lot during the weekday observation periods (Average of 43% occupancy).

Similar to all other seasons, both the 24-hour parking lot, as well as the Driscoll Wharf parking lot where underutilized during the entire observation period; however similar to Spring 2016, the 24-Hour Zone did reach 85% during the weekend. The steady increase in parking demand within the 24-Hour Zone most likely represents employees within the ACH area acclimating to the changes implemented by the Pilot Parking Program. The 2-Hour Parking Zone was very underutilized during the observation period (averaged 29% occupancy).

The on-street public parking, that is controlled by the City of San Diego, along Harbor Drive was still underutilized (averaged 36% occupancy) during both weekday and weekend periods. It should be noted that based on the City of San Diego's Municipal Code, vehicles can park in public on-street spaces for up to 72-Hours; however, similar to Summer 2015 this may not be common knowledge among patrons in the area.

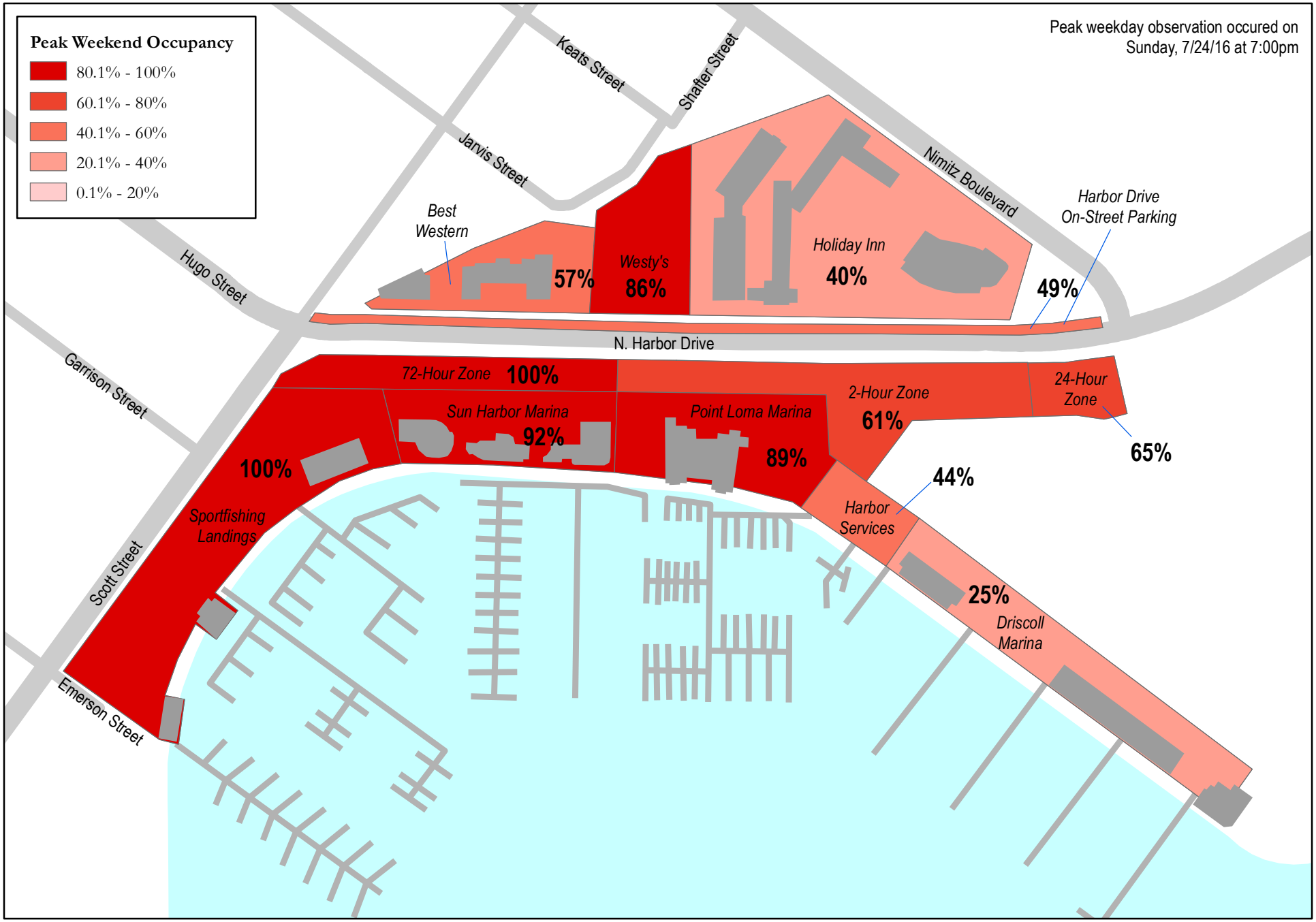


America's Cup Harbor Parking Plan

Figure 2-5A

Peak Weekday Parking Demand - Summer 2016

CHEN RYAN

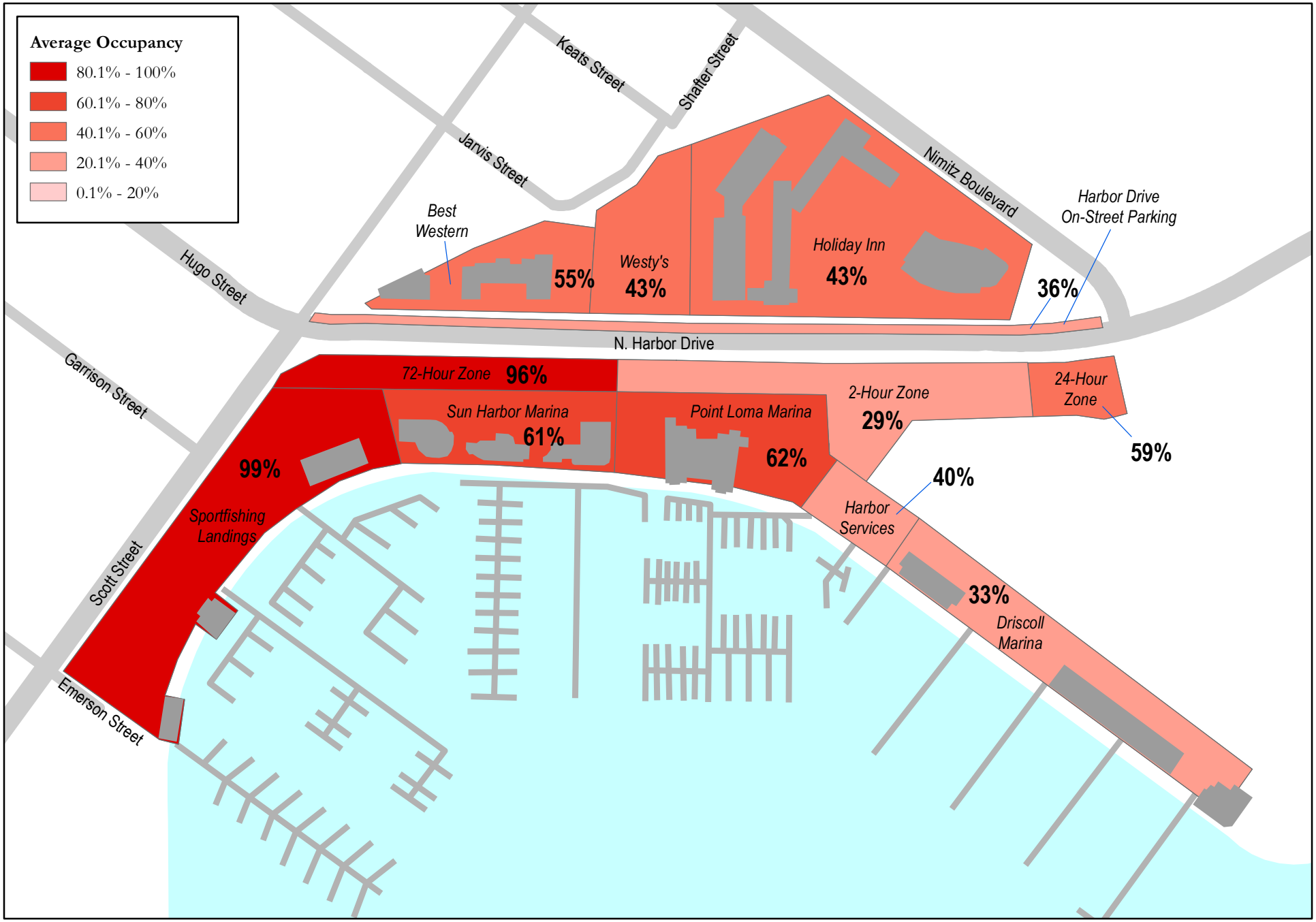


America's Cup Harbor Parking Plan

Figure 2-5B

Peak Weekend Parking Demand - Summer 2016

CHEN RYAN



America's Cup Harbor Parking Plan

Figure 2-5C
Average Parking Demand - Summer 2016

CHEN RYAN

2.7 Fourth of July 2015

As noted in Section 2.1, parking occupancy counts were also conducted during the Fourth of July Holiday in 2015. These counts are included to provide an understanding of the parking demand within the area during major holidays and other events. The District's Big Bay Boom Fireworks show can be seen from ACH, making the area an attraction for visitors. **Table 2.6** displays the parking demand observations for July 4, 2015.

Table 2.6: ACH Parking Occupancy – By Lot – July 4, 2015

Lot	1:00 PM	3:00 PM	5:00 PM	7:00 PM
Sportfishing Landings	100%	100%	100%	100%
Sun Harbor Marina	100%	100%	95%	100%
Point Loma Marina	100%	100%	95%	100%
Harbor Services Lot	Closed	Closed	Closed	Closed
Driscoll Wharf	100%	100%	90%	90%
Off-street Parking – 72-Hour Zone	100%	100%	100%	100%
Off-street Parking – 2-Hour Zone	100%	100%	100%	100%
Off-street Parking – 24-Hour Zone	100%	100%	100%	100%
Holiday Inn	N/A	N/A	N/A	N/A
Westy's Lot	50%	65%	65%	75%
Best Western	N/A	N/A	N/A	N/A
On-street Parking Harbor Drive	Closed	Closed	Closed	Closed
Period Average	92%	95%	92%	95%

Source: Chen Ryan Associates, Inc. July 2015

Notes:
Closed: Lot was not open during time of study
N/A: Lot was not studied

As shown, the parking lots on the south side of Harbor Drive were observed to be at or near capacity during the entire study period. However, the Westy's Lot (located on the north side of Harbor Drive) only reached 75% capacity. It should be noted that the improvements recommended in the Pilot Parking Program for the Westy's Lot had not yet been implemented during for this count period. Therefore, patrons may not have been fully aware that they could park in the lot.

2.8 Parking Turnover

Parking turnover counts were conducted during the Summer of 2016 count period. These counts were collected to understand the parking needs of the various patrons within the area, to identify if the current parking configuration (time limited parking areas) adequately meets that demand, and to identify if the current time limit restrictions are being adhered to. **Figures 2-6A** and **2-6B** display the results from the parking turnover study for a weekday and weekend period, respectively. Detailed parking turnover count sheets are provided in **Appendix C**.

Figure 2-6A Parking Turnover Study – Weekday

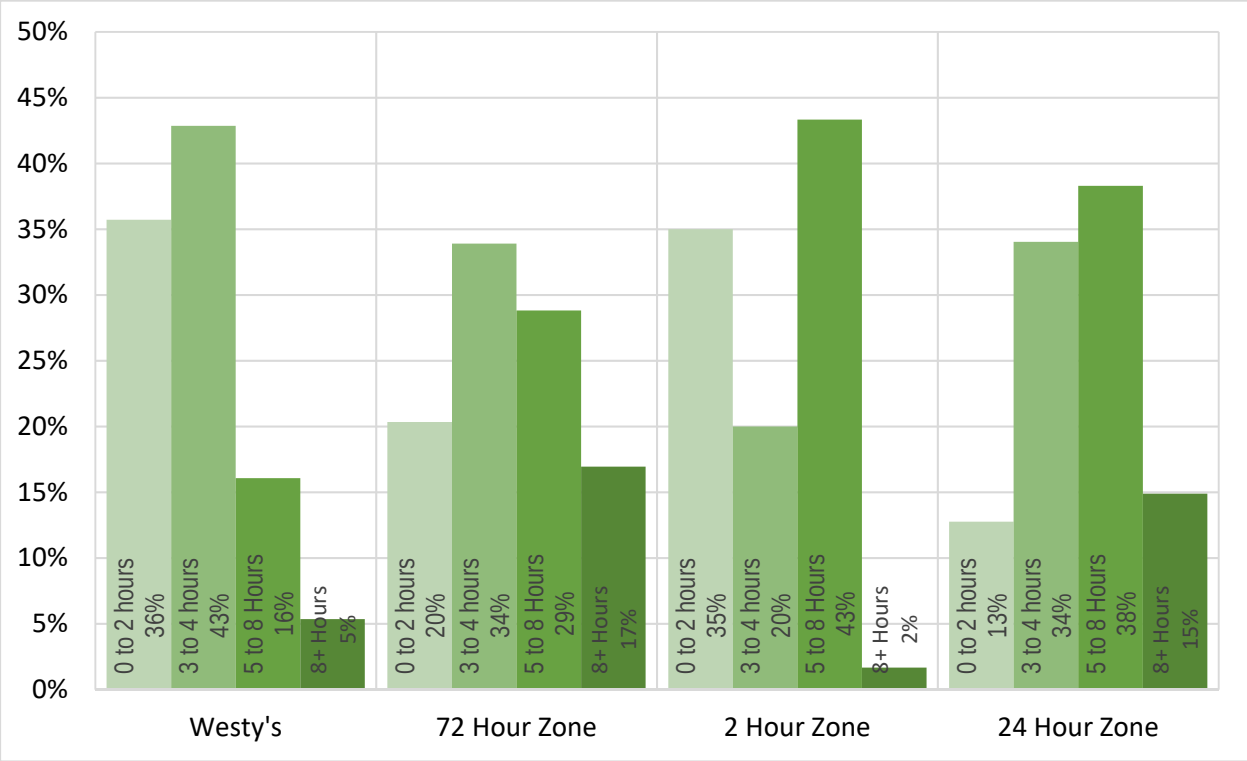
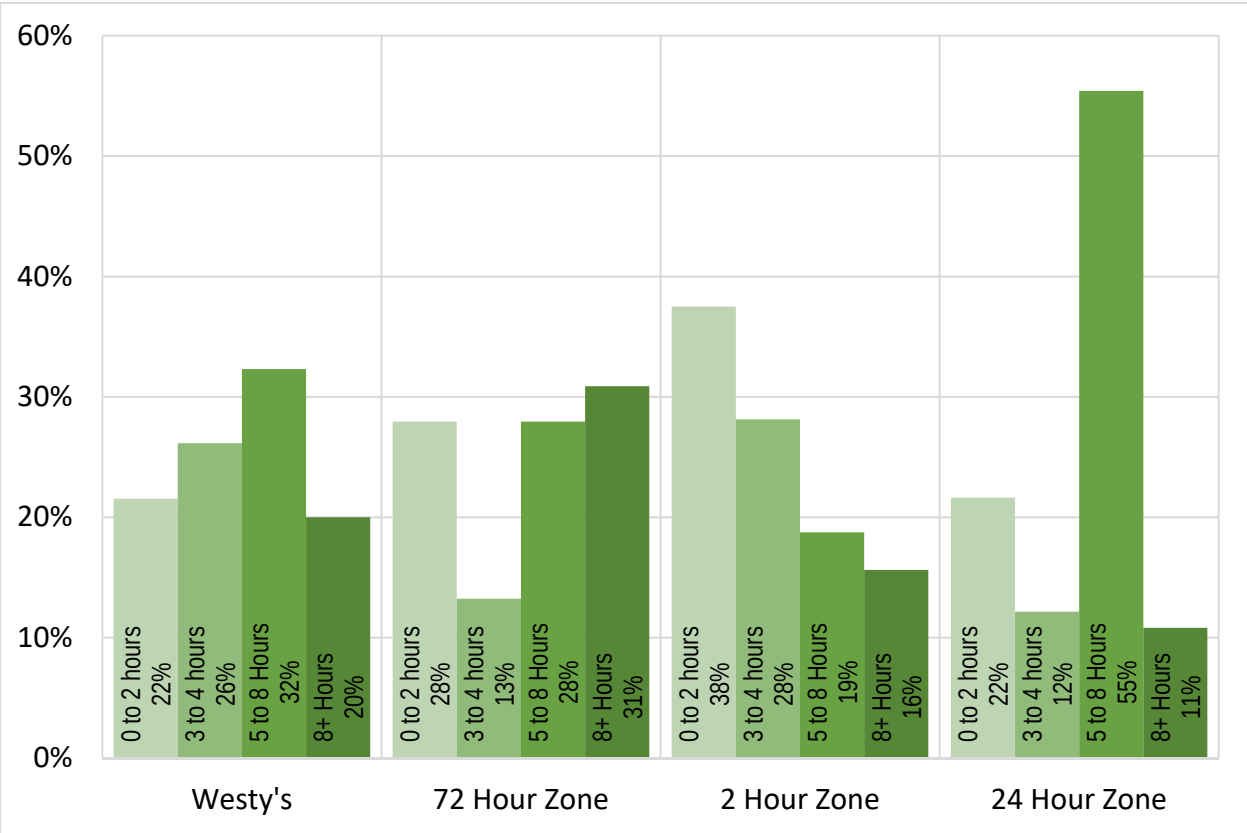


Figure 2-6B Parking Turnover Study - Weekend



As shown in the figures, for a typical weekday the majority of cars parked in the Westy's Lot stay between 0 to 4 hours (79%). This indicates that most of the cars parked within this lot stay for shorter trips and are most likely accessing the retail, restaurant and promenade uses within the area. Cars parked within the 72-Hour Zone were observed to typically stay between 3 to 8 hours (63%). The longer turnover within this lot could represent either fishermen or employees within the area. The majority of cars within the 24-Hour Zone were parked for 3 to 4 hours (34%) or 5 to 8 hours (38%). This demand is most likely from employees within the area. It should be noted that 65% of the cars parked in the 2-Hour Zone stayed over the 2-hour limit.

During the weekend, cars parked in the Westy's Lot typically parked for a longer period of time (58% between 3 to 8 hours). This longer stay most likely represents the additional sport fishing demand that occurs on weekends. Cars also stay for a longer period of time in the 72-Hour Zone during typical weekends (31% staying 8+ hours). Similar to the Westy's Lot this additional demand most likely represents the additional sport fishing demand that occurs on weekends. The majority of cars within the 24-Hour Zone were parked for 5 to 8 hours (55%). This demand is most likely from employees within the area. Also, similar to weekdays, it was found that the majority of cars parked within the 2-Hour Zone were parked longer than the 2-hour limit (63%).

3.0 Conclusions and Recommendations

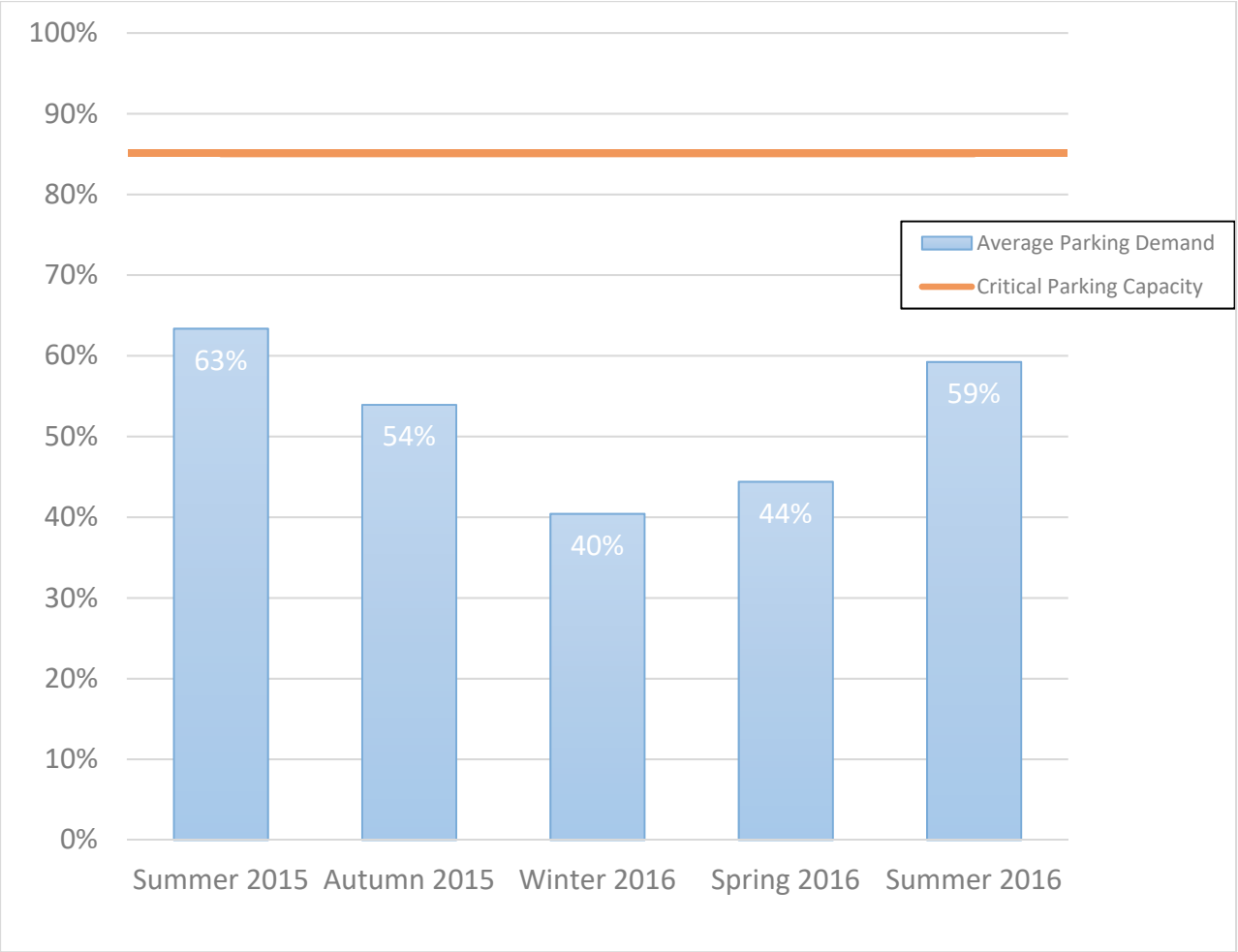
The chapter summarizes the observed parking demand within ACH (discussed in Chapter 2.0) and provides recommended changes to the Pilot Parking Program to better serve the parking demand within the study area.

3.1 Conclusions

This section outlines and summarizes the observed parking demand within the ACH area during the first year in which the Pilot Parking Program was implemented. Per industry standards, the critical parking capacity of a parking facility is 85%, in order to minimize frustrations and maintain adequate traffic circulation conditions. Parking occupancy significantly over the 85% threshold or at full occupancy is not considered desirable due to the driver delays experienced and caused by searching for an available parking space.

Figure 3-1 displays the overall parking occupancy throughout the ACH Area for each season of the year.

Figure 3-1 Overall Average Parking Occupancy by Season

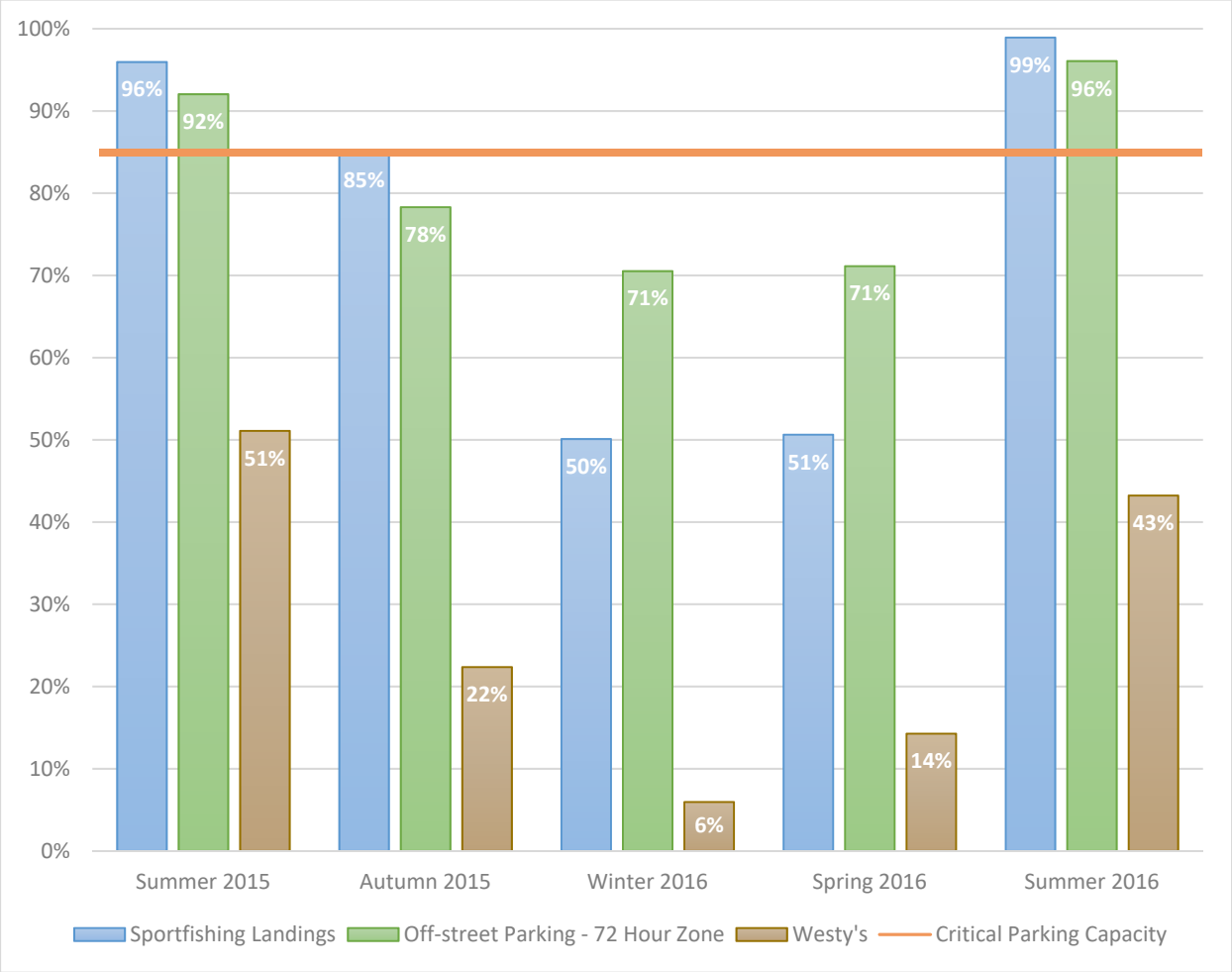


As shown in the figure, the peak parking demand within the area occurs during the Summer season. As noted previously, this corresponds with the peak of Sport Fishing Season, which is responsible for the majority of the parking demand within the area. The area experiences the least amount of parking demand during the Winter season which is an off-period for both Sport Fishing and Whale Watching. As shown in the figures, on average, the area as a whole never reached critical parking capacity (85%) during any season of the year. This shows that the ACH area generally has enough parking supply to meet the current demand. The following sections evaluate if the overall supply is allocated efficiently (long-term parking supply vs short term parking supply) to meet the demand of the area.

Long-Term Parking Demand (24+ Hours)

Figure 3-2 displays the average seasonal parking demand for the long-term lots (24+ hours) within the ACH area.

Figure 3-2 Average Parking Occupancy by Season – Long-Term Lots (24+ Hours)



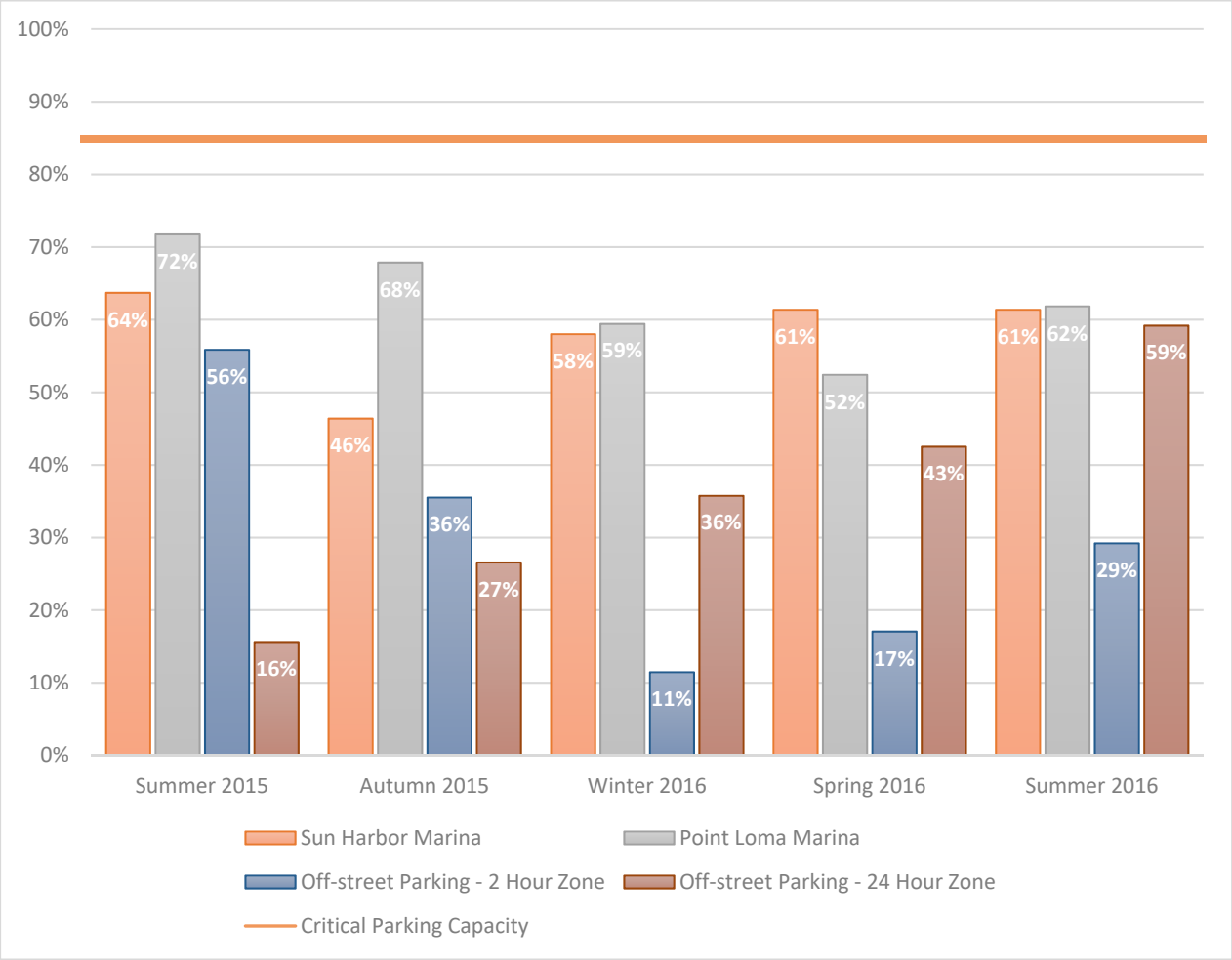
As shown in the figure, both the Sportfishing Landings Lot and the 72-Hour Zone commonly reach critical capacity (85%) during the Summer and Autumn seasons. However, The Westy's Lot was not observed to reach critical capacity during any season. It should be noted, that the Westy's Lot did reach critical

capacity during the peak periods of the Summer season, as shown in Table 2.5C; however, this was only for a couple hours of the day. This generally shows that while there is an excess of demand for long-term parking on the south side of Harbor Drive (Sportfishing Landings and 72-Hour Zone) there is enough overflow capacity within the Westy's Lot to accommodate the overall long-term demand.

Short-Term Parking Lots (24 Hours or Less)

Figure 3-3 displays the average seasonal parking demand for the short-term lots (24 hours or less) within the ACH area.

Figure 3-3 Average Parking Occupancy by Season – Short-Term Lots (24 Hours or Less)



As shown in the figure, no short-term reached critical capacity on a consistent basis during any season of the year. This generally shows that there is an excess of short-term parking within the ACH area. However, as shown in in Tables 2.5A through 2.5C, the Point Loma Marina does typically reach critical capacity (85%) during both the lunch and dinner rush periods (1:00 PM and 7:00 PM).

Other Reported Issues

In discussions with tenants of the ACH area, the following additional parking issues were identified:

- Parking issues typically occur in the morning hours between 5:30 AM and 11:00 AM, at a time when half day and three quarter day fishing boats have left but before the overnight charters have returned. This creates a five to six hour period when there is an overlap in parking demand between the two user groups.

- Sport fishing charter services cannot expand their business due to the lack of available parking supply.

- Short-term parkers tend to park in the 72-Hour Zone due to its proximity to the restaurant and retail services.

- The current parking regulation signage identifying the different time limit zones is confusing to patrons who are new to the area.

3.2 Effectiveness of Pilot Parking Program

The America's Cup Harbor Parking Analysis and Parking Management Program Update, September 2014 (2014 Parking Management Program) identified an existing parking deficit of 284 parking spaces, during Sport Fishing Season, within the ACH area. To help reduce this deficit, the 2014 Parking Management Study recommended a series of parking management strategies including the implementation of 130 new parking spaces, and developing the placard program for long-term parkers in the Westy's Lot. These parking management recommendations contained in the 2014 Parking Management Plan were used as the basis for developing the Pilot Parking Program. This section evaluates the effectiveness of the Pilot Parking Program in reducing the 284-space parking deficit.

As shown in Figure 3-1, the Pilot Parking Program has been effective in accommodating the current parking demands throughout the ACH area, with an observed areawide occupancy rate of 63% during the summer months (Sport Fishing Season). However, as show in Figure 3-2, the long-term parking demand (24+ hours) within the ACH area was still observed to be well over 85% (critical parking capacity) during the summer months. Therefore, additional modifications or improvements to the program are recommended.

As shown in Tables 2.5A-2.5D the Westy's lot was observed to reach a maximum occupancy rate of 86% during the summer months (Sport Fishing Season). An occupancy rate of 86% is right around the critical parking capacity of the lot, which is ideal and shows that the lot is not being over or under-utilized. Additionally, the operators at Sportfishing Landings gave positive feedback in regard to the Westy's Placard Program, when interviewed in regard to the Pilot Parking Program. Therefore, the Westy's Placard Program was observed to be successful and no changes to the program are recommended.

3.3 Recommendations

Based on the conclusions outlined in the previous section, the following changes are recommended to better manage the parking facilities within the ACH area.

1. Transfer 28 of the 97 spaces in the 2-Hour Zone to the 72-Hour Zone. The highest observed parking demand within the 2-Hour Zone during the peak season (Summer 2016) was 59 cars (61%). To comfortably accommodate the observed demand of 59 spaces at the critical capacity (85%), 69 total spaces would be required. Therefore, 28 of the current spaces in the 2-Hour Zone (97 total spaces – 69 spaces needed) can be transferred to the 72-Hour Zone.

2. Revise the lease with Driscoll's Wharf to allow for the sale of excess parking supply to the general public. Point Loma Marina currently charges for parking in the Harbor Services Lot. As shown in Table 2.5D, during peak season the Harbor Services Lot commonly reached 47% during the peak summer season. A similar model could be applied to Driscoll's Wharf, which averaged 41% occupancy during the summer months (Sport Fishing Season) and could potentially serve the overflow of parking demand from the Sportfishing Landings parking lot and the 72 Hour lot, both of which commonly reached full capacity during the summer months (As shown in Table 2.1 and Tables 2.5A-D).

3. Charge for parking in both the 72-Hour Zone and the Westy's Lot. As shown in Figures 2-6A and 2-6B a high percentage of the parkers within these two long-term lots are staying for only short periods of time (under 4 hours). Charging for parking within these lots would move these short-term parkers to their designated lots and provide additional long-term parking capacity. As shown in in Figure 3.3, the short-term parking lots within the ACH area were generally underutilized throughout each season of the year. However, as shown in Figure 3.2, the long-term parking lots generally exceed their critical parking capacity during the summer months. Therefore, moving short-term parkers from the 72-Hour Zone to the near-by short-term lots will help to provide more needed capacity for the long-term parkers, particularly during the Summer months. It should be noted that if this strategy is implemented, it is not recommended that strategy #1 be implemented as well, since additional short-term parking demand will be shifted to the 2-Hour Zone.

4. Work with both the Best Western and Holiday Inn hotels to sell their additional parking supply to sport fishermen. As noted in Tables 2.5A through 2.5C, both hotels were observed to have excess capacity, particularly during the daytime during peak Sport Fishing Season (July to September). Therefore, it is recommended that the District work with both hotels, as well as with the Sportfishing Landing tenants to develop a plan to direct sport fishermen to the hotels once the long-term lots within the area reach their capacity.

5. Identify off-site parking locations for Sport Fishing employees/crew and large charter groups and provide shuttle service to bring them to the site.

6. Provide pavement markings, in addition to the existing signage, that designates the various space types in the lots south of Harbor Drive (2-Hour Zone, 24-Hour Zone, 72-Hour Zone, Point Loma Marina Lot, Sun Harbor Lot and Westy's Lot).

Appendix A Parking Analysis and Parking Management Plan for America's Cup Harbor

America's Cup Harbor Parking Analysis and Parking Management Program Update

September 2014

KOA CORPORATION
PLANNING & ENGINEERING
www.koacorporation.com

America's Cup Harbor Parking Analysis and Parking Management Program Update

September 2014

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JB42017

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1.0 Introduction

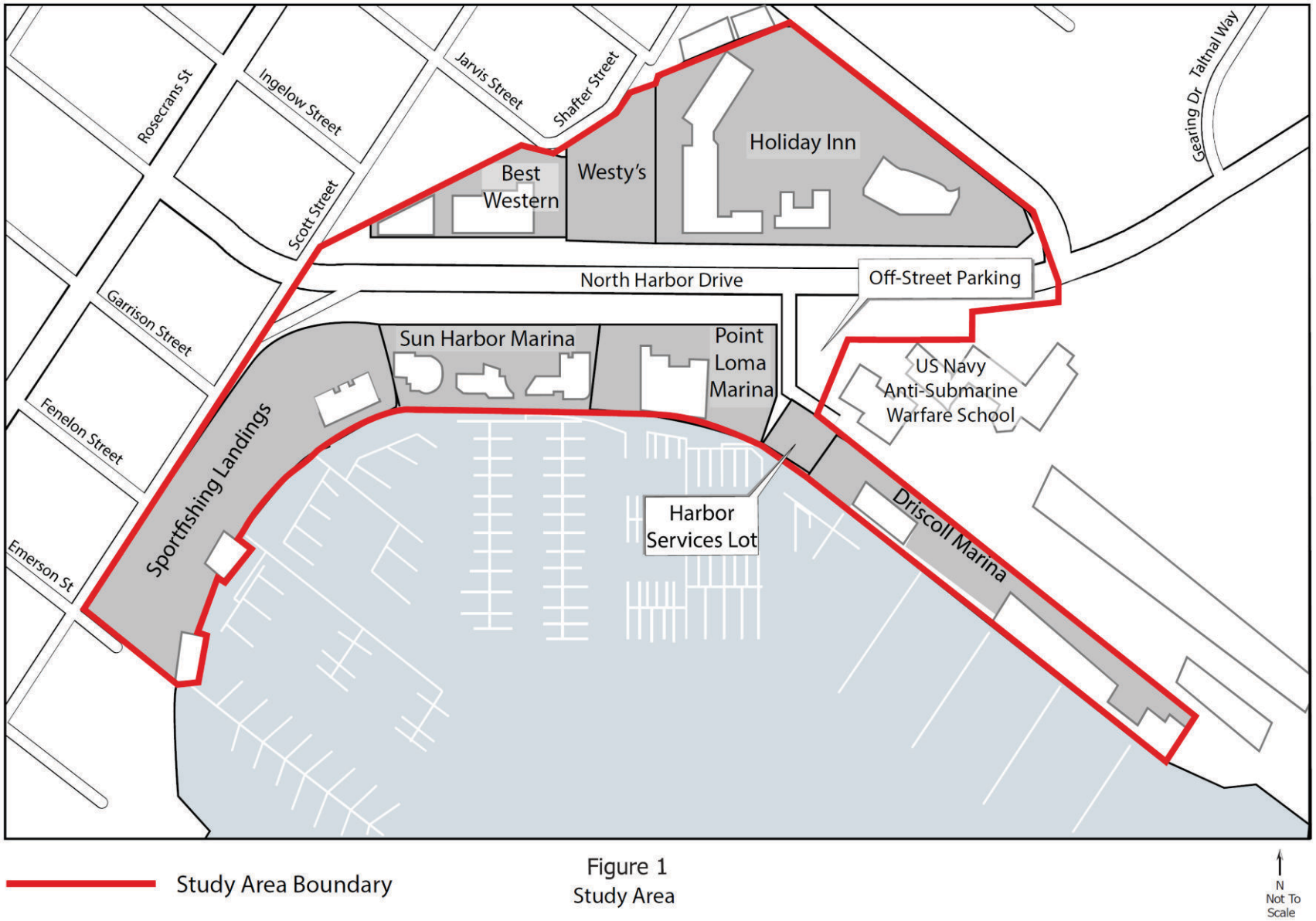
This parking analysis and parking management program update ("plan") addresses the America's Cup Harbor area, and more specifically, the Sport fishing Corridor subarea, of the Planning District 1, Shelter Island, of the San Diego Unified Port District's ("District") Port Master Plan. This plan has been prepared as an update to earlier studies to establish the future conditions affecting the supply and demand of parking in the area and how that is being affected by the District's planned improvements to the portion of North Harbor Drive between Scott Street and Nimitz Boulevard. In addition, this plan also serves as an update to the District's Parking Management Program dated April 2002. This plan describes parking management strategies to improve access to parking for all users of the area. The North Harbor Drive Realignment project (Project) will increase the net total supply of public parking in the area by approximately 130 spaces compared to the current supply. This will eliminate the possibility of any parking shortage during much of the year, and it will lessen what otherwise would be a larger deficiency in parking during peak sport fishing season (typically May to September). The study area considered in this plan, including existing leaseholds, is bounded to the north by hotels including the Best Western Inn and Holiday Inn, as well as existing surface parking; to the east by Driscoll's Marina and the area near the Navy's Antisubmarine Warfare (ASW) School; to the south by Sun Harbor Marina and Point Loma Marina leaseholds; and to the west by existing surface parking at Scott Street. Refer to Figure 1 showing the study area.

Over the last decade, there have been a variety of studies that address parking in the area, including studies prepared for the America's Cup Harbor Redevelopment and Port Master Plan Amendment for Shelter Island. Some of these studies have focused on specific District tenants while other studies dealt with the entire study area. As conditions have changed, updates were prepared to address the evolving circumstances. In 2008, an initial design for the Project between Nimitz Boulevard and Scott Street was prepared, and that design is now being refined by the District.[1] Therefore, this plan has been prepared to reflect the most current conditions relative to the design for the Project and to any anticipated changes in the subject leaseholds.

The parking facilities that are included in this study include both the off-street lots associated with the leaseholds, the public surface parking at the former Westy's lot, the Harbor Services Lot, and the on-street parking along North Harbor Drive and its current frontage road. In all, over 1,400 existing parking spaces were considered for this study.

[1] See Appendix A Attached

Figure 1 – Study Area



2.0 Organization

This study begins with a discussion of the existing conditions in mid-2014 regarding parking in the study area. That includes the existing conditions relative to current supply and operation of parking in the leasehold areas as well as the public on-street and off-street areas. These conditions serve as the baseline conditions in the area. Development intensity associated with each of the leaseholds is based on existing conditions as well as assumed future build out.

To gain insight for this plan, a series of stakeholder outreach meetings were held with District tenants in the study area. That process provided an understanding of the tenants' current operations relative to parking issues, future plans, and perspectives on parking conditions and issues in the area.

Future conditions of the study area include: the completion of the Project, future demand versus existing supply of parking in the area, as well as assumed full build-out of the permitted uses in the study area. In order to assess demand, more than one approach was utilized. In some cases, the quantity of parking for a project has been separately determined and conditioned through the project approval process between the District and the tenant. These include the Best Western Inn, Holiday Inn hotel operations, and Driscoll's Wharf. In other cases, a portion of the parking is provided within the leasehold, and additional parking is derived from the adjacent public parking area for newer uses that are identified in the 2001 Tidelands Parking Guidelines. In those cases, the parking ratios identified in the Tidelands Parking Guidelines were applied (KOA, 2001; Wilber Smith, 2001[2]) to the intensity of the defined use to arrive at the demand. In the case of three tenants represented in the sport fishing area, their operations existed before the Tidelands Parking Guidelines were developed, their demand fluctuates seasonally, and the demand can vary with the quality of the fishing available in a given year. Work done in 2009, regarding parking management in the study area (Walker, 2009[3]), determined the maximum demand for parking on a high season weekend, which is what this plan utilizes.

[2] See Appendix A Attached
[3] See Appendix A Attached

3.0 Existing Conditions

The parking supply in the study area consists of a combination of on-street public parking, off-street public parking, and parking controlled by tenants. While most of the parking is free, two lots charge for usage. The Scott Street lot for the sport fishing operations consists of approximately 283 spaces, is attendant controlled, and parking costs $2.00 for the first hour, then $1.00 per hour up to a maximum of $8.00 per 24-hour period. Also, the former Westy's surface parking lot on the northern side of North Harbor Drive has approximately 187 spaces and it has a fee for use using a pay-and-display method. It costs $6.00 per 24-hour period to park. Both of these pay lots are predominantly used by visitors to the sport fishing operations. The former Westy's lot is minimally used during the year, except during prime fishing season months, during which it is heavily utilized. Refer to Table 1 and Figure 2 showing the supply of parking.

At Sun Harbor Marina there are a total of approximately 99 parking spaces that are controlled by the tenant. Similarly, at Point Loma Marina, the tenant has a total of approximately 84 short-term parking spaces that are limited to 2-hours each for parking. At the Driscoll Marina there are approximately 165 parking spaces under tenant control.

On the north side of North Harbor Drive, the Best Western Inn provides parking to accommodate their 112-room hotel and associated facilities with approximately 140 on-site parking spaces. Similarly, the Holiday Inn provides parking to accommodate their 291-room hotel and associated uses with approximately 304 on-site parking spaces.

North Harbor Drive has parking on both sides of the street and along both sides of the one-way frontage road bordering the southerly side of the street. There are approximately 36 spaces along the north side of the street and approximately 140 spaces along the south side of the street. The Project will reconfigure this area so that future public parking supply will be greater than what currently exists. All of the on-street parking spaces are unmetered and do not have time constraints, other than the City of San Diego's city-wide 72-hour parking time limit. (Ord. 20281 N. S. §86.0118[4])

The final component of the parking supply within the study area consists of the off-street spaces on the south side of North Harbor Drive, generally between the Point Loma Marina and Driscoll's Marina. There are approximately 27 spaces adjacent to the wharfs and another approximately 28 spaces closer to North

[4] See Appendix B Attached

Harbor Drive. Of the approximately 28 spaces closer to North Harbor Drive, some will be reconfigured by the Project.

Table 1: Existing Parking Supply (showing all leaseholds and lots)

Location	Quantity	Controls
Scott Street Lot	283	$8 per day pay attendant
Sun Harbor Marina	99	Tenants and customers only
Point Loma Marina	84	2-hour limit, tenants and customers only
Driscoll Marina	165	Tenants and customers only
Best Western Inn	140	Tenants and customers only
Holiday Inn	304	Tenants and customers only
Harbor Services Lot	27	None
Former Westy's Lot	187	$6 per day pay & display
South side of North Harbor Drive	140	72-hour limit
On-street North Harbor Drive (North Side)	36	72-hour limit
Total	**1,465**	

The existing demand for parking in the study area derives from the customers, visitors, and employees to the businesses in the study area, as well as members of the public. The two hotels on the north side of North Harbor Drive (Best Western Inn and Holiday Inn) fully satisfy their parking needs on-site without overflow to the public parking in the area. Similarly, Driscoll's Marina accommodates their demand for parking with the approximately 165 on-site parking spaces available within their leasehold.

The uses in the study area that are currently unable to accommodate their calculated or observed peak parking demand within the leasehold are the three sport fishing operations, Sun Harbor Marina, and Point Loma Marina. During the peak sport fishing season, the combined sport fishing operators generate an estimated demand of approximately 858 parking spaces for the various types of customers and fishing experiences offered during the sport fishing season (Walker, 2009[5]). This exceeds the capacity of the approximately 283 parking spaces currently available at the Scott Street lot. The former Westy's lot is intended to accommodate parking overflow, and some of the customers and employees also make use of the on-street spaces along North Harbor Drive and the frontage road. During non-peak sport fishing

[5] See Appendix A Attached

season times of the year, the Scott Street lot is typically able to satisfy the demand for parking for those operations.

Additionally, Sun Harbor Marina, consisting of a marina, shops, restaurants, and offices, has a calculated demand that exceeds the existing approximately 99 spaces available within their leasehold.

Point Loma Marina is partially developed with some potential additional development in the future at the site. Currently, uses include a marina, office, and a restaurant. These uses are adequately accommodated by the existing approximately 84 on-site parking spaces. In the future, additional uses at the site would displace a portion of the existing on-site parking. Table 2 below depicts the existing parking supply and demand at the leaseholds in the study area. See Appendix D for details of the demand calculations and assumptions. As shown in Table 2, the existing calculated maximum parking deficiency during the peak fishing season is approximately 284 spaces. During the non-peak fishing season, the parking supply in the area achieves a relative balance.

Figure 2 – Existing parking Supply

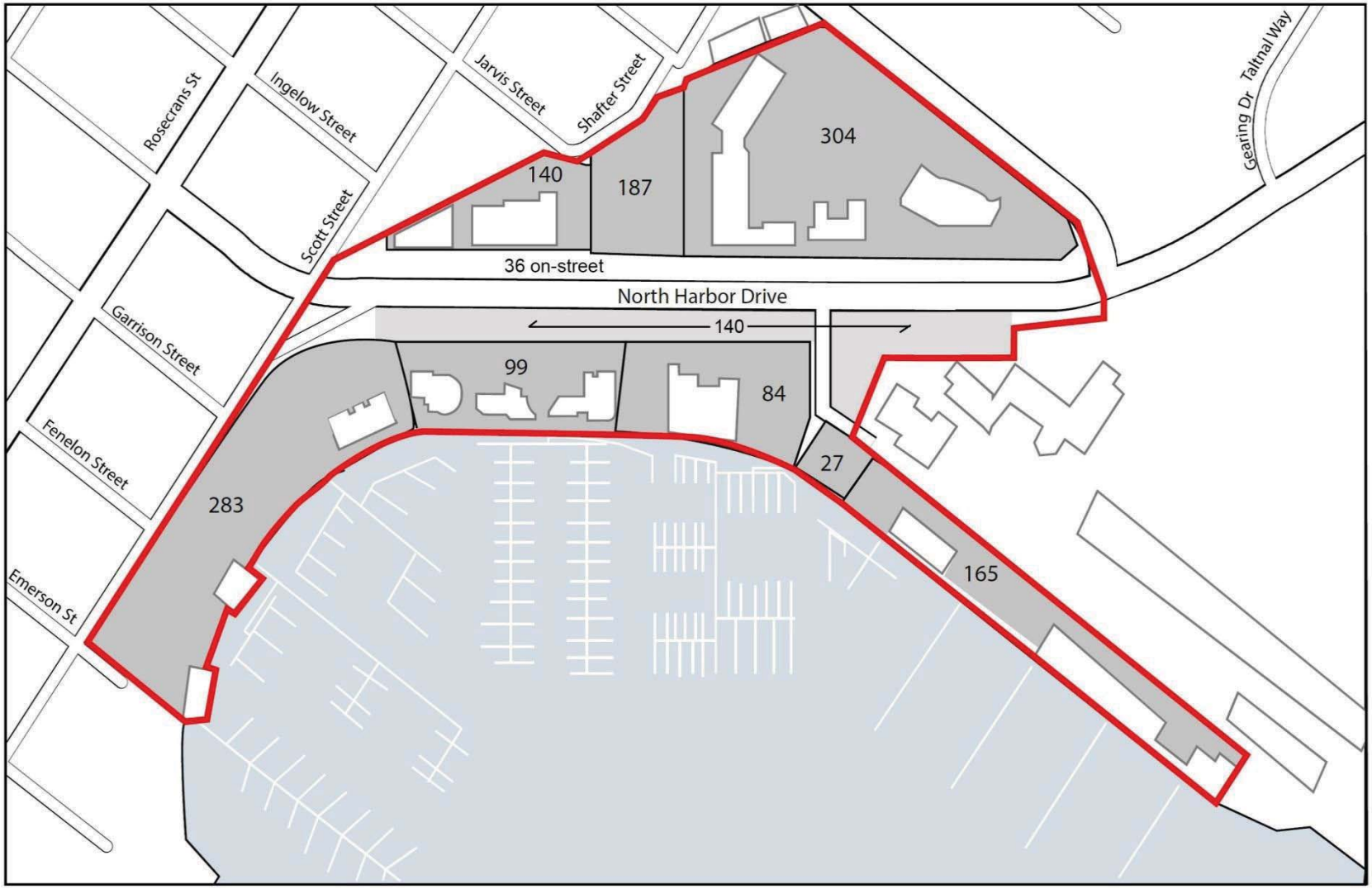


Table 2 – Existing Parking Supply versus Peak Season Demand		
Location	**Demand**	**Supply**
Sport Fishing Operators	858	283
Sun Harbor Marina	179	99
Point Loma Marina	103	84
Driscoll Marina	165	165
Best Western Inn	140	140
Holiday Inn	304	304
Harbor Services Lot	0	27
Former Westy's Lot	0	187
South side of North Harbor Drive	0	140
On-Street North Harbor Drive (North Side)	0	36
Total	**1,749**	**1,465**
Surplus (Deficiency)		**(284)**

Concerns about parking in the area that have been expressed generally focus on the following: (1) difficulty of finding parking during the peak sport fishing season; (2) the distance sport fishing customers have to travel to find available parking, especially if they are arriving for a night time fishing trip; and (3) the limited availability of on-street parking during the sport fishing season. Generally, on-street parking along North Harbor Drive is fully utilized adjacent to the Sun Harbor and Point Loma Marina operations, and the former Westy's lot is relatively unused in the off-season. Furthermore, some vehicles parked along North Harbor Drive also tend to be parked for extended periods of time, resulting in a limited availability of on-street parking. Another concern relates to recreational vehicles (RV) parking for extended periods along North Harbor Drive and the frontage road with what appear to be residents in them. In the absence of a parking ordinance, the only restriction has been the 72-hour limit for parking on-street anywhere in the City of San Diego. (SDMC, §86.0118[6]) Finally, the configuration and distribution of parking in the study area is such that it is linearly spread out within a narrow width making walking distances somewhat greater along the street. Due to this configuration, some visitors may fail to recognize that there is public parking in locations such as the Harbor Services Lot area, between leasehold-controlled parking. A recently enacted parking ordinance (SDMC, O-20281 N.S. §86.0139(a)[7]) will make it possible to issue violation notices to those parking recreational vehicles and trailers overnight on any City of San Diego street (between the hours of 2 AM to 6 AM), and enforcement of the ordinance is anticipated to begin in later summer 2014.

[6] See Appendix B Attached
[7] See Appendix B Attached

4.0 Future Conditions

The North Harbor Drive Realignment project is a significant change that will occur in the study area and will create approximately 270 parking spaces (see Figure 3), resulting in a net gain of approximately 130 parking spaces from the existing condition. The improvement project creates a total of 270 spaces plus the 34 on-street spaces on the north side of North Harbor Drive. Currently, there are approximately 140 on-street parking spaces that will be reconfigured by the project. This results in a net gain of approximately 130 parking spaces to the area. There is existing extra width on the south side of the roadway that will be converted into a parking isle with perpendicular spaces, and the scattered arrangement of driveways and curb cuts will be concentrated into two locations. One central median opening will allow for left and U-turns and a traffic signal with a pedestrian crosswalk will exist mid-block. Bicycle lanes will be added on both sides of North Harbor Drive, the median will be rebuilt, and the southerly side of the road will have new curb, gutter and sidewalk. When the Project is complete, the proposed road width will permit on-street parking to exist along the north side of the street, eliminating the frontage road and associated parking and median. However, the Project will result in a net gain in parking since the proposed perpendicular arrangement behind the curb on the south side will be more efficient than the existing parallel parking, plus parking will be extended further east adjacent to the Navy's ASW School. All proposed parking will be public and will result in a net gain of approximately 130 spaces. This amount may adjust slightly as additional design iterations are considered and resolved.

Another change in future conditions for the study area is a potential future development at Point Loma Marina as well as a lease amendment. Development at Point Loma Marina could include a future restaurant of up to 4,400 square feet (s.f.) and a marina support facility of up to 10,000 s.f. Future development would displace existing temporary parking at the site while also generating additional demand. As a result of this potential development, it is estimated that net parking supply will decrease by up to approximately 29 spaces while demand could increase by approximately 128 spaces.. However, as a component of the lease amendment, the Harbor Services lot would be added to the Point Loma Marina leasehold which will add an additional 18 parking spaces. Thus, on-site parking deficiency would be offset by the newly created public parking spaces located directly in front of Point Loma Marina as well as in the newly created spaces. The future overall net deficiency on the site is calculated to be approximately 49 spaces

Table 3 below illustrates the effect on both parking supply and demand in the study area as it currently exists and with the future configuration of the area, including the leaseholds' allowable uses at assumed full build out and completion of the Project.

Figure 3 – North Harbor Drive Improvement Project

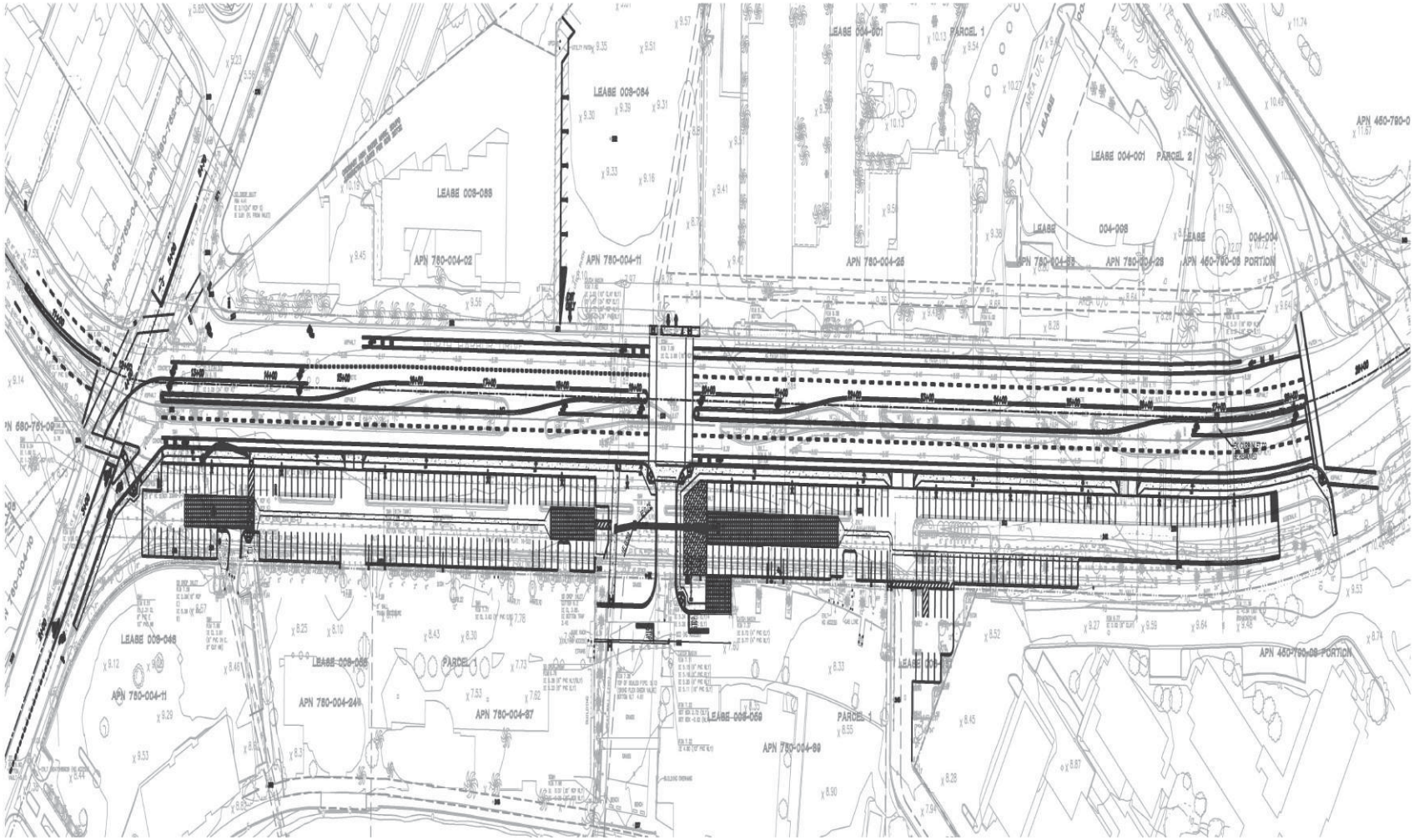


Figure 3
North Harbor Drive Improvement Project

N
Not To Scale

Table 3: Future Parking Supply versus Demand		
Location	**Demand**	**Supply**
Sport Fishing Operators	858	283
Sun Harbor Marina	179	99
Point Loma Marina	183	60
Driscoll Marina	165	165
Best Western Inn	140	140
Holiday Inn	304	304
Harbor Services Lot	0	40
Former Westy's Lot	0	180[8]
On-street North Harbor Drive (North Side)	0	34
North Harbor Drive Improvement Project	0	270
Total	**1,829**	**1,575**
Surplus (Deficiency)		**(254)**

The Project will create a total of approximately 270 parking spaces in the area that will result in a net gain of approximately 130 public parking spaces. A small portion of these additional spaces will be on-street on the north side of North Harbor Drive, and the remainder will be configured as a long row of perpendicular spaces in an isle behind the curb on the south side North Harbor Drive. In addition, completion of future development for Point Loma Marina will create an additional deficiency of leasehold parking beyond what can be accommodated by the spaces within the leasehold. Changes to conditions in the area mean that the net deficiency during the peak fishing season conditions will improve from a deficiency of approximately 284 to 254 parking spaces.

[8] Due to the construction of a public pedestrian promenade, there will be a loss of approximately seven public parking spaces in the Westy's lot post-construction.

5.0 Recommended Techniques to Manage Parking

An initial consideration for the use of time restrictions in the public parking areas shall be to control the long-term storage of vehicles within the study area or restrict those who reside in their vehicles in the area. For the on-street parking on North Harbor Drive, the City of San Diego recently enacted an ordinance to restrict any on-street parking by RV's between the hours of 2 AM and 6 AM (86.0139 through 86.0143[9]). The District should adopt a similar restriction for the study area as well as various Tidelands areas. A further method to limit larger vehicles from parking in the area is to mark all the stalls, including the on-street spaces. Existing City of San Diego ordinance (No. 86.0102[10]) makes it a violation to occupy more than one stall with a parked vehicle or an oversized vehicle, except for delivery purposes. Again, the District should adopt a similar ordinance to mark parking stalls for the Tidelands areas if one does not exist.

In areas immediately proximate to the commercial activities on the south side of North Harbor Drive a time limit of 2 hours should be established for the adjacent 126 parking spaces due to the need for quick turnaround of parking spaces to accommodate users of existing public access facilities (i.e., promenade and Marina Green park), restaurants, and other commercial facilities. Additionally, the Harbor Services lot and its 40 spaces should be designated for 2-hour parking that can be used by higher turnover visitation. This would produce a total of approximately 153 2-hour parking spaces.

In areas located near the Navy's ASW School and to the east of the entrance roadway to Driscoll's Marina a time limit of 24-hours should be established to accommodate longer visits required for the nearby anchorage employees and other longer-term visitors to include sport fishing customers. See Figure 4 below that depicts these areas, which includes approximately 90 parking spaces.

Another area of 4-hour parking on the western end of the Project involves the westernmost 54 spaces that will be constructed. This area will allow for usage that is a bit longer than the 2-hour limit spaces to the east.

Paid Parking - Sport Fishing Lot

For the existing 283 spaces in the sport fishing lot serving three leaseholds that offer a range of boat trips from several hours to days, it is recommend that the fees for parking continue and rates continue to be competitive. This lot should continue to serve as the prime location for visitors using the sport fishing operations.

Former Westy's Lot

The former Westy's lot serves two needs: (1) it provides overflow parking for customers during the peak sport fishing season and (2) it provides overflow parking for the employees. Assuming 2- and 4-hour

[9] See Appendix B Attached
[10] See Appendix B Attached

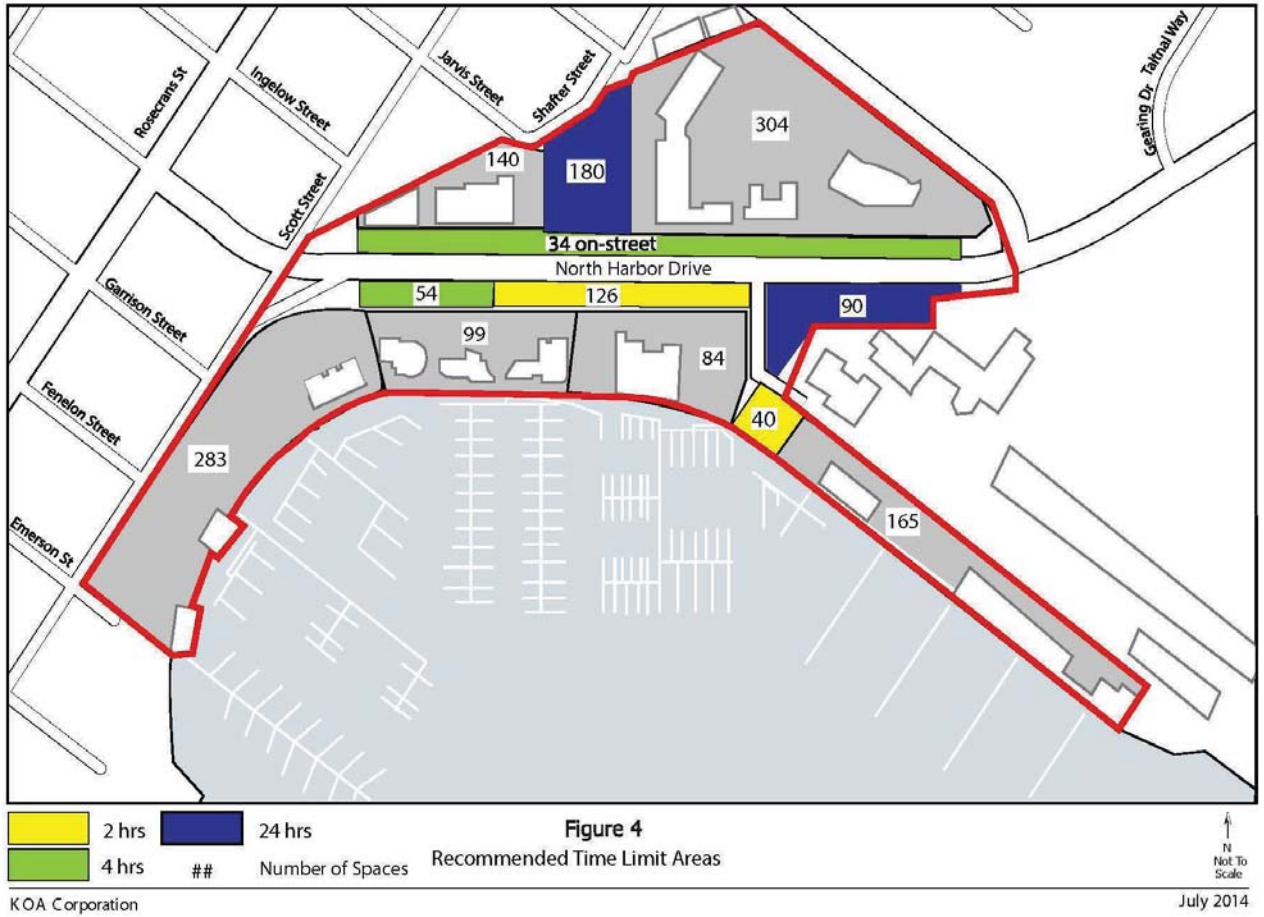
time restrictions are imposed on North Harbor Drive; employees will generally be unable to use the proposed parking along North Harbor Drive. As such, it is recommended that the fee continue for parking at this lot. During the peak sport fishing season months the minimum time should be extended to 72-hours to facilitate multi-day fishermen. At other times of the year, a 24-hour limit is recommended for employee parking. It should be noted that until time limits are imposed or a fee is charged for public parking nearby, this lot will be under-parked as it is now during the non-sport fishing season.

Paid Parking - Meters

Parking meters are individual or multi-space units that monitor the amount of time remaining since the user funded the meter. Metered parking can be used to further enforce the time limited areas that have been defined. In the same manner as the Harbor Services lot, it presently has a pay station device (although it is not yet being enforced), it is recommended that this be considered throughout the study area. Currently, the District operates metered parking in areas such as Shelter Island, North and South Embarcadero, and Tuna Harbor. The rates are established by District Code 8.10 & 8.14[11] (currently $1.00 to $1.25 per hour), and the time limit is generally 2 hours (with some exceptions), and enforcement is between 8 AM and 6 PM Monday through Saturday. Currently, the District is examining existing parking rates and how they compare to other parts of San Diego and other west coast waterfront cities. City of San Diego metered parking rates are currently $1.50 per hour. Rates for the North Harbor Drive area are assumed to be consistent with the outcome of that examination, and it is assumed that rates would be reviewed periodically in the future to reflect conditions as they may change in the future. It is recommended that the approximately 34 spaces on the north side of North Harbor Drive be consistent with the adjacent recommended 4-hour time limits. However, those parking spaces are within the jurisdiction of the City of San Diego; as a result, the City of San Diego is responsible for regulating and enforcing parking in that area.

[11] See Appendix C Attached

Figure 4 – Recommended Time Limit Area



Peak Sport Fishing Season

It is anticipated that there will continue to be a parking deficit during peak sport fishing season. Presently, it is possible for employees and customers to use the on-street spaces in the area for several days. However, with the introduction of time limits and possibly metering, options for long-term parking will be limited and make the need for efficient use of the sport fishing and former Westy's parking lots more critical. As such, it is necessary to consider the following two new measures.

1. Valet Parking: To make greater use of the same space in the sport fishing lot, valet parking is recommended so that vehicles can be more tightly parked by the operator.
2. Parking Validation System: Implementation of a validation system for parking in designated areas to improve the parking in the Project vicinity should be implemented. A system issued by the District, or designated representative of allowing employees and customers to display a validation card, placard, or similar identification system is recommended for the peak sport fishing season, since there is sufficient parking during the non-peak sport fishing season. For those few months each year the validations would be distributed to the sport fishing operators for use by their customers to be able to park longer than the posted time limit. The validations could be used in parking spaces designated with a time other than a 2-hour time limit near the eastern end (approximately 90 spaces) and western end (approximately 54 spaces) of the North Harbor Drive improvement area. Since there are approximately 144 parking spaces in these two areas, the number of placards should not exceed that amount. The placards would not be usable in the 4-hour time limit spaces or along the north side of North Harbor Drive.

Other Measures

Earlier studies of parking in the study area identified Transportation Demand Measures (TDM) to encourage users to change their mode of travel and behavior in trip-making. Each employee that is able to use transit, share a ride, use a bicycle, walk, or obtain a ride from someone else represents one more additional available parking space. With encouragement and support from the employers, workers can discover how transit may provide an option for getting to and from work and how the local bus routes (route no. 923 on North Harbor Drive and no. 28 on Rosecrans Street) can connect them to other services and their residence in the region.

An area to secure bicycles will encourage those employees able to make use of this form of mobility as an alternative to driving a car. Increasingly, the City of San Diego and the region, through the San Diego Association of Governments (SANDAG), are beginning to upgrade and implement a program with improvements to make bicycling friendlier on urban streets. Additionally, rideshare employees who live within a logical route to work can discover whether another employee from the area is available to share a ride. This process has been facilitated in the past by the California Department of Transportation, SANDAG, and increasingly in the private sector. Additionally, online sites exist to help match up riders.

Another earlier recommendation involved identifying and developing off-site parking lots. While this can provide additional parking, it also necessitates a transportation shuttle system to get people between the lot and the study area. Furthermore, the availability of a suitable off-site parking area within a reasonable distance is limited. However, when an opportunity to operate such a service is identified, it should receive consideration.

Summary

The following list is a summary of the recommendations for managing parking in the study area:

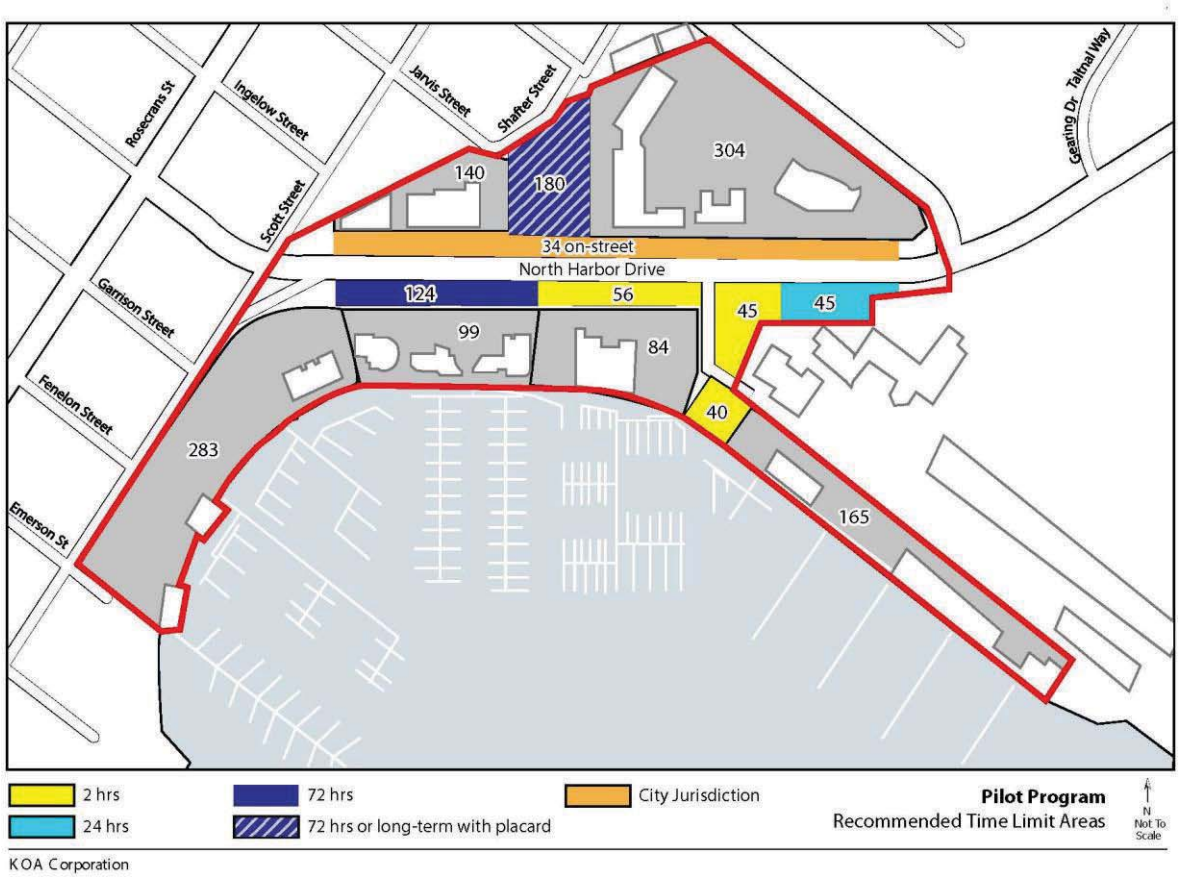
- Designate portions of the newly created spaces for 2-hour and 4-hour time limited parking as shown in Figure 4 between the hours of 8 AM and 6 PM. This includes: approximately 126 spaces adjacent to North Harbor Drive for 2-hour parking for short term customers, the westerly 54 spaces for 4-hour parking for somewhat long visits, and the easterly 90 spaces for 24-hour parking for more than half a day and overnight visitors.
- Designate the public parking in the Harbor Services Lot of 40 spaces between Driscoll Marina and Point Loma Marina for time limited parking of 2-hours between the hours of 8 AM and 6 PM.
- Coordinate with the City of San Diego to establish a time limit for parking on the north curb of North Harbor Drive of 4-hours which affects approximately 34 spaces on-street.
- Limit overnight parking by RVs and non-motorized vehicles similar to the City of San Diego ordinance.
- Introduce metered parking at all public spaces.
- Initiate a parking validation program for customers and employees of the sport fishing operations to facilitate greater use of some of the 4-hour parking spaces and the former Westy's lot.
- Examine the use of valet parking in the sport fishing and former Westy's lot during peak seasonal periods.
- Provide information to leaseholders for initiating TDM programs for their employees.

6.0 America's Cup Harbor Pilot Program

In addition to the recommendations listed above, the America's Cup Harbor Pilot Program (ACH Pilot Program) has been identified as a solution to parking in order to address stakeholder feedback and to balance the variety of parking needs in the area (see Figure 5). The ACH Pilot Program would act as an implementing tool of the ACH Parking Program and would be reviewed, monitored, and modified as necessary throughout the year. By implementing a one-year pilot program, the District will establish a base line of data, demand, and utilization rates that will allow the District to make the changes permanent, and/or adjust the parking to better accommodate the needs of the area. The following components will be implemented immediately following completion of the Project, as part of ACH Pilot Program:

- Designate portions of the newly created spaces for two-hour time limited parking. This includes approximately 101 parking spaces behind the south curb of North Harbor Drive for short-term visitors.
- Designate portions of the newly created spaces for 24-hour time limited parking. This includes approximately 45 parking spaces on the southeastern end of North Harbor Drive for half day and overnight visitors.
- Designate the 40 public parking spaces in the Harbor Services Lot between Driscoll's Wharf and Point Loma Marina for two-hour time limited parking.
- Designate the 180 parking spaces in the former Westy's lot for 72-hour time limited parking.
- Initiate a parking placard/validation program for customers and employees of the sport fishing operations to facilitate long-term parking at the former Westy's lot.

Figure 5 – Pilot Program Recommended Time Line



APPENDIX A

WORK CITED

Work Cited

- Katz, Okitsu & Associates; Wilber Smith Associates (KOA; Wilber Smith). Tidelands Parking Study. San Diego, CA 2001. Pp. 1-10.
- Katz, Okitsu & Associates; Walker Parking Consultants (KOA; Walker). America's Cup Harbor Parking Management Program. San Diego, CA 2002. Pp. 1-45.
- San Diego Unified Port District; Bartell Hotels (SDUPD; BH). Traffic and Parking Evaluation. Urban Systems Associates, Inc. San Diego, CA 2007. Pp. 1-1 – 8-1.
- Walker Parking Consultants (Walker). America's Cup Harbor Parking Management Plan. Los Angeles, CA 2009. Pp. 1-42.

APPENDIX B

SAN DIEGO MUNICIPAL CODES

Article 6: Stopping, Standing, Parking of Vehicles, and Impound Procedures

(Retitled from "Stopping, Standing and Parking" to "Stopping, Standing, Parking of Vehicles, and Impound Procedures" and amended 10-2-12 by O-20192 N.S.)

Division 1: General Parking Regulations

(Renumbered from Division 0 to Division 1, and added Division titled to "General Parking Regulations" on 8-5-2013 by O-20281 N.S.)

[**Editors Note**: Sections 86.0139 through 86.0143 of this Division as adopted by O-20281 shall remain in effect for two years from the date they are effectively certified by the California Coastal Commission, at which time sections 86.0139, 86.0140, 86.0141, 86.0142 and 86.0143 shall be automatically repealed unless an extension is approved by majority vote of the City Council.]

§86.0101 Nonenforcement Days

The parking meter and time restrictions imposed under or pursuant to the authority of this Article shall not apply on Sundays, or upon the calendar dates on which New Year's Day, Martin Luther King, Jr.'s Birthday, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day, are celebrated. The City Council may however, by resolution or ordinance, prohibit or limit parking on any street during all or certain hours of any such day and such limitation or prohibition shall be effective only when appropriate signs giving adequate notice thereof are erected or placed upon such street.
(Renumbered from former Section 86.01 on 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0102 Parking

No person shall park, stand or stop any vehicle unless both right wheels are within eighteen inches (18") of the curb or edge of the street, subject, however, to the provisions of Sections 86.02.1 and 86.02.2. When lines indicating parking stalls are designated on the surface of a street, no person shall park, stand, or stop any vehicle unless such vehicle is entirely within the limits of such parking stall.
(Renumbered from former Section 86.02 on 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0115 Parking or Standing in Consular Parking Zones

No person shall stop or stand any vehicle in a "Consular Parking Zone" unless the person is a consular officer or employee in a consulate and the vehicle displays a distinguishing consular license plate.

Consular Parking Zones shall be operative twenty–four (24) hours a day (Sundays and holidays included); provided, however, that the City Manager may determine and declare limited periods during which any "Consular Parking Zone" shall be operative, and such limited operative period shall be effective when appropriate signs giving notice thereof are erected.
(Renumbered from former Section 86.09.3 on 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0116 Parking or Standing in Fire Apparatus Access Roadways

It is unlawful to *park* or leave *standing* any vehicle on public or private property in a Fire Apparatus Access Roadway at any time.
(Renumbered from former Section 86.09.4, and amended 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0117 Parking or Standing in Designated Street Sweeping Zones at Certain Posted Times

No person shall park or stand any vehicle in a designated "Street Sweeping Zone", established pursuant to San Diego Municipal Code Section 86.06 and Section 22507.6 of the California Vehicle Code.

Street Sweeping Zones shall be operative during days and times determined by the City Manager. The operative days and times shall be posted on the appropriate signs erected pursuant to Section 86.06.

(Renumbered from former Section 86.09.5 on 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0118 Parking in Excess of Seventy–Two (72) Hours Prohibited

No person shall park or cause to be parked or allow to remain standing any vehicle upon any street or highway in excess of seventy–two (72) consecutive hours.
(Renumbered from former Section 86.09.6 on 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0138 Authority to Remove Vehicles for Sale

(a) Purpose. The Council of the City of San Diego finds that the display of vehicles for sale on its streets creates a distraction for drivers and pedestrians, thereby creating a hazard; creates a nuisance for the community; and decreases the parking available for businesses and residents. Council further finds that numerous methods are available and necessary to alleviate this problem in the method most appropriate for the affected community. The purpose of this Section is to authorize and empower the City Manager to take various actions when the use of public streets for the private sale of vehicles adversely affects communities in the City of San Diego.

(b) It is unlawful to park a vehicle on a street designated pursuant to Section 86.0138(e) when, because of a sign or placard on the vehicle, it appears that the primary purpose of parking the vehicle at that location is to display to the public that the vehicle is for sale.

(c) A notice of violation for Section 86.0138(b) must be accompanied by:

(1) A warning that an additional violation of Section 86.0138(b) may result in the impoundment of the vehicle, even if the vehicle is moved to another street designated under this section, so long as the sign or placard offering the vehicle for sale remains on the vehicle.

(2) A list of the streets subject to this section.

(d) The City Manager has the authority to order the removal of any vehicle from any designated street when, because of a sign or placard on the vehicle, it appears that the primary purpose of parking the vehicle at that location is to display to the public that the vehicle is for sale, and when the vehicle has previously been issued a notice of violation for Section 86.0138(b) within the last 30 days, but not less than 24 hours. The City Manager may order removal of a vehicle even if the vehicle has been moved to a different street, so long as that street is also a designated street pursuant to Section 86.0138(e) and all the requirements of this section are satisfied

(e) The streets subject to this section shall be determined by Resolution of the Council.

(Renumbered from former Section 86.23.1, and amended 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

§86.0139 Prohibition of Parking of Oversized, Non-Motorized and Recreational Vehicles

Except as provided in section 86.0139 or otherwise expressly provided to the contrary herein, or unless such *parking* or *standing* is authorized by the City Manager and appropriate signs permitting such *parking* or *standing* are posted:

(a) It is unlawful for any *person* to *park* or leave *standing* upon any public street, *park road* or *park parking lot*, any *oversized*, *non-motorized* or *recreational vehicle* between the hours of 2:00 a.m. and 6:00 a.m.

(b) It is unlawful for any *person* to *park* or leave *standing* within 50 feet of any intersection of public streets, a public street and *park road*, a public street and *alley* or a *park road* and *alley*, as measured from the prolongation of the curb lines or the edge of the pavement of the cross street or *alley*, any *oversized*, *non-motorized* or *recreational vehicle* at any time.

("Prohibition of Parking of Oversized, Non-Motorized and Recreational Vehicles" added 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

[Editors Note: Amendments as adopted by O-20281 N. S. for Sections 86.0139 through 86.0143 will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment, and these sections shall remain in effect for two years from the date they are certified by the California Coastal Commission, at which time Sections 86.0139, 86.0140, 86.0141, 86.0142 and 86.0143 shall be automatically repealed unless an extension is approved by majority vote of the City Council.
Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20281-SO.pdf]

§86.0140 Exceptions to Prohibition on Parking of Oversized, Non-Motorized and Recreational Vehicles

(a) Section 86.0138(a)(1) does not apply to any *oversized vehicle* on a public street while actively engaged in loading or unloading goods, wares, or merchandise from or to any building or structure.

(b) Section 86.0138(a)(1) does not apply to any *oversized vehicle* on a public street when such *oversized vehicle* is *parked* or left *standing* in connection with, and in aid of, the performance of a service to or on a property in the block in which such *oversized vehicle* is *parked* or left *standing*.

(c) Section 86.0138 does not apply to any vehicle on a public street belonging to federal, state, or local authorities, or a public utility.

(d) Section 86.0138(a)(1) does not apply to any *school bus* on a public street involved in the transportation of students, or to any *bus* on a public street used for the transportation of youths or disabled persons during the course of the activity for which they were transported.

(e) Section 86.0138 does not apply to commercial *loading zones*.

(f) Section 86.0138(a)(1) does not apply to any vehicle displaying a valid permit issued pursuant to section 86.0142.

("Exceptions to Prohibition on Parking of Oversized, Non-Motorized and Recreational Vehicles" added 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

[**Editors Note:** Amendments as adopted by O-20281 N. S. for Sections 86.0139 through 86.0143 will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment, and these sections shall remain in effect for two years from the date they are certified by the California Coastal Commission, at which time Sections 86.0139, 86.0140, 86.0141, 86.0142 and 86.0143 shall be automatically repealed unless an extension is approved by majority vote of the City Council.
Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20281-SO.pdf]

§86.0141 Notice

(a) The prohibitions and restrictions contained in section 86.0138 shall be effective upon the posting of signs providing notice.

(b) The City Manager shall post and maintain appropriate signs providing notice of the prohibitions contained in section 86.0138.

("Notice" added 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

[Editors Note: Amendments as adopted by O-20281 N. S. for Sections 86.0139 through 86.0143 will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment, and these sections shall remain in effect for two years from the date they are certified by the California Coastal Commission, at which time Sections 86.0139, 86.0140, 86.0141, 86.0142 and 86.0143 shall be automatically repealed unless an extension is approved by majority vote of the City Council.
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§86.0142 Enforcement Remedies

A violation of section 86.0138 shall be an infraction punishable by a fine of $100.
("Enforcement Remedies" added 8-5-2013 by O-20281 N.S.; effective 9-4-2013.)

[Editors Note: Amendments as adopted by O-20281 N. S. for Sections 86.0139 through 86.0143 will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment, and these sections shall remain in effect for two years from the date they are certified by the California Coastal Commission, at which time Sections 86.0139, 86.0140, 86.0141, 86.0142 and 86.0143 shall be automatically repealed unless an extension is approved by majority vote of the City Council.
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APPENDIX C

UNIFIED PORT DISTRICT CODE & ORDINANCE

SAN DIEGO UNIFIED PORT DISTRICT CODE

Published Pursuant to

San Diego Unified Port District Ordinance 19

BOARD OF PORT COMMISSIONERS

SAN DIEGO UNIFIED PORT DISTRICT

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RADIOACTIVE SUBSTANCES - PERMIT REQUIRED - CONDITIONS 8.60
RADIOACTIVE SUBSTANCES - PROTECTION OF PERSONNEL 8.66
RADIOACTIVE SUBSTANCES - QUANTITIES LIMITED 8.70
RADIOACTIVE SUBSTANCES - REPORT OF BREAKAGE OR LOSS 8.69
REFERENCES TO ACTS OR OMISSIONS WITHIN THE SDUPD 0.06
REGULATION OF IN-WATER HULL CLEANING 4.14
REGULATION OF NEWSRACKS 11.00-11.17

SEC. 8.10 - PARKING METER RATES

The District has parking meters located within its jurisdiction. When any vehicle is parked in any space that requires payment being inserted into a parking meter, the operator of said vehicle shall, upon entering said parking space, immediately cause payment to be inserted according to the time interval desired within the maximum limit and posted parking rates.

The parking meter rates may be set at different rates for different locations based on parking demand. The parking meter rates shall be posted on the parking meters and/or posted on a nearby sign.

(Enacted May 9, 1963 - Ordinance 61)
(Amended July 27, 1965 - Ordinance 179)
(Amended October 10, 1967 - Ordinance 332)
(Amended January 15, 1974 - Ordinance 642)
(Amended June 17, 1980 - Ordinance 877)
(Amended August 9, 1983 - Ordinance 1039)
(Amended August 22, 1989 - Ordinance 1330)
(Amended October 20, 1992 - Ordinance 1534)
(Amended September 6, 2005 - Ordinance 2355)
(Amended May 2, 2006 - Ordinance 2392)

SEC. 8.14 - PARKING METERS - TIME OF OPERATION

Said parking meters shall be operated in parking meter zones Monday through Saturday between the hours of 8:00 a.m and 6:00 p.m., except New Year's Day, Martin Luther King, Jr.'s Birthday, Memorial Day, July 4th, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day and Christmas Day.

(Enacted May 9, 1963 - Ordinance 61)
(Amended January 15, 1974 - Ordinance 642)
(Amended May 5, 1992 - Ordinance 1494)
(Amended September 16, 1997 - Ordinance 1911)
(Amended September 6, 2005 - Ordinance 2355)

SEC. 8.15 - PARKING REGULATIONS - ENFORCEMENT

(a) Every Harbor Police Officer or District employee charged with and assigned to the enforcement of provisions of this Code relating to illegal parking, the provisions of the California Vehicle Code, and other laws of the State of California applicable to parking violations within the jurisdiction of the San Diego Unified Port District, shall have the duty, when any vehicle is illegally parked, to issue written notice of violation thereof stating the State vehicle license number, make of such vehicle, the time and date of such illegal parking, meter number, street location, and reference to the appropriate section of the Code and fixing a time and place for appearance by the registered owner to answer said notice. Such notice shall be attached to said vehicle either on the steering post or front door handle thereof or in

APPENDIX D

SUPPLY AND DEMAND SPREADSHEET

Parking Supply & Calculated Demand									
Existing Conditions	**Type**	**Intensity**	**Base Rate**	**Demand w/o Adjustm.**	**Adjust-ments**	**Demand w/ Adjustm.**	**Demand**	**Supply**	**Excess (Shorfall)**
Sport Fishing Landing/Scott Street	peak season						858	283	(575)
Sun Harbor Marina									
use 1	berths	108	1	108		108			
use 2	office	8682	3.9	34		34			
use 3	restaurant	4000	9.3	37		37			
use 4	marina support	2333	0	0		0			
subtotal							179	99	(80)
Point Loma Marina									
existing	berths	50	1	50		50			
existing	marina support	3700	0	0		0			
existing	marine office	1845	3.9	7		7			
existing	restaurant	4955	9.3	46		46			
subtotal							103	84	(19)
Driscoll Marina	office	42400	3.9	165		n.a.	165	165	0
Best Western	hotel	112	1.1	123	-3.0%	120			
Best Western	restaurant	4340	9.3	40	-3.0%	39			
subtotal						159	140	140	0
Holiday Inn	hotel	291	1.04	303	-3.0%	294	304	304	
Adjacent to ASW	off street							28	28
Harbor Services	off street							27	27
Former Westy's	off street							187	187
On-street North Harbor Drive	on street							146	146
Total							**1749**	**1463**	**(286)**

Future Conditions	Type	Intensity	Base Rate	Demand w/o Adjustm.	Adjust-ments	Demand w/ Adjustm.	Demand	Supply	Excess (Shorfall)
Sport Fishing Landing/Scott Street	peak season						858	283	(575)
Sun Harbor Marina									
use 1	berths	108	1	108		108			
use 2	office	8682	3.9	34		34			
use 3	restaurant	4000	9.3	37		37			
use 4	marina support	2333	0	0		0			
subtotal							179	99	(80)
Point Loma Marina									
existing	berths	50	1	50		50			
existing	marina support	3700	0	0		0			
existing	marine office	1845	3.9	7		7			
existing	restaurant 1	4955	9.3	46		46			
fut. use 1	restaurant 2	4400	9.3	41		41			
fut. use 2	marine sales & service	10000	3.9	39		39			
subtotal							183	55	(128)
Driscoll Marina	office		3.9	165		n.a.	165	165	0
Best Western	hotel	112	1.1	123	-3.0%	120			
Best Western	restaurant	4340	9.3	40	-3.0%	39			
subtotal						159	140	140	0
Holiday Inn	hotel	291	1.04	303	-3.0%	294	304	304	
Adjacent to ASW	see impr. proj. below							0	0
Harbor Services	off street							27	27
Former Westy's	off street							187	187
North Harbor Drive									
On-street	on-street north side							34	34
Improvement Project	net increase off street							270	270
Total							**1829**	**1564**	**(265)**

Appendix B Detailed Parking Occupancy Counts

ACH Summer 2015 Counts

Parking Counts

Lot	Saturday - 8/29/2015			Wednesday - 9/2/2015			Thursday - 9/3/2015			Actual Supply	Supply Projected in PMP
	900	1200	1800	900	1200	1800	900	1200	1800		
Sportfishing Landings	291	291	291	246	279	291	243	290	291	291	283
Sun Harbor Marina	33	51	52	77	76	44	43	67	50	86	99
Point Loma Marina	14	36	41	29	36	36	24	41	40	46	60
Harbor Services Lot	Closed										40
Driscoll Marina	76	72	65	75	91	60	75	91	51	179	165
Off-street Parking - 72 Hour Zone	127	127	127	67	119	106	125	127	127	127	270
Off-street Parking - 2 Hour Zone	65	75	61	36	67	60	71	73	50	111	
Off-street Parking - 24 Hour Zone	5	4	6	5	5	4	6	5	5	32	
Holiday Inn	160	208	202	147	108	97	114	107	128	253	304
Westy's	123	112	120	46	41	39	39	42	45	132	180
Best Western	41	29	32	49	27	35	60	30	38	103	140
On-street Parking Harbor Drive	26	21	23	12	18	11	18	22	16	43	34
Total	961	1026	1020	789	867	783	818	895	841	1403	1575

ACH Autumn 2015 Counts

Parking Counts

Lot	Tuesday - 10/13/2015			Thursday -10/15/2015			Saturday - 10/17/2015			Actual Supply
	900	1200	1800	900	1200	1800	900	1200	1800	
Sportfishing Landings	221	273	254	179	215	212	289	290	290	291
Sun Harbor Marina	40	41	25	30	56	53	44	41	29	86
Point Loma Marina	23	25	31	26	39	36	19	38	44	46
Harbor Services Lot*	5	5	0	5	6	0	5	5	5	unknown
Driscoll Marina	78	97	75	83	86	52	72	73	61	179
Off-street Parking - 72 Hour Zone	72	102	116	60	78	94	121	127	125	127
Off-street Parking - 2 Hour Zone	9	35	38	9	28	28	58	63	42	97
Off-street Parking - 24 Hour Zone	15	12	18	16	18	13	2	8	8	46
Holiday Inn	100	102	118	120	125	84	123	165	178	253
Westy's	24	23	14	14	15	12	69	79	62	155
Best Western	91	54	49	88	49	67	30	33	39	103
On-street Parking Harbor Drive	7	16	20	11	14	15	19	22	23	43
Total	685	785	758	641	729	666	851	944	906	1426

* Harbor Services Lot still closed/fenced off. Parked vehicles are work trucks

ACH Winter 2016 Counts

Parking Counts

Lot	Tuesday - 2/2/2016			Thursday -2/4/2016			Saturday - 2/6/2016			Actual Supply
	900	1200	1800	900	1200	1800	900	1200	1800	
Sportfishing Landings	80	106	94	84	148	117	281	286	116	291
Sun Harbor Marina	31	60	68	33	64	67	29	39	58	86
Point Loma Marina	16	37	34	23	30	29	14	29	34	46
Harbor Services Lot*	15	17	10	17	14	12	16	16	5	36
Driscoll Marina	79	83	34	72	82	29	19	14	10	179
Off-street Parking - 72 Hour Zone	76	99	57	78	101	66	123	119	87	127
Off-street Parking - 2 Hour Zone	9	13	7	7	13	18	11	14	8	97
Off-street Parking - 24 Hour Zone	20	14	17	21	20	16	4	14	22	46
Holiday Inn	111	120	127	117	115	107	181	160	134	253
Westy's	9	10	3	5	7	2	18	12	17	155
Best Western	44	26	54	46	26	37	52	39	36	103
On-street Parking Harbor Drive	12	13	9	14	9	4	14	10	10	43
Total	502	598	514	517	629	504	762	752	537	1462

*Portion of the Harbor Services Lot still closed/fenced off, more supply likely

ACH Spring 2016 Counts

Parking Counts

Lot	Tuesday - 3/29/2016			Thursday -3/31/2016			Saturday - 4/2/2016			Actual Supply
	900	1200	1800	900	1200	1800	900	1200	1800	
Sportfishing Landings	50	101	75	128	211	97	187	231	246	291
Sun Harbor Marina	33	60	55	38	58	62	45	64	60	86
Point Loma Marina	15	36	17	20	37	31	8	29	24	46
Harbor Services Lot*	14	14	9	10	10	15	20	18	14	36
Driscoll Marina	83	75	59	85	83	60	51	51	45	179
Off-street Parking - 72 Hour Zone	51	79	57	96	127	79	113	126	85	127
Off-street Parking - 2 Hour Zone	8	18	6	15	23	18	13	23	25	97
Off-street Parking - 24 Hour Zone	16	14	11	21	18	15	25	39	17	46
Holiday Inn	133	141	91	144	101	117	175	171	145	253
Westy's	20	18	13	13	14	13	34	48	26	155
Best Western	73	32	53	67	23	57	53	26	41	103
On-street Parking Harbor Drive	9	11	5	21	9	7	22	30	9	43
Total	505	599	451	658	714	571	746	856	737	1462

* Portion of the Harbor Services Lot still closed/fenced off, more supply likely

ACH Summer 2016 Counts

Parking Counts

Lot	Sunday - 7/24/2016									Actual Supply
	500	**700**	**900**	**1100**	**1300**	**1500**	**1700**	**1900**	**2100**	
Sportfishing Landings	285	284	285	288	290	290	290	289	290	291
Sun Harbor Marina	40	34	43	48	63	55	55	69	68	86
Point Loma Marina	6	7	17	27	44	36	35	43	41	46
Harbor Services Lot*	12	12	15	17	17	17	15	13	13	36
Driscoll Marina	47	58	70	70	68	66	51	48	47	179
Off-street Parking - 72 Hour Z	100	124	126	127	125	124	125	124	123	127
Off-street Parking - 2 Hour Zo	13	11	11	17	42	42	35	44	40	97
Off-street Parking - 24 Hour Z	25	26	23	26	34	33	27	27	24	46
Holiday Inn	82	116	121	115	115	105	104	110	107	253
Westy's	40	41	66	75	73	75	73	83	77	155
Best Western	89	84	70	43	39	38	40	53	53	103
On-street Parking Harbor Driv	8	14	19	22	16	16	14	15	15	43
Total	**747**	**811**	**866**	**875**	**926**	**897**	**864**	**918**	**898**	**1462**

* Portion of the Harbor Services Lot still closed/fenced off, more supply likely

Appendix C Detailed Parking Turnover Counts

Westys Lot																	
Observation Date:	7/20/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
3	Y1	Y1	Y1	Y1	Y1	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
12	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
13	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
15	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
16	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
17	Y1	Y1	Y1	Y1	Y1	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
20	Y1	Y1	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
24	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	Y1	Y1	Y1	Y1	Y1
25	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y1	Y1	Y1	Y1	V
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
28	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
29	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
30	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
32	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V	V	V	V	V
34	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
36	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V	V
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	Y2	Y2	Y2	Y2	Y2
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
41	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
42	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y2	V
43	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
44	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
45	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
46	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
47	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	V	V
48	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	Y3
49	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
50	V	V	V	V	V	V	V	V	Y1	Y1	Y2	Y3	Y4	Y4	Y4	Y4	Y4
51	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	V	V	Y3	Y3
52	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V
53	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V

72 Hr Zone																	
Observation Date:	7/20/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
3	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V
10	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
11	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
12	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	V	V	V	V	V
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
16	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
17	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	V	V	V	V	V
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	V
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
22	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V	V
24	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
25	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
28	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	V	V	V	V	V
30	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
31	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
32	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V
33	Y1	Y1	Y2	Y2	Y2	Y2	2Y	Y2	Y3	Y4	Y5	Y5	V	V	V	V	V
34	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
36	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
38	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
41	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	Y3	Y3	Y3	V	V	V	V	V
42	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
43	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
44	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	V	V	V	V	V	V
45	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
46	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V
47	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	V	V
48	V	V	V	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V
49	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1

Sun Harbor Marina																	
Observation Date:	7/20/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	V	V	Y3	Y3	Y3	Y3	Y3
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
3	Y1	Y2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y3	Y3	Y3
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	V	Y4	Y4	Y4	Y4	Y4
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y3	V	Y4	V	V
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	V	V
14	Y1	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y4	Y5	Y5	Y6	Y6	Y6	Y6	Y6
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	V	Y3	Y3	Y3	V	V	Y4	V
16	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	V	V	Y4
17	Y1	Y1	Y1	Y1	Y1	Y2	V	V	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y5	Y5
18	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	V	Y4	Y4	Y4	Y4	Y4
20	Y1	Y1	Y1	Y2	Y2	V	V	V	Y3	Y3	Y3	Y3	Y4	Y5	Y5	Y6	Y7
21	Y1	Y1	Y1	Y1	V	V	V	V	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y5
22	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V
23	Y1	Y1	Y1	Y1	V	V	V	V	Y2	V	Y3	Y3	Y4	Y4	Y4	Y4	Y4
24	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y3	Y4	V	Y5	Y5	Y5	Y6	Y6	V	V
25	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	V	Y4	Y5	Y5	Y5	Y5	Y5	Y5
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4
27	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y3	Y3	Y4	Y4	Y5	Y5	V	Y6	V
28	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6
30	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y4	Y5	Y5	Y6	Y6	Y7	Y8	V
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6	Y6	Y6	V	Y7
32	Y1	Y1	Y1	Y2	Y2	Y3	Y3	Y4	Y5	Y6	Y6	Y7	Y8	Y8	V	V	V
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V
34	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6	Y6	Y6	Y6	Y6	Y6
35	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	V	V	V	Y2	Y2	Y2	Y2	Y2
36	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	V	V	V	V
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	Y3	V	V	V	V	V
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	V	V	V
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	V	Y4	V	V	V	V	V
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y4
41	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	V	V	Y1	Y1	Y1	Y1	Y1
42	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	V	V	V
43	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
44	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y4	V	Y5	V	V
45	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y4	V	Y5	V	V	V	V	V
46	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y4	V	V	Y5
47	V	Y1	V	Y2	Y2	Y3	Y3	Y4	Y4	Y5	V	Y6	V	V	V	V	V
48	V	V	V	V	V	Y1	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4
49	V	V	V	V	V	Y1	Y1	Y2	V	Y3	V	Y4	Y5	Y5	V	V	Y6
50	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
51	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	Y5	Y6	Y6
52	V	V	V	V	V	V	Y1	Y1	V	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3
53	V	V	V	V	V	V	Y1	Y2	V	Y3	V	Y4	V	V	V	V	V
54	V	V	V	V	V	V	V	Y1	V	Y2	Y2	Y2	Y2	Y3	Y4	Y5	Y5
55	V	V	V	V	V	V	V	Y1	V	Y2	Y3	Y3	V	V	V	V	V
56	V	V	V	V	V	V	V	Y1	V	Y2	Y3	Y3	V	V	V	V	V
57	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
58	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1

	2 Hr Zone																
Observation Date:	7/20/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
2	Y1	V	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V
3	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V
6	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
7	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V	V	V
8	Y1	Y1	Y1	Y2	Y2	Y3	V	V	V	V	V	V	V	V	V	V	V
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
10	V	V	V	V	V	Y1	V	V	V	V	V	V	V	V	V	V	V
11	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
12	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
13	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
14	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
16	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V	V	V	V
17	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
18	Y1	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	V
19	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V	V	V	V
20	V	V	V	V	V	Y1	Y1	Y1	Y1	1Y	Y1	Y1	Y1	Y1	V	V	V
21	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2
22	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
23	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
24	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
25	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
26	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
27	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
28	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
29	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
30	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
31	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
32	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
33	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
34	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
35	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
36	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
37	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
38	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
39	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
40	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
41	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
42	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
43	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
44	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
45	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
46	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
47	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
48	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
49	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
50	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
51	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
52	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
53	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
54	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
55	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
56	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
57	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
58	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
59	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
60	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
61	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
62	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
63	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
64	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
65	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
66	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
67	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
68	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
69	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
70	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
71	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
72	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
73	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
74	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
75	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
76	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
77	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
78	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
79	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
80	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
81	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
82	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
83	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
84	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
85	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
86	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
87	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
88	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
89	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V

24 Hr Zone																	
Observation Date:	7/20/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
3	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
6	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
7	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
9	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
13	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
15	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	Y3	Y3	Y3	Y3	Y3
16	Y1	V	V	V	V	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
17	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	V	V	V	V
18	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
24	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	V
25	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	V
26	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
28	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	2Y	Y2	V	V	Y3
29	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
30	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
31	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3
32	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
33	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
34	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
35	V	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V
36	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
37	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
38	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
39	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V
40	V	V	V	V	V	V	V	V	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
41	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
42	V	V	V	V	V	V	V	V	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2
43	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
44	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
45	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
46	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2

Westy's Lot																	
Observation Date:	7/31/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
3	Y1	Y1	Y1	Y1	Y1	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
12	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
13	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
15	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
16	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
17	Y1	Y1	Y1	Y1	Y1	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
20	Y1	Y1	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
24	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	Y1	Y1	Y1	Y1	Y1
25	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y1	Y1	Y1	Y1	V
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
28	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
29	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
30	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
32	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V	V	V	V	V
34	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
36	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V	V
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	Y2	Y2	Y2	Y2	Y2
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
41	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
42	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y2	V
43	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
44	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
45	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
46	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
47	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y3	Y3	Y3	V	V
48	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	Y3
49	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
	V	V	V	V	V	V	V	V	Y1	Y1	Y2	Y3	Y4	Y4	Y4	Y4	Y4
	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	V	V	Y3	Y3
	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V
	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V

72 HR Zone																
7/31/2016																
5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V
Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V
Y1	Y1	Y2	Y2	Y2	Y2	2Y	Y2	Y3	Y4	Y5	Y5	V	V	V	V	V
Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	Y3	Y3	Y3	V	V	V	V	V
Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	V	V	V	V	V	V
Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V
V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	V	V
V	V	V	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V
V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1

Sun Harbor Marina

Observation Date:	7/31/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	V	V	Y3	Y3	Y3	Y3	Y3
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
3	Y1	Y2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y3	Y3	Y3
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	V	Y4	Y4	Y4	Y4	Y4
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y3	V	Y4	V	V
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	V	V
14	Y1	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y4	Y5	Y5	Y6	Y6	Y6	Y6	Y6
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	V	Y3	Y3	Y3	V	V	Y4	V
16	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	V	V	Y4
17	Y1	Y1	Y1	Y1	Y1	Y2	V	V	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y5	Y5
18	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	V	Y4	Y4	Y4	Y4	Y4
20	Y1	Y1	Y1	Y2	Y2	V	V	V	Y3	Y3	Y3	Y3	Y4	Y5	Y5	Y6	Y7
21	Y1	Y1	Y1	Y1	V	V	V	V	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y5
22	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V
23	Y1	Y1	Y1	Y1	V	V	V	V	Y2	V	Y3	Y3	Y4	Y4	Y4	Y4	Y4
24	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y3	Y4	V	Y5	Y5	Y5	Y6	Y6	V	V
25	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	V	Y4	Y5	Y5	Y5	Y5	Y5	Y5
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4
27	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y3	Y3	Y4	Y4	Y5	Y5	V	Y6	V
28	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6
30	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y4	Y5	Y5	Y6	Y6	Y7	Y8	V
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6	Y6	Y6	V	Y7
32	Y1	Y1	Y1	Y2	Y2	Y3	Y3	Y4	Y5	Y6	Y6	Y7	Y8	Y8	V	V	V
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V
34	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	Y6	Y6	Y6	Y6	Y6	Y6
35	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	Y3	V	V	V	Y2	Y2	Y2	Y2	Y2
36	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y4	Y5	V	V	V	V
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	Y3	V	V	V	V	V
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	V	V	V
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	V	Y4	V	V	V	V	V
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	Y3	Y3	Y4
41	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	V	V	V	Y1	Y1	Y1	Y1	Y1
42	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	V	V	V
43	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3
44	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y4	V	Y5	V	V
45	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y4	V	Y5	V	V	V	V	V
46	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y4	V	V	Y5
47	V	Y1	V	Y2	Y2	Y3	Y3	Y4	Y4	Y5	V	Y6	V	V	V	V	V
48	V	V	V	V	V	Y1	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4
49	V	V	V	V	V	Y1	Y1	Y2	V	Y3	V	Y4	Y5	Y5	V	V	Y6
50	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
51	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y3	Y4	Y4	Y5	Y6	Y6
52	V	V	V	V	V	V	Y1	Y1	V	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3
53	V	V	V	V	V	V	Y1	Y2	V	Y3	V	Y4	V	V	V	V	V
54	V	V	V	V	V	V	V	Y1	V	Y2	Y2	Y2	Y2	Y3	Y4	Y5	Y5
55	V	V	V	V	V	V	V	Y1	V	Y2	Y3	Y3	V	V	V	V	V
56	V	V	V	V	V	V	V	Y1	V	Y2	Y3	Y3	V	V	V	V	V
57	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
58	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1

	2 Hr Zone																
Observation Date:	7/31/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
2	Y1	V	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V
3	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V
6	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
7	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V	V	V
8	Y1	Y1	Y1	Y2	Y2	Y3	V	V	V	V	V	V	V	V	V	V	V
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
10	V	V	V	V	V	Y1	V	V	V	V	V	V	V	V	V	V	V
11	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
12	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
13	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
14	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
16	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V	V	V	V
17	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
18	Y1	Y2	Y2	Y3	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4	V
19	V	V	V	V	V	Y1	Y1	V	V	V	V	V	V	V	V	V	V
20	V	V	V	V	V	Y1	Y1	Y1	Y1	1Y	Y1	Y1	Y1	Y1	V	V	V
21	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2
22	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V
23	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
24	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
25	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
26	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
27	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
28	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
29	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
30	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
31	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
32	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
33	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
34	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
35	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
36	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
37	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
38	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
39	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
40	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
41	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
42	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
43	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
44	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
45	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
46	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
47	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
48	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
49	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
50	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
51	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
52	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
53	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
54	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
55	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
56	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
57	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
58	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
59	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
60	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
61	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
62	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
63	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
64	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
65	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
66	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
67	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
68	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
69	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
70	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
71	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
72	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
73	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
74	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
75	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
76	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
77	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
78	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
79	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
80	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
81	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
82	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
83	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
84	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
85	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
86	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
87	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
88	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
89	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V

24 Hr Zone

Observation Date:	7/31/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
3	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
6	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
7	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
9	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
13	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
15	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	Y3	Y3	Y3	Y3	Y3
16	Y1	V	V	V	V	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
17	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	V	V	V	V
18	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
24	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	V
25	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	V
26	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
28	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	2Y	Y2	V	V	Y3
29	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
30	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
31	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3
32	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
33	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
34	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
35	V	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V
36	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
37	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
38	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
39	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V
40	V	V	V	V	V	V	V	V	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
41	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
42	V	V	V	V	V	V	V	V	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2
43	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
44	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
45	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
46	V	V	V	V	V	V	V	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2

Westy's Lot

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
3	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y1	Y1
11	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	Y3
12	V	Y1	Y1	Y1	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V
13	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V
16	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
17	V	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
18	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
20	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
21	V	V	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
22	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
24	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
25	V	V	Y1	Y1	Y1	Y1	Y2	Y2	V	V	V	V	V	V	V	V	V
26	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
27	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
28	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
29	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
30	V	V	Y1	Y2	V	V	V	V	V	V	V	V	V	V	V	V	V
31	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V
32	V	V	Y1	Y1	V	V	Y2	Y2	V	V	V	V	V	V	V	V	V
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
34	V	V	Y1	Y1	V	V	V	V	V	V	Y2	Y2	V	V	V	V	V
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
36	V	Y1	Y1	Y1	V	V	V	Y2	V	V	V	V	Y3	Y3	V	V	V
37	V	Y1	Y1	Y1	V	V	Y2	V	V	V	V	V	V	V	V	V	V
38	V	Y1	Y1	Y1	V	V	V	Y2	V	V	Y3	Y3	Y4	Y4	Y4	Y4	Y4
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V
40	V	Y1	Y1	Y1	V	V	V	Y2	V	V	V	V	V	V	Y3	Y3	Y3
41	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
42	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
43	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
44	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
45	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
46	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
47	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
48	V	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
49	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y3	V	Y4	Y4	Y5	V	Y6	Y6	Y6

72-Hr Zone

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
3	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
7	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	Y3
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	V	V	Y3
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
16	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
17	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	Y2
23	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V
24	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
25	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	Y3	Y3	Y3	V	V	V
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
28	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2
30	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
32	V	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
34	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	V	V	V	Y3	Y3	Y3
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2
36	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
37	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2
40	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	V	V	V
41	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	Y3
42	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	Y3	Y3	V	V	V

Sun Harbor Marina

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	Y3	Y3	Y3
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V
3	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	Y3	Y3	V	V	V	V
4	V	V	V	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	V	V	V	Y4	V	V	V
7	V	V	V	V	V	V	Y1	Y2	V	V	V	V	V	V	V	Y3	Y3
8	V	V	V	V	V	V	V	V	Y1	V	Y2	Y2	Y2	Y2	V	V	V
9	V	V	V	V	V	V	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	V	V	Y3	V	V	V
11	Y1	Y1	V	Y2	V	V	Y3	V	V	V	V	Y4	Y4	Y4	V	V	V
12	V	V	V	V	V	V	V	Y1	Y1	Y1	V	V	V	V	V	V	V
13	V	V	V	V	V	V	V	Y1	V	V	V	V	Y2	Y2	Y2	V	V
14	V	V	V	V	Y1	Y1	V	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	V	V
15	Y1	Y1	Y2	Y2	V	V	V	Y3	Y4	V	V	V	V	V	V	Y5	Y5
16	V	V	Y1	Y1	V	V	Y2	Y3	Y4	Y4	Y4	Y5	Y5	Y5	Y5	Y5	V
17	V	V	Y1	Y1	Y2	Y2	V	Y3	Y3	V	V	V	V	V	V	V	Y4
18	Y1	Y1	Y1	Y1	V	V	V	Y2	V	V	V	Y3	Y3	V	Y4	Y4	Y4
19	V	V	Y1	Y1	V	V	V	Y2	V	Y3	Y3	Y3	Y3	V	V	V	V
20	V	V	Y1	Y1	V	V	V	Y2	V	V	V	V	V	V	V	Y3	Y3
21	V	V	Y1	Y1	V	V	V	Y2	Y2	V	V	V	V	V	Y3	Y3	Y3
22	V	V	V	V	V	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2
23	V	V	Y1	Y1	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
24	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V
25	V	Y1	Y1	Y1	V	V	V	V	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
26	V	Y1	Y2	Y2	V	V	V	V	V	V	V	Y3	Y3	Y3	V	V	V
27	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3
28	V	Y1	Y1	Y1	V	V	V	V	V	Y2	Y2	Y2	Y2	Y2	V	V	V
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
30	V	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V
31	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V
32	V	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V	V
33	V	Y1	Y1	Y1	Y1	V	V	Y2	V	V	V	V	V	V	V	V	V
34	V	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
35	V	Y1	Y1	Y1	Y1	V	V	Y2	Y2	V	V	V	V	V	V	V	V
36	V	Y1	Y1	Y1	Y1	V	V	Y2	Y2	V	V	Y3	V	V	V	V	V
37	V	Y1	Y1	Y1	Y1	V	V	Y2	Y2	V	Y3	V	V	V	V	Y4	V

2-Hr Zone

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	V	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	Y4	Y4
2	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	V	V	V	V	Y3	Y3	Y3	Y3
3	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	V	V	V	Y3	Y3	Y3	Y3
4	V	Y1	Y1	Y1	Y2	Y2	V	Y3	V	Y4	Y4	V	V	V	Y5	V	V
5	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	V	Y3	Y3	Y3	Y3
6	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	V	V
7	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	V	V	V	V	V
8	V	Y1	Y1	Y1	Y1	Y1	V	V	Y2	V	Y3	V	V	V	V	V	V
9	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	Y3	Y3	Y3	Y3	Y3
10	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	Y3	V	V	V	V	V	V
11	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	Y3	Y3	Y3	Y3	Y3	Y3
12	V	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V
13	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y3	V	V	V	V	V	V
14	V	Y1	Y1	Y1	Y1	Y	Y1	V	V	V	V	V	V	V	V	V	V
15	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V
16	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
17	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
18	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	Y2	Y2
19	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
20	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
21	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
22	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
23	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
24	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
25	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
26	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
27	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
28	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
29	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
30	V	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	Y2	Y2	Y2
31	V	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V	V	Y3	Y3	Y3	Y3
32	V	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V	V	Y3	Y3	Y3	Y3
33	V	Y1	Y1	Y1	Y1	Y1	Y2	Y2	V	V	Y3	V	Y4	Y4	Y4	Y4	Y4
34	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	Y3	Y3	V	Y4	Y4	Y4	V	V
35	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	V	V	V	V	V	V	V
36	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y3	V	V	Y4	Y4	Y4
37	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	Y3	Y3	Y3	Y4	Y4
38	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	V	V	V	V	V
39	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
40	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	V	V	V	Y3	Y3	Y3
41	V	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	V	V	Y4	V	V	V	V
42	V	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y3	V	V	V	V	V	V
43	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	V	V	V	Y3	Y3	Y3	Y3	V	V
44	V	Y1	Y1	Y1	V	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3	Y3
45	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	Y2	Y2	V	V	V
46	V	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3
47	V	Y1	Y1	Y1	Y2	Y2	Y2	Y2	V	V	V	V	V	V	V	V	V
48	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	Y2	Y2	Y2
49	V	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V
50	Y1	Y1	V	Y2	V	Y3	Y3	Y4	Y5	V	V	V	V	V	V	V	V

24-Hr Zone

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
3	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
6	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V	V
7	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y3	Y3	Y3
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	V	V	V	V	V
9	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V	V	V
10	Y1	Y1	Y1	Y1	V	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y4
11	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	Y4	Y4
12	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
15	V	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3	V	V	V	V
16	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
17	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	Y2	Y2	Y2
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	Y2	Y2	Y2	V	Y3	Y3	Y3
19	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V	V	V	V	V	V	V
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V
21	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	V	V
22	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	V	V	V	V
23	V	Y1	Y1	Y1	Y1	Y1	V	Y2	V	V	V	Y3	Y3	Y3	Y3	V	V
24	Y1	Y1	Y1	Y1	Y1	Y1	V	Y	Y2	Y2	Y2	V	V	V	V	V	V

Sportfishing Landing

Observation Date:	8/9/2016																
Parking Space #	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y4
2	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
3	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y	2Y2	Y2	Y2	Y2	V	Y3	Y3
4	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
5	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y3	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y4
6	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2
7	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
8	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V	V	Y2	Y2
9	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
10	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
11	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
12	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
13	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
14	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
15	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
16	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2
17	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
18	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
19	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
20	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
21	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	V	Y3	Y3
22	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y3	Y3	Y3	Y3	Y3	V	Y4	Y4
23	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
24	V	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	V	Y3	Y3	Y3	Y3	Y3
25	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
26	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2
27	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2	Y2	Y2	Y2
28	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
29	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
30	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
31	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
32	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4
33	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
34	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	V	Y3	Y3	Y3	Y3	Y3	Y3	Y4	Y4
35	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
36	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2	Y2
37	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	V	Y3	Y3	Y3	Y3	Y3	Y4	Y4	Y4
38	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
39	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2
40	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	V
41	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y4	Y4	Y4
42	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y3	Y4	Y4	Y4	Y4	Y4	Y5	Y5	Y5
43	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
44	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	V	Y2	Y2
45	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y2	Y2	Y2	Y2	Y2
46	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
47	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1
48	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1	Y1

RESPONSE TO COMMENTS
ATTACHMENT 2

SAN DIEGO COMMUNITY COLLEGE DISTRICT

3375 Camino del Rio South
San Diego, California 92108-3883
619-388-6500
CITY COLLEGE | MESA COLLEGE | MIRAMAR COLLEGE | CONTINUING EDUCATION

Facilities Management
Vice Chancellor
District Architect
Construction Management
Real Property

619-388-6546
FAX ***619-388-6509***

August 30, 2017

Dennis Legg
Director of Facility Operations
San Diego Symphony
1245 Seventh Avenue
San Diego, CA 92101

RE: Letter of Understanding Regarding Long-Term Parking Plan

Dear Mr. Legg:

The San Diego Community College District is willing to make available up to 1,000 parking spaces in support of the San Diego Symphony.

These spaces would be located at either San Diego City College or the District's Continuing Education Cesar Chavez campus. The locations would be available only on Friday evenings and all day on Saturdays and Sundays provided that use does not create a conflict with District operations.

Once the Symphony provides a finalized program of events, I will be better able to determine on which days our facilities will be available.

Sincerely,

Chris Manis
Vice Chancellor
Facilities Management

RESPONSE TO COMMENTS
ATTACHMENT 3

Traffic Management Plan - San Diego Symphony
Summer Pops - Embarcadero Marina Park South
July 1 - September 4, 2016

1. Parking for Patrons
2. Parking for Symphony staff and Orchestra
3. Shuttle Service
4. Pedestrian Circulation
5. Vehicular Circulation
6. Signage
7. Public Notification
8. Parking Plan
9. Conclusion
10. Attachments

1. Parking for Patrons

The San Diego Symphony's Orchestra Association (SDSOA) Summer Pops venue at Embarcadero Marina Park South (EMPS) seats a maximum of 5,200 patrons. Using an auto occupancy rate of 2.5 people/vehicle (based upon prior years operations at the site) 2080 (per performance) parking spaces will be required to accommodate a sold-out performance.

During the last several Summer Pops seasons (2004-2015), there was an average attendance of 1,625 - 2,900 patrons over the course of the seasons. Listed below are the average attendance per night of week and the required number of parking spaces to accommodate those patrons attending:

Day of Week	Average Attendance	Parking Spaces Required (Average)
Wednesday	1625	650
Thursday	1975	790
Friday	2340	936
Saturday	2835	1,134
Sunday	2480	992

Patrons have three primary options for parking:

i. Purchase reserved parking via our SDSOA concert ticket package.
ii. Convention Center parking – limited to availability, patrons typically walk to venue or utilize shuttle service.
iii. Hilton Parking structure at the corner of Harbor and Park Blvd. Patrons may walk or utilize the shuttle bus service as listed below.

SDSOA offers reserved parking for concerts within each summer season. SDSOA has made arrangements with the leaseholder of the Fifth Avenue Landing parking lot (FAL) (San Diego Convention Center) in efforts to secure the entire lot for use by SDSOA patrons for reserved parking on scheduled events. This parking facility offers 287 parking spaces which are often pre-sold in advance and is referenced as "Preferred" parking. Utilizing the Preferred parking spaces lowers the total amount of overflow parking required on any given concert night.

On an evening when there is no major event at the Convention Center and or a Padres game, patrons would utilize the parking facilities managed by Ace Parking as noted below. The two parking facilities are located adjacent to the venue and are used as overflow to meet the parking demand when required:

San Diego Convention Center Parking Facility with 1,900 total parking spaces available.
Hilton Parking Structure Facility with 1,900 total parking spaces available.

In the event that the above parking facilities do not accommodate the parking demand, off-site parking facilities (as noted above and\or the remote parking facility located at BAE systems) are utilized with free shuttle service into the venue dropping off patrons at the cobblestone shuttle stop as denoted on the parking plan map. These off-site facilities are utilized if an alternate traffic\parking demand is determined.

SDSOA meets\attends monthly Traffic Management Planning Team meetings at the Convention Center to determine if parking adjustments based upon event load within the area is needed. Representatives from the Convention Center, Hilton Bay front Hotel, Padres, SDPD traffic control, Unified Port of San Diego Traffic division and permits are present at these meetings. Should a large event anticipate heavy traffic, an adjustment and/or alternate plan is put into place. It is generally understood that parking is available in the above mentioned parking facilities after 6:00 pm most concert evenings up to and including nights when a Padres game is scheduled. On these nights, the overflow parking demand is comfortably accommodated within these facilities should they wish to park there.

With concert time set at 7:30 pm, the greatest number of patrons arrive between 6:45 pm and 7:30 pm. A modest number of Pops picnickers begin arriving shortly after 5:00 pm and from 5:30 pm gradually increase. Upon conclusion of the performance at approximately 9:30 pm each night, the patrons exit.

On nights of summer pops concerts, there are 3 primary issues to coordinate:

1) Time of Convention Center event ends and how it impacts usage of the parking facilities.
2) Time of Padres games and how it impacts usage of the parking facilities.
3) Time of load-in/load outs in the Convention Center loading docks and how they will impact traffic flow on Convention Way.

SDPD and SDSOA parking\traffic staff, monitor\direct and adjust the traffic patterns to safely accommodate the parking requirements in the above examples. Please refer to Figure 1 and Figure 2 traffic plan maps for more information.

In addition, the following measures will also be taken:

- Positioning of parking\security personnel at the following key locations:
- Harbor Dr. & Convention Center Way – 2 officers assigned to this location.
- Crossover @ Embarcadero Marina Park driveway & Convention Way – 1 officer

The following parking lots may be used by patron's attending the venue:

Hilton Parking Garage – Park & Harbor – Total available parking spaces = 1, 900 spaces
Convention Center Parking Garage - Total available parking spaces = 1, 900 spaces
Local Parking Lots – In\around the Gaslamp area – Est. Total available parking spaces = 1, 600 spaces
Local Parking Lots – In\ around Copley Symphony Hall – Est. Total available parking spaces = 1,900 spaces
Remote\Overflow Parking Lot – BAE Systems – Total available parking spaces = 200 spaces

Accessible (ADA) parking is available in several locations in\around the venue. The following locations are used:

EMPS Parking Lot	= 15
Preferred lot Parking Lot	= 4
Hilton Parking Structure	= 30
Convention Center	= 33
Total ADA available	= 82

Patrons who arrive at the venue prior to concert start time are directed to the EMPS Parking Lot first. Once these spaces are filled, patrons who require additional accessible parking are directed by Traffic Directors based upon availability to one of the above locations.

Please reference the below parking map for additional information:

Pops Preferred Parking (Fifth Avenue Landing)

Hilton (Park & Harbor) Parking Structure

Parking prices and details subject to change.

2. Parking for Symphony staff and Orchestra

The Port designates 56 spaces at EMPS for use by the Symphony. Fifteen of these spaces are designated as "ADA" parking. The remaining spaces will be used for musicians with large instruments, some Symphony site\administrative staff and a small reserve for problem parking situations. These parking spaces are controlled\monitored via SDSOA parking management utilizing an "approved" list per concert evening.

BAE Systems, located in the Barrio Logan area, has agreed to allow Symphony use of 200 parking spaces within their 900 space parking lot located at the corner of Sampson & Main. The Orchestra, ushers, wait staff, security staff and Symphony Staff will park in this lot and shall be shuttled to and from the concert venue. This lot will also be used for overflow of Symphony patrons as required/needed. The Symphony has an agreement with BAE in place that renews each year for this purpose.

Please reference the below parking map for additional information:

2213 Main St
San Diego, CA 92113

From:

North: 5 S – exit Cesar E. Chavez Pkwy (lets you off on Beardslet) – Continue straight on Beardsley – Left on Main St. – Lot is on the left just passed Sampson St.

South: 5 N – exit Cesar E. Chavez Pkwy – Left on Cesar E. Chavez Pkwy – Left on Main St. – Lot is on the left just passed Sampson St.

East: 8 W – 15 S – 5 N – exit Cesar E. Chavez Pkwy – Left on Cesar E. Chavez Pkwy – Left on Main St. – Lot is on the left just passed Sampson St.

2213 Main St. to
206 Marina Park Way (Venue):

Left on Main St. – Left on Sampson – Right on Harbor Dr. – Left on 8th Ave/Convention Way – Continue on Marina Park Way

Gaslamp
K St
E Harbor Dr
Petco Park
Tailgate Park
San Diego Convention Center
Imperial Ave
Commercial St
Pacific Hwy
Pueblo St
Ocean View
Sherman Heights
Chicano Park
Crosby Street Park
Tidelands Park
San Diego-Coronado Bay Bridge
San Diego Bay
Harbor Dr
Main St
Logan Ave
National Ave
Newton Ave
Cesar E Chavez Pkwy
San Diego Fwy
Julian Ave
Evans St
Sampson St
Dewey St
E Belt St
Sicard St
Scley St
Terminal St
Water St
Bridge St
Grape St
Cedar St
Ash St
Date St
Ivy St
Hawthorn St
Laurel St
Kalmia St
Ivy St
Grape St
Cedar St
Ash St
Date

3. Shuttle Service

The venue offers shuttle service for two different applications. The first application is designed to transport venue staff, Orchestra, service staff and Symphony Staff from the remote parking facility (BAE Lot) into the venue. This service is scheduled based upon concert requirements. The Symphony has contracted with Sure Ride to provide this service. Shuttle buses range in size with the largest shuttle carrying 34 passengers. A fleet of 5-6 shuttles buses are used for both public and off-site shuttle needs. This approach not only allows for flexibility but also allows the shuttles to be "swapped" should extra demand be needed between the public and remote needs. Service is scheduled per concert event and adjusted as demand\need arise.

The second shuttle application is designed to transport patrons from the Hilton parking structure into the cobblestone turn-around loading\unloading zone directly adjacent the venue main entrance where the box office is located.

Golf cart service with 6-person capacity from the "Preferred parking facility" to venue for patron use beginning each event day 1.5 hours prior to event start time.

One shuttle is designated for accessible (ADA) needs during all concerts.

Shuttle service schedule is based upon the following:

Shuttle Service – Summer Pops

Shuttle Patron Service Schedule

Description	**Start Time** (In-Bound)	**Stop Time** (In-Bound)	**Start Time** (Out-Bound)	**Stop Time** (Out-Bound)
3 – 21\24 passenger shuttles	5:30 PM	8:00 PM	9:30PM	10:30 PM
(1 - 21-passenger ADA equipped & 1 – 24-passenger overflow)				

Staff\Usher\Orchestra Shuttle Service Schedule

Description	**Start Time** (In-Bound)	**Stop Time** (In-Bound)	**Start Time** (Out-Bound)	**Stop Time** (Out-Bound)
1 – 34 passenger bus	4:30 PM	7:30 PM	9:30 PM	10:30 PM
1 – 28 passenger shuttle	4:30 PM	7:30 PM	9:30 PM	10:30 PM
1 – 24 passenger shuttle	Added for shows with a choir.			

4. Pedestrian Circulation

Inbound (Pre-Event) Pedestrian Circulation

Patrons leaving the Hilton parking structure via foot will be directed to the pedestrian path sidewalk adjacent the Hilton Hotel. Signage will be placed at Gull Street and parking structure exit gate to indicate direction to the path. Once on the path, pedestrians can continue (heading towards Seaport Village) on path to the Embarcadero "cross over" location adjacent the Marina Parkway Tree Lane. Cones and directional signage will be used along the path where the path crosses the "Preferred" parking lot. A traffic director will assist with vehicle traffic interruption to allow the pedestrians to "cross over" to the north side of the Tree Lane sidewalk. An "Orange" construction fence will be placed along the Tree Lane and secured to guide patrons to the sidewalk. Pedestrians will continue south down Tree Lane sidewalk to venue entrance.

Patrons leaving the Convention Center parking facility will do so by the rear exit ramp on the west side of the Convention Center at Convention Way. One lane of the ramp will be dedicated to pedestrians for both inbound\outbound pedestrians and will be delineated with signage and cones. Once at the top of the exit ramp, patrons can board the shuttle and\or continue on foot north to the Embarcadero "cross over". A traffic director will be at this location to assist, along with appropriate signage directing them towards the venue.

See Figure 1 for additional information.

Outbound (Post-Event) Pedestrian Circulation

Upon the conclusion of the performance, patrons will exit the venue all at once. An "Orange" construction fence will be placed along the Tree Lane to guide patrons to the sidewalk. Patrons will then be directed via a traffic director to the cross over location. Patrons who need to return to the Hilton parking structure will be directed to "cross over" at this location onto the Embarcadero pathway. Patrons who need to return to the Convention Center facility (on nights when this facility is being used) will be directed straight along sidewalk to Convention Center, across the loading dock area and will proceed to the dedicated pedestrian lane on the exit\entrance ramp to enter Convention Center facility. Traffic director will monitor the loading dock area and make adjustments as needed\required.

See Figure 2 for additional information.

5. Vehicular Circulation

At 5:00 pm on concert nights, the Symphony will control entry into the Park beyond the turn around loop to prevent Pops patrons from parking in the Park. Vehicles who indicate they are visiting Joes Crab Shack, fishing pier, basket ball court and or the Park will be directed down Tree Lane via a traffic director into the Park. Traffic directors will be located at the entrance to the Park and at the turn around communicating via radio as to the status of available parking in the Park, maintain flow in the turn around area and guide ADA vehicles to the available parking location. Traffic directors will screen vehicles entering the Park at the cross over area to maintain\assist\direct the traffic flow as vehicles arrive to drop off passengers and or park in preferred lot. Entrance to Preferred Lot is setup to be a one-way direction. Vehicles entering this lot exit via a second exit point onto Convention Center Way. A special series of parking passes have been developed to assist the traffic directors with the screening process and vehicular traffic flow. Example parking pass sheets are distributed to all parking traffic directors to aid in this process. Each pass designates the location for vehicles entering the park. Patron shuttles entering the site will be directed down Tree Lane by Traffic Directors. Larger patron buses are screened by Traffic Director, given a pickup instruction sheet and allowed down Tree Lane as traffic patterns allow. This instruction sheet advises the bus driver as to the return "time" and location for staging.

Prior to the close of performance, Traffic Directors are deployed to all locations to be in place (typically 15 minutes) before the concert end. Upon the conclusion of the performance at approximately 9:30 pm, shuttle buses are staged in the turn around ready to accept patrons. Vehicles leaving the park are directed west in one direction towards pier to keep traffic flowing in one direction. This allows for a controlled exit of the park in conjunction with shuttle loading at the turn around. Traffic Directors manage both pedestrian and vehicular movement in all locations during the exit. Once shuttles are loaded and ready for departure, Traffic Directors guide shuttles down Tree Lane to Convention Way. Vehicles entering the park to pickup patrons, or go to

fishing pier, basketball courts and Joe's Crab Shack, will proceed under the direction of the Traffic Director. Vehicles leaving the Preferred Lot do so via a second exit location onto Convention Center Way. Cones, signs and Traffic Director, direct vehicular traffic at this exit location adjacent the rear exit ramp of the Convention Center. Traffic Director controls the "cross over" intersection at all times during the exit, controlling vehicles leaving the Preferred lot, Convention Center facility and all traffic coming\going from the park. Larger patron shuttle buses are staged behind the Convention Center as space allows. Traffic director controls these buses via two-way radios.

SDSOA will schedule, monitor and adjust traffic\security personnel in efforts to keep vehicular traffic circulation in place for each venue concert. Staff will be in place 1 hour prior to event and will remain until traffic has cleared and or directed to do so by site management personnel.

The following traffic\security personnel will be in place for every venue concert:

Up Close Parking (Metered 56 spaces) – 1 person – manages 56 spaces for our use.
Joes Crab Shack (traffic circle) – 1 person – manages parking for Joes Crab Shack.
Tree Lane "Cross Over" (Intersection of R.E. Strait lot & Tree Lane) – 1 person – directs patrons, staff and authorized vehicles "down Tree Lane". Provides directional assistance for pedestrian Traffic Directors.
Lane Cut off – 1 person – manages flow of traffic down the "Tree Lane" to the turn around by the main gate\box office. Also monitors flow of traffic in\out of the remote FAL Lot.

The following arrangements will be made prior to the beginning of the concert season as a condition of the TUOP:

- Provide transit schedule information in conjunction with venue schedule.
- Provide agreement from Special Events Unit of the San Diego Police Department.
- Provide agreement from Convention Center operator.
- Provide agreement from Hilton Bay Front parking structure operator.
- Provide agreement from BAE Systems for use of BAE parking facility.

6. Signage

Sign locations used to direct patrons to the Summer Pops, please refer to Figure 1 & 2 as attached for sign locations and types.

7. Public Notification

On those nights when parking is unavailable at the Convention Center and Hilton parking facilities, Symphony will notify its patrons of alternative parking options: Parking facilities in Gaslamp, surrounding areas and remote BAE parking facility.

The public will be notified during the weeks preceding any night in conflict with major Convention Center or community events (such as Comic Con week in July each year) through the following means:

Subscribers:

- Symphony Web site will be updated weekly via a special parking page developed for this purpose.
- In addition, a special email alert is sent to advise of the alternate parking facilities including directions.

All Patrons:

- Symphony Web site will be updated weekly via a special parking page developed for this purpose.
- Program inserts the preceding weeks.
- Signage along Harbor Drive.
- Electronic sign boards on Harbor Drive.
- General press releases early in Summer Pops season noting the alternate parking arrangements for specific dates.

8. Parking Plan

In addition to the above, please reference the below information which coordinates with Figure 1 & 2 as attached:

Inbound (Pre-Event) Traffic Plan

Location 1 — Traffic signal at Harbor Drive/Park Boulevard to operate without police assistance, until assistance is required to relieve queuing.

Location 2 — Signage location directing vehicles to each parking facility

Location 3 — Two Traffic Officers to provide traffic control for pedestrian crossings and shuttle u-turns.

Location 4 — Directional sign.

Location 5 — Directional sign.

Location 6 — Directional signs and Traffic Director screens\guide patrons into the SDCC parking structure, drivers stating they have "Preferred Parking", are going to Joe's Crab Shack, or the Park are directed to those locations.

Location 7 — Stop sign, Traffic\Security Director, directs the Preferred Parking lot or down "Tree Lane". Utilize Pops security to provide traffic control for pedestrians at the Embarcadero crossover. Channel pedestrians to the sidewalk on the west side of the "orange fence".

Location 8 — Pops security person to manage parking for Joe's Crab Shack.

Location 9 — Pops security person to manage the 56 up close parking spaces for Pops use.

Outbound (Post-Event) Traffic Plan

Location 1 — Shuttle pick up point for exiting patrons - Turn around.

Location 2 — Barricades used to channel pedestrians along the sidewalk on the west side of the "orange fence" to the Embarcadero crossover. Four (4) Pops security personnel are utilized at this critical location; one to direct pedestrians to the Convention Center sidewalk or across "Tree Lane", two to control the crosswalk across Tree Lane, and one to control the pedicabs. Placement of two large signs with directional information with additional lighting on the sidewalk leading to the Convention Center parking garage.

Location 3 — Barricades are placed at the corner to discourage pedestrians from walking in the street.

Location 4 — Traffic Director to direct traffic leaving the Convention Center parking garage. The westerly lane of the ramp shall be "roped off" and used by pedestrians to enter the garage.

Location 5 — Exit from the Preferred Parking will be given a free right-turn by closing down the curb lane in advance of the driveway exit with cones.

Location 6 — Two Traffic Controller's to direct traffic for pedestrians at the crosswalk and to assist the shuttle make a u-turn.

Location 7 — San Diego Police put the traffic signal on all-way flash and utilize one officer on each approach of the intersection to direct traffic.

9. Conclusion

The Symphony will remain in weekly and often daily contact with Ace parking, Convention Center, Hilton Bay Front, San Diego Trolley, Special Events of San Diego Police Department, Harbor Police as it becomes necessary to operate under the worst case scenario of no available parking at the Convention Center.

Information presently available (Convention Center schedule of events and anticipated attendance at specific pops concerts) indicates that most concert nights will be free of parking conflicts.

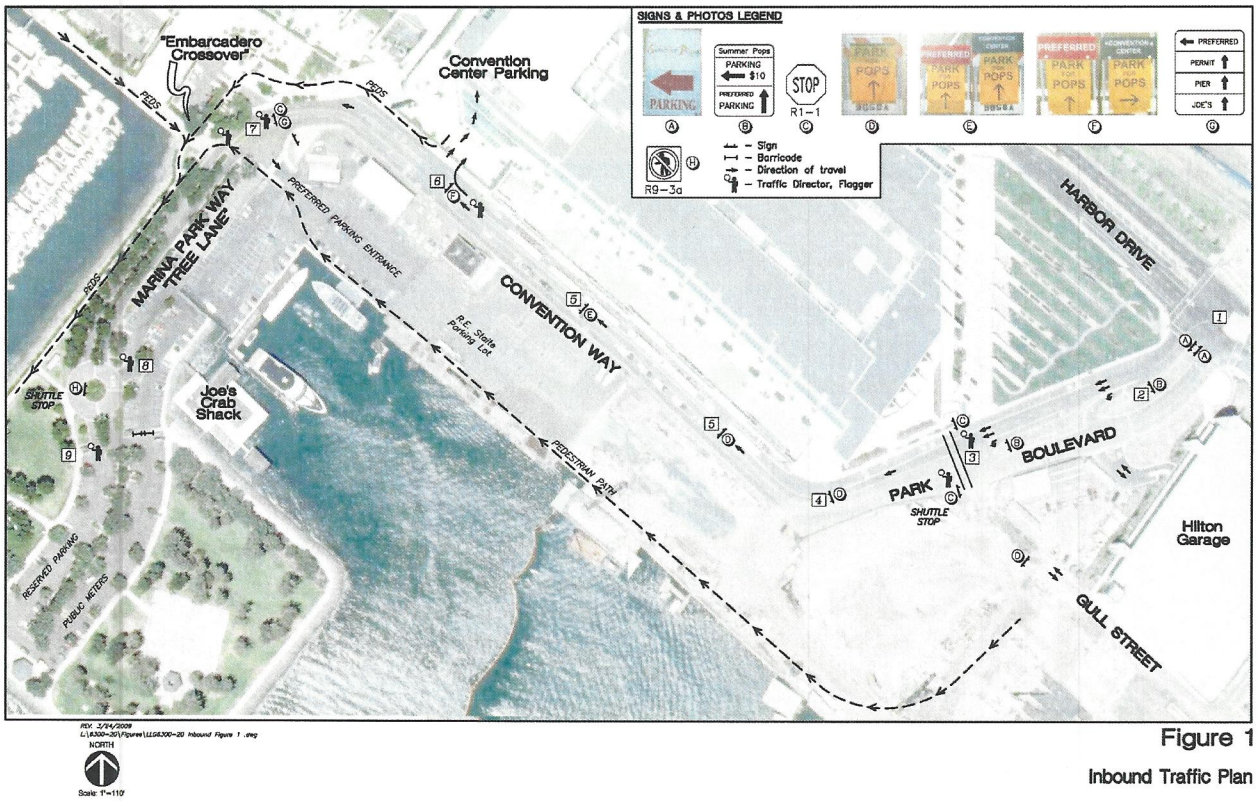


Figure 1

Inbound Traffic Plan

SUMMER POPS

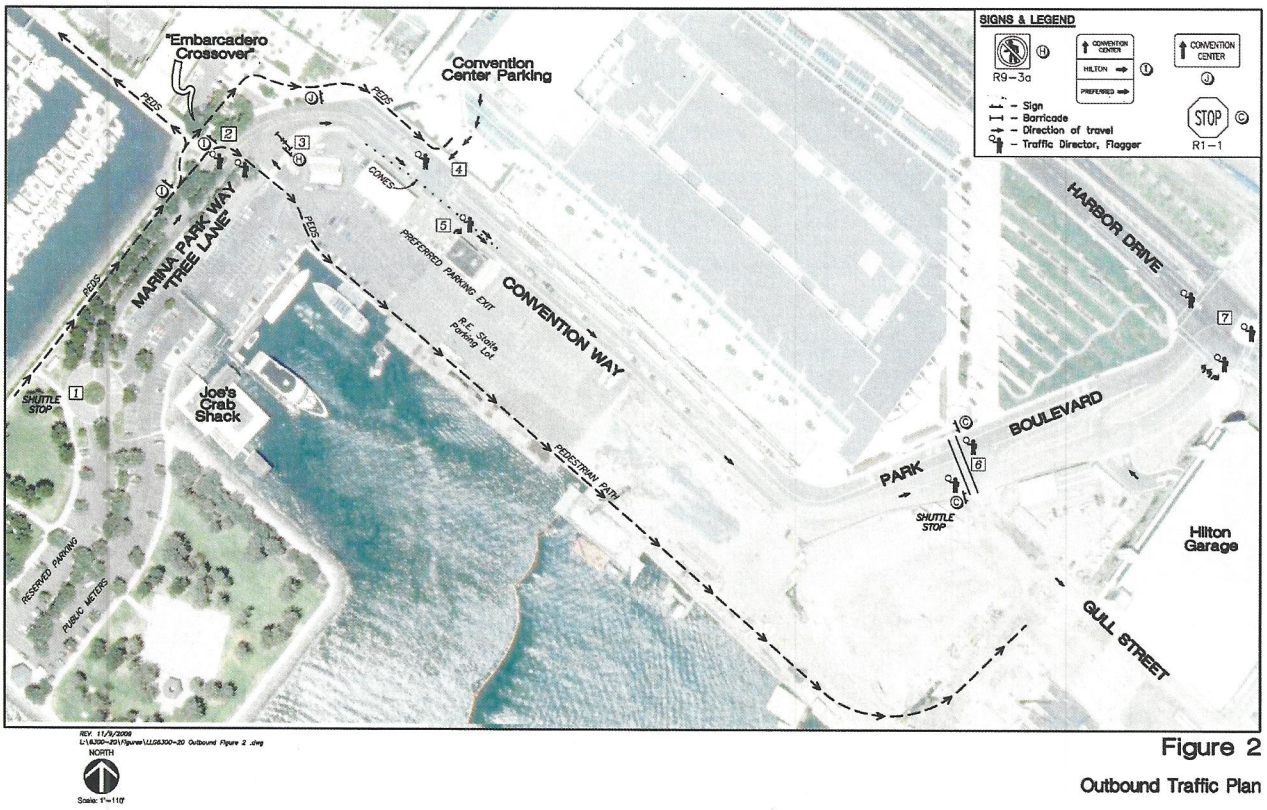


Figure 2

Outbound Traffic Plan

SUMMER POPS

Pass Valid Only Thursday -July 14, 2016

SUMMER POPS 2016
Bayside SUMMER NIGHTS
PRESENTED BY SAN DIEGO SYMPHONY

Space #

ADA PARKING

17

The American Disabilities Act Requires

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

The San Diego Symphony Orchestra Association provides the following:

Venue
Total Venue Capacity = 2,850 - rated capacity with Port
Anticipated Vehicles = 1,425 - any lot we have patrons utilize
Total ADA Requirement = 25 parking spaces

Current Breakdown
EMPS Parking Lot = 15
Preferred Lot, Parking Lot = 04
Parking Structure = 30
Convention Center = 33
Total ADA Spaces Available = 82

Thank you for supporting the San Diego Symphony Summer Pops. We hope you enjoyed the performance and will return soon. Should you have any questions or concerns regarding the ADA parking

SUMMER POPS 2016
Bayside SUMMER NIGHTS
PRESENTED BY SAN DIEGO SYMPHONY

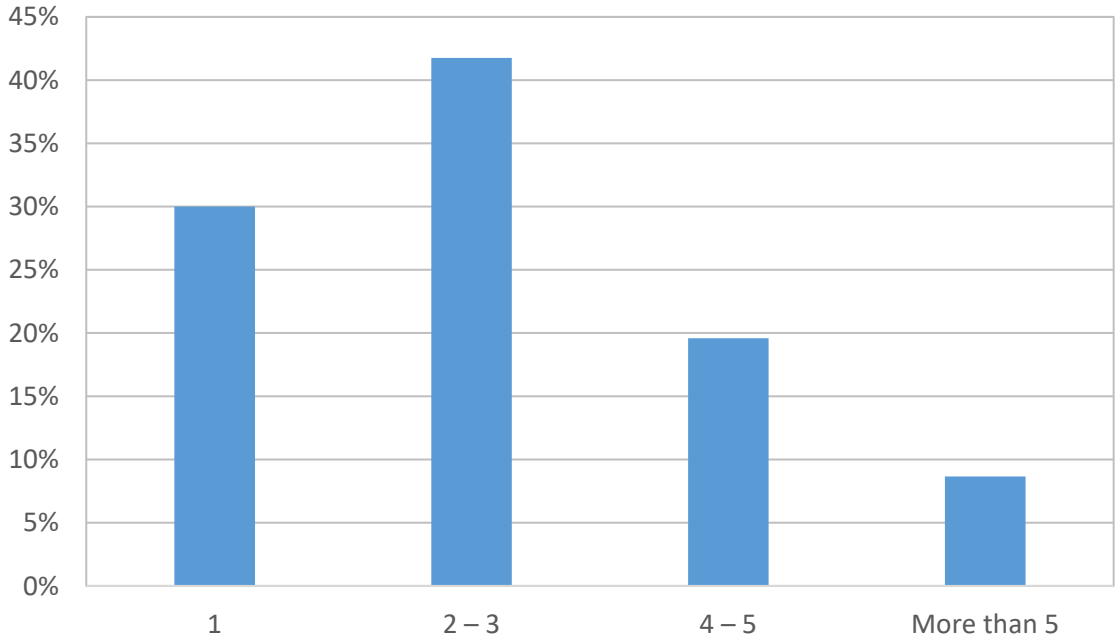
RESPONSE TO COMMENTS
ATTACHMENT 4

Q1. What is your zip code?

698 responses to zip code question
7 excluded due to invalid zip code
24 excluded due to distance greater than 100 miles
667 usable responses (all modes)
499 of the 667 reported they drove to the event

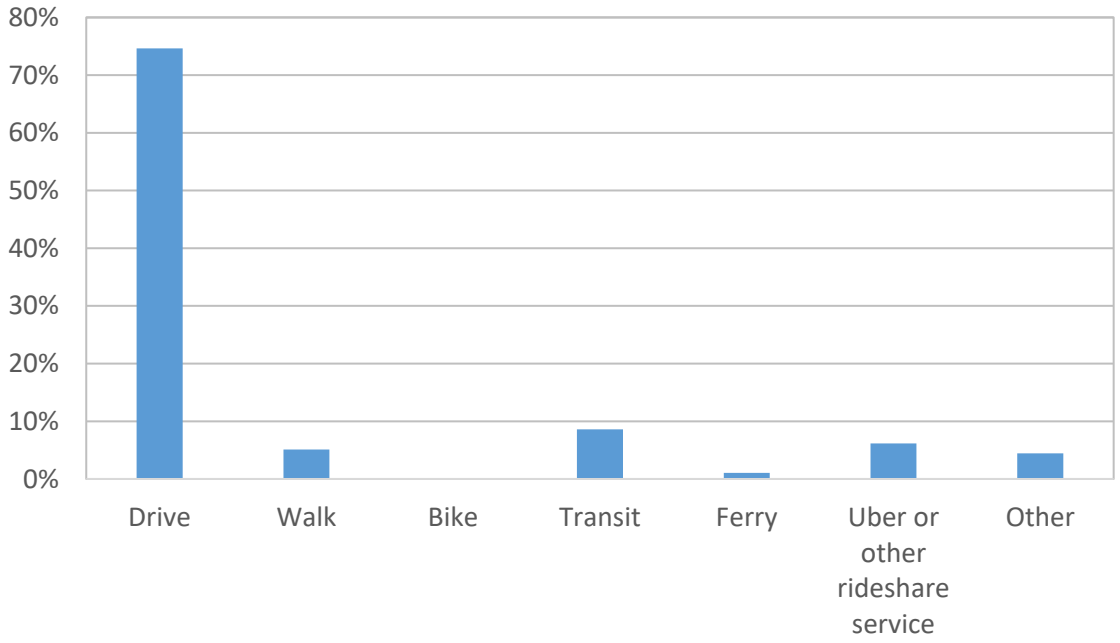
19.74 miles = average distance for all modes
21.44 miles = average distance for attendees that drove

Q2. How many concerts do you attend at Embarcadero Marina Park South each year?



Answer Choices	Responses	
1	30.00%	222
2 – 3	41.76%	309
4 – 5	19.59%	145
More than 5	8.65%	64
Total	100%	740

Q3. What mode of transportation do you normally take to the events?

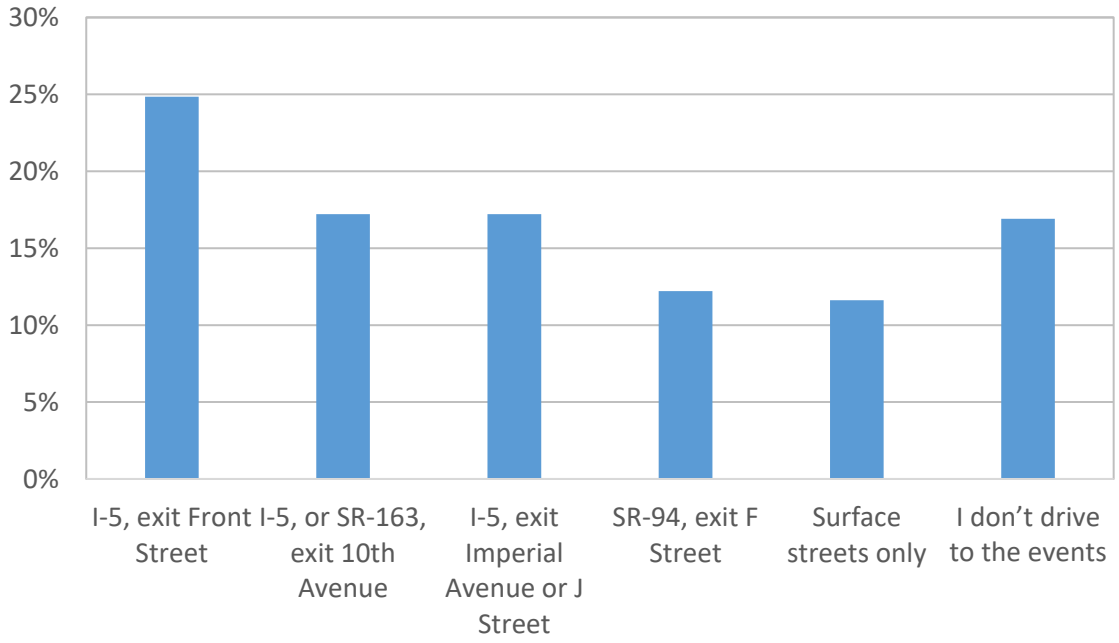


Answer Choices	Responses	
Drive	74.63%	556
Walk	5.10%	38
Bike	0.00%	0
Transit	8.59%	64
Ferry	1.07%	8
Uber or other rideshare service	6.17%	46
Other	4.43%	33
Total	100%	745

Examples of "other" responses:

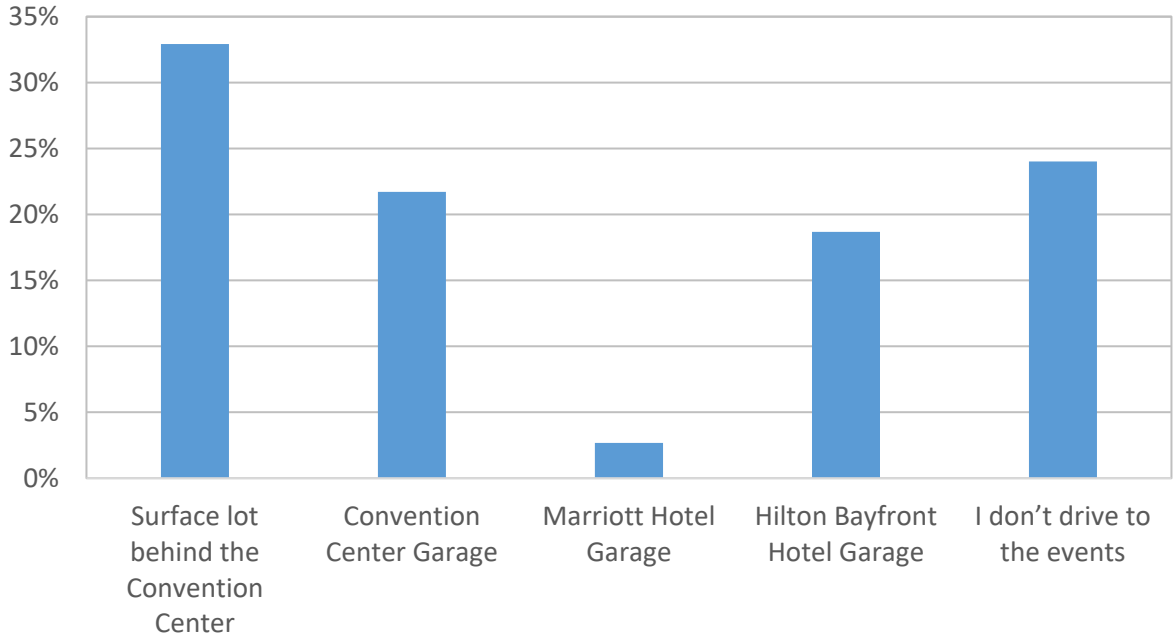
- Drive then uber
- Family member dropped off
- Drive then Trolley
- Drive then Coaster
- Drive to Coronado then take the Ferry

Q4. If driving, what route do you take?



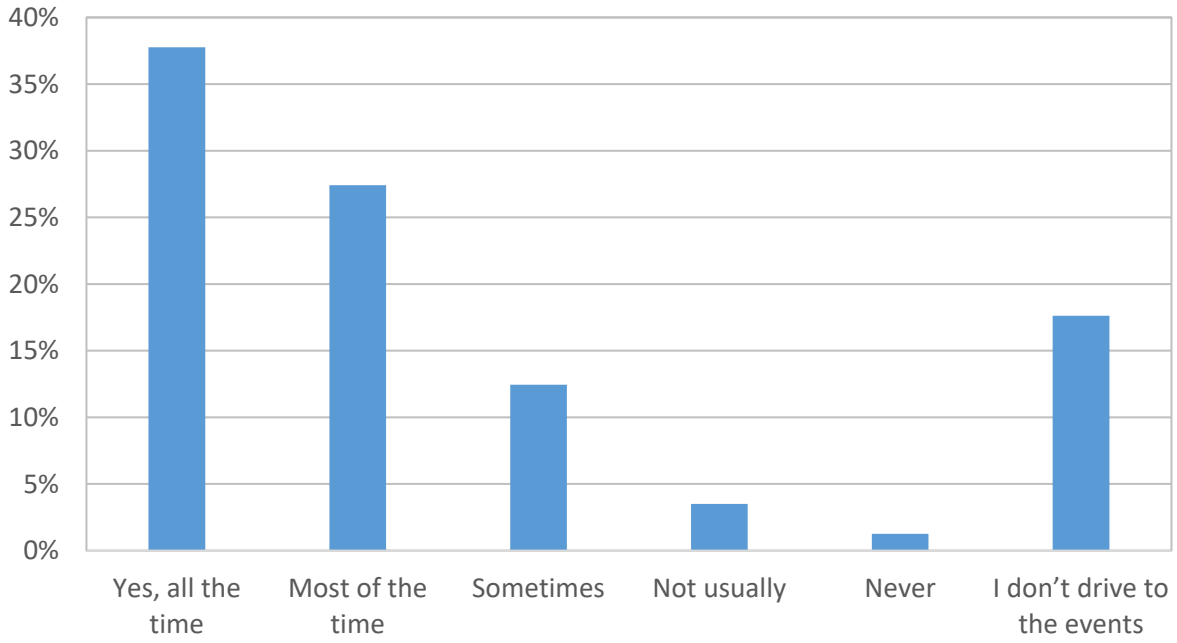
Answer Choices	Responses	
I-5, exit Front Street	24.85%	169
I-5, or SR-163, exit 10th Avenue	17.21%	117
I-5, exit Imperial Avenue or J Street	17.21%	117
SR-94, exit F Street	12.21%	83
Surface streets only	11.62%	79
I don't drive to the events	16.91%	115
Total	100%	680

Q5. Where do you park when attending events at the Embarcadero Marina Park South?



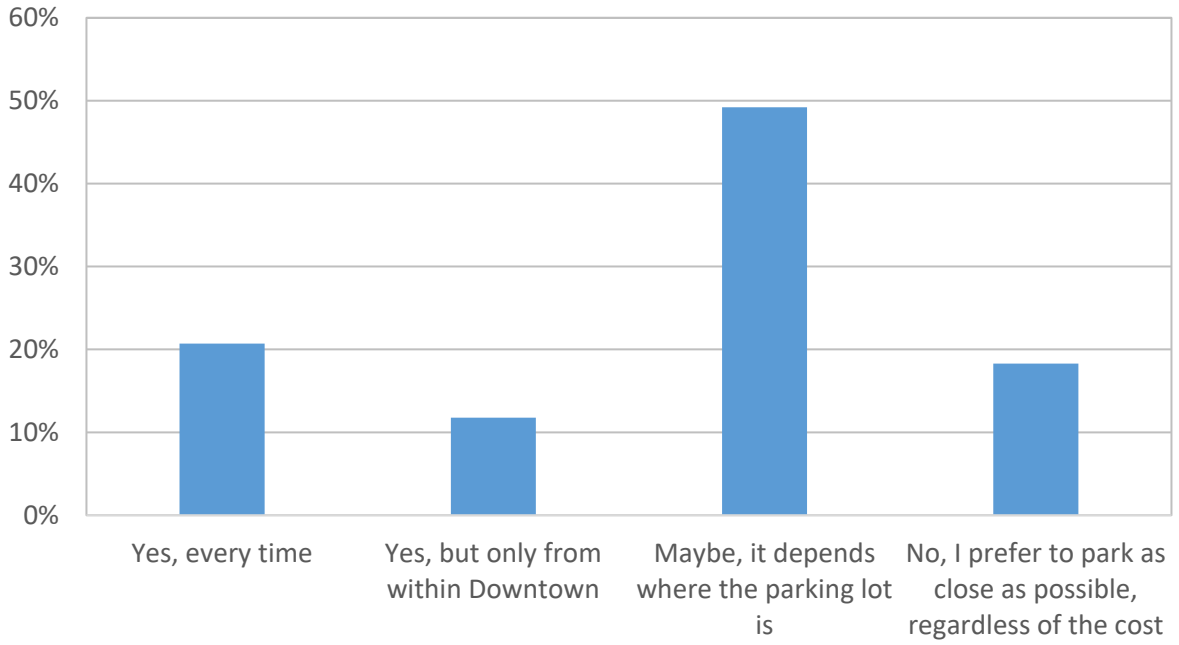
Answer Choices	Responses	
Surface lot behind the Convention Center	32.92%	185
Convention Center Garage	21.71%	122
Marriott Hotel Garage	2.67%	15
Hilton Bayfront Hotel Garage	18.68%	105
I don't drive to the events	24.02%	135
Total	100%	562

Q6. Can you typically find parking in the area you are looking for?



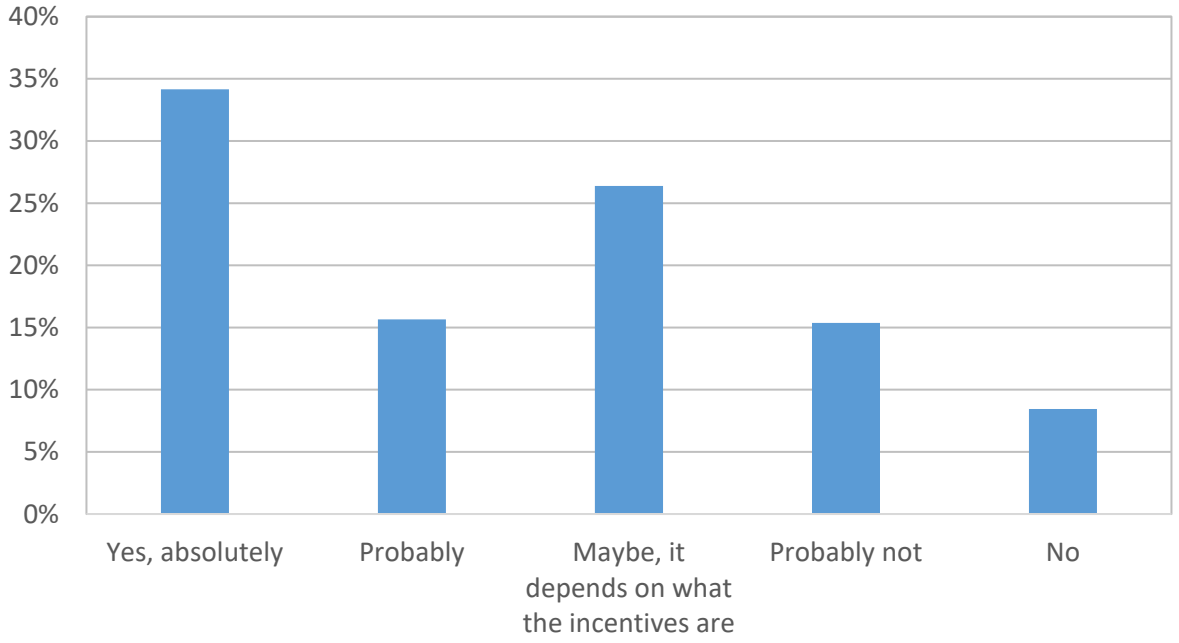
Answer Choices	Responses	
Yes, all the time	37.76%	270
Most of the time	27.41%	196
Sometimes	12.45%	86
Not usually	3.50%	25
Never	1.26%	9
I don't drive to the events	17.62%	126
Total	100%	715

Q7. If more affordable parking was provided further away, either within Downtown or at other locations, with direct shuttle service to the events, would you use it?



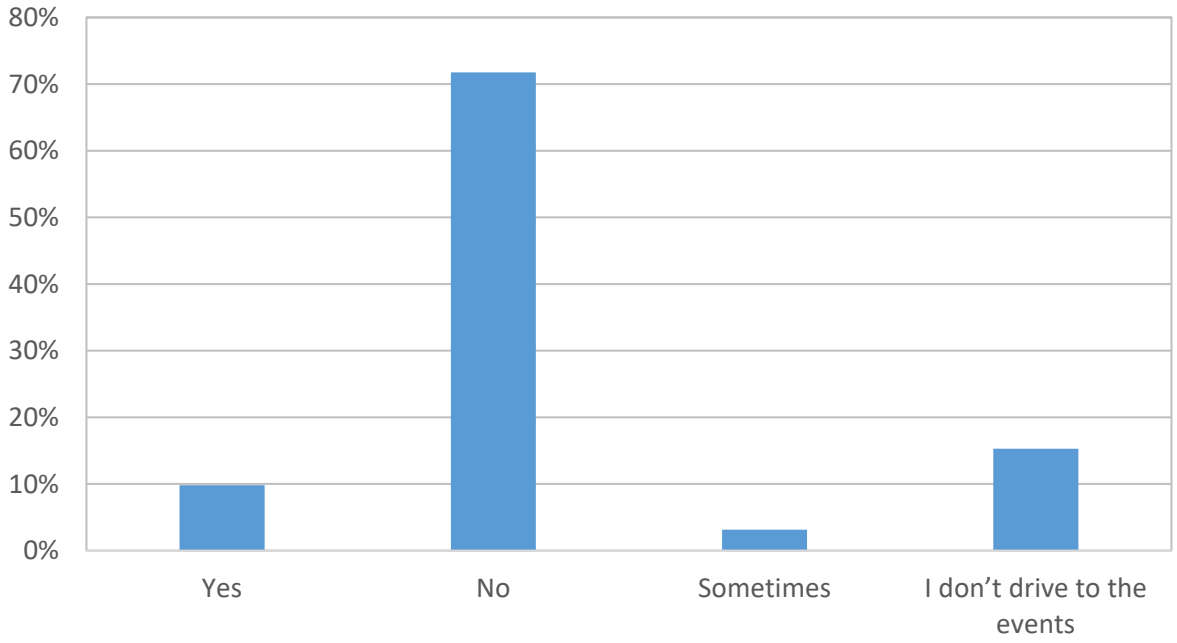
Answer Choices	Responses	
Yes, every time	20.71%	146
Yes, but only from within Downtown	11.77%	83
Maybe, it depends where the parking lot is	49.22%	347
No, I prefer to park as close as possible, regardless of the cost	18.30%	129
Total	100%	705

Q8. If there was an incentive program to use other modes of travel (transit, Uber, etc.) to get to the events, would you be interested?



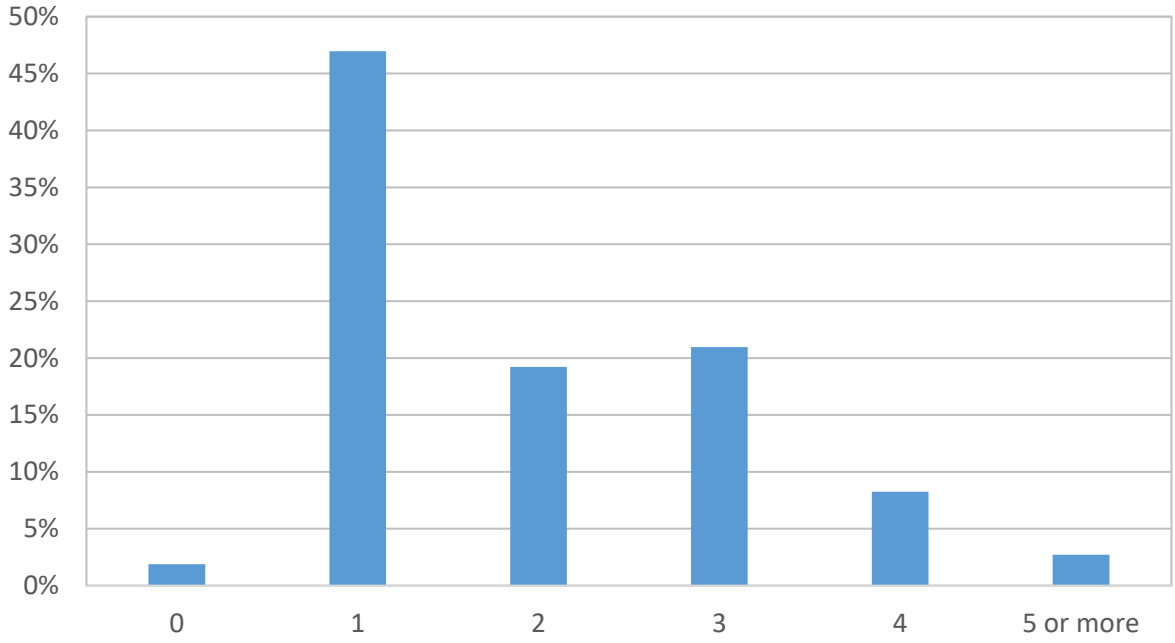
Answer Choices	Responses	
Yes, absolutely	34.15%	251
Probably	15.65%	115
Maybe, it depends on what the incentives are	26.39%	194
Probably not	15.37%	113
No	8.44%	62
Total	100%	735

Q9. Do you arrive to the events in a hybrid or electric vehicle?



Answer Choices	Responses	
Yes	9.82%	72
No	71.76%	526
Sometimes	3.14%	23
I don't drive to the events	15.28%	112
Total	100%	733

Q10. How many other people do you generally arrive to the events with?



Answer Choices	Responses	
0	1.89%	14
1	46.96%	347
2	19.22%	142
3	20.97%	155
4	8.25%	61
5 or more	2.71%	20
Total	100%	739

RESPONSE TO COMMENTS
ATTACHMENT 5

Robert Webster

From: Greg Mueller <gmueller@tuckersadler.com>
Sent: Friday, September 01, 2017 1:21 PM
To: Robert Webster; Katy McDonald
Cc: Salvador Villanueva
Subject: Fwd: Uber Impact on San Diego Parking
Attachments: mime-attachment.jpg

Comments on parking from ace

Sent from my iPhone

Begin forwarded message:

From: <John_Baumgardner@aceparking.com>
Date: September 1, 2017 at 12:28:47 PM PDT
To: <gmueller@tuckersadler.com>
Subject: Uber Impact on San Diego Parking

Greg,

Following up on our conversation, depending on the venue/facility, Ace is seeing a decline on cars parking with us due to an increase in Uber/Lyft users.

Our Commercial Facilities have seen little impact as the majority of stalls are used by employees.

Depending on the product type of Hotels we are seeing a decline in overnight cars by 5% to 10%. For local banquets the decline is much higher around 25%.

Restaurant valets are being impacted by a similar 25% decline while Night Club traffic is off by 50% or more.

We do not keep track of Uber/Lyft trips to Petco since they do not enter into a facility but we visually see fans using this service. We do the parking for the Oakland A's and I recently attend a game against the Giants that we had nearly 300 Uber/Lyft drop offs for a 35,000 crowd. We are seeing 40 to 50 drop offs for crowds in the 10,000 - 15,000 range.

I hope this information is useful.

Feel free to give me a call if you need additional information.

John

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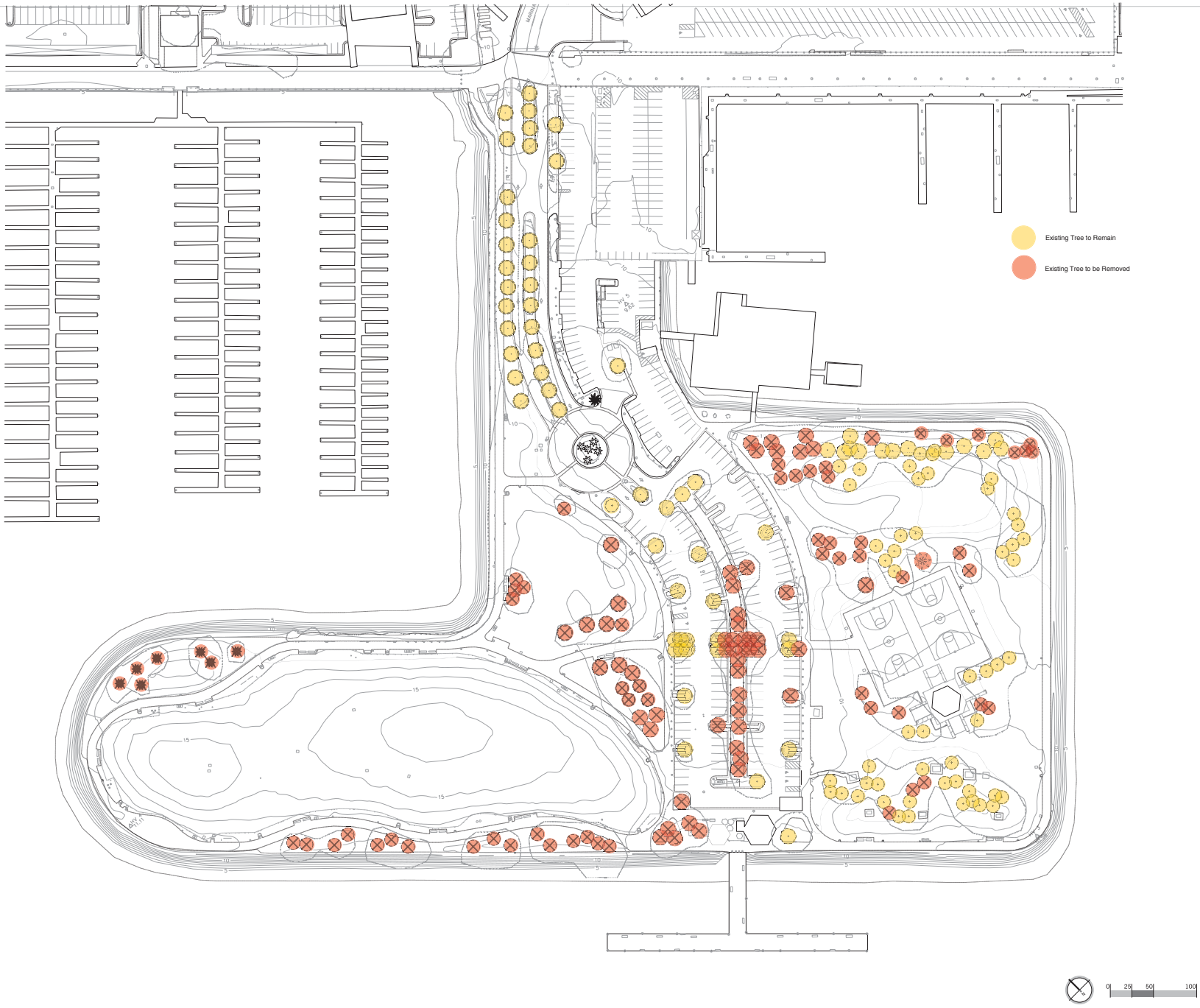
RESPONSE TO COMMENTS
ATTACHMENT 6a



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SAN DIEGO SYMPHONY

San Diego Symphony
Embarcadero Marina Park South
San Diego, Ca 92101
(P) (F)

SAN DIEGO SYMPHONY BAYSIDE PERFORMANCE CENTER

SHEET TITLE:

LANDSCAPE DEMO PLAN

PROJECT NUMBER: 16.042

DATE: 09/19/17

SCALE: AS INDICATED

DRAWING NUMBER: L-1.02

RESPONSE TO COMMENTS
ATTACHMENT 6b

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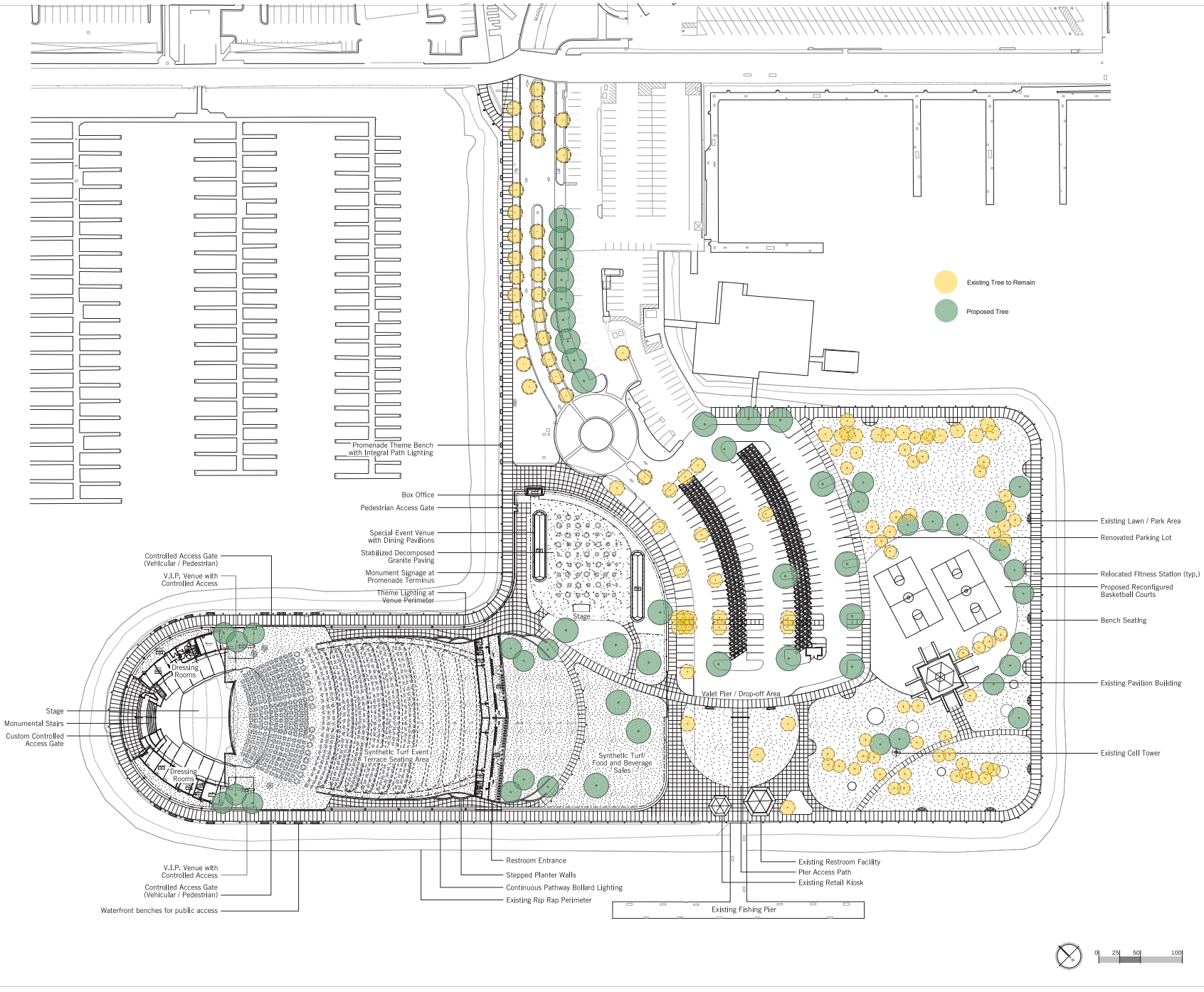

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SAN DIEGO SYMPHONY

San Diego Symphony
Embarcadero Marina Park South
San Diego, Ca 92101
(P) (F)

SAN DIEGO SYMPHONY BAYSIDE PERFORMANCE CENTER

SHEET TITLE:

CONCEPTUAL LANDSCAPE PLAN

PROJECT NUMBER: 16.042

DATE: 09/19/17

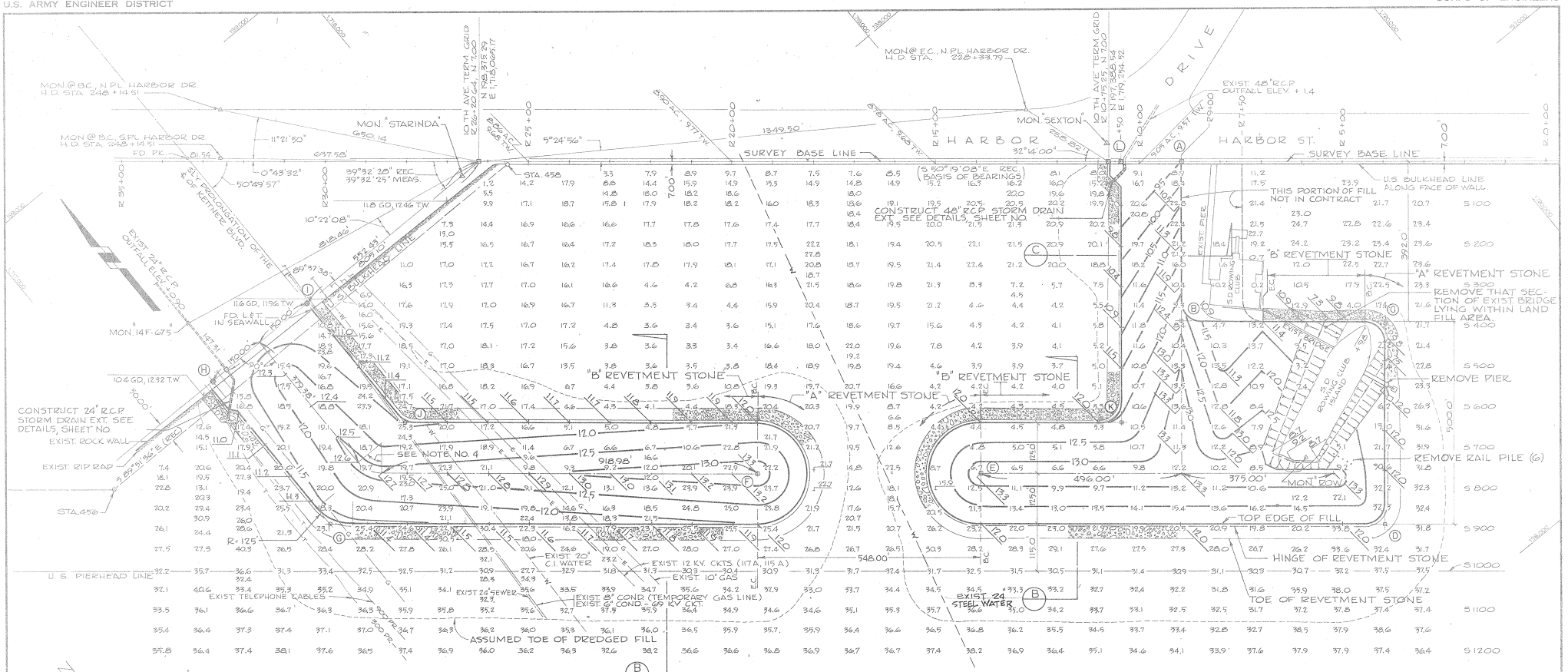
SCALE: AS INDICATED

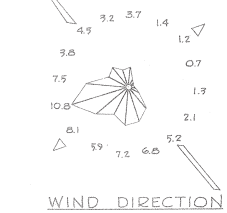
DRAWING NUMBER: L-1.01

RESPONSE TO COMMENTS
ATTACHMENT 7a

U.S. ARMY ENGINEER DISTRICT

CORPS OF ENGINEERS





WIND DIRECTION

NOTE: 26.6% OF WIND VELOCITY LESS THAN 3 M.P.H.

GRAPHIC SCALE

100 0 100 200 300

LEGEND

- 1½" I.P. WITH HARBOR ENGINEER'S TAG
- CONCRETE MONUMENT
- CONTROL POINT
- 36.4 EXISTING SOUNDING
- FINISH ELEVATION
- EXISTING ELEVATION
- -11.2- FINISH CONTOUR GRADE

ABBREVIATIONS

A.C.	ASPHALT CONCRETE
H.D.	HARBOR DRIVE
GD	GROUND
MON.	MONUMENT
N.PL.	NORTH PROPERTY LINE
R	RANGE
R.C.P.	REINFORCED CONCRETE PIPE
S	SOUTHING
S.PL.	SOUTH PROPERTY LINE
STA.	STATION
T.W.	TOP OF WALL

NOTES

1. FOR ADDITIONAL SOUNDINGS, SEE FATHOMETER SOUNDING CHARTS ON FILE IN THE ENGINEERING OFFICES OF THE SAN DIEGO UNIFIED PORT DISTRICT.
2. FOR ADDITIONAL SURVEY INFORMATION, SEE FIELD BOOK NO. 318, PAGES 1-15; ON FILE IN THE ENGINEERING OFFICES OF THE SAN DIEGO UNIFIED PORT DISTRICT.
3. SOUNDINGS AND ELEVATIONS ARE IN FEET AND DECIMALS OF A FOOT AND REFER TO MEAN LOWER LOW WATER, THE ZERO DATUM OF THE U.S. C. & G.S.
4. CURVE DATA - R = 75.00', T = 35.34', L = 66.05'
5. ALL RADII ALONG TOP EDGE OF FILL ARE 50 FEET UNLESS OTHERWISE SHOWN.
6. FILL TO MEET EXIST. GROUND ELEVATIONS AT SEAWALL.
7. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION ON THE REMOVAL OF FOOTBRIDGE, PIER, RAIL PILE, AND UTILITIES SERVING THE SAN DIEGO ROWING CLUB ISLAND

SURVEY CONTROL POINTS - LAMBERT COORDINATES

		N	E
MON. "ROW"		196,516.96	1,719,166.13
MON. "SEXTON"		197,422.55	1,719,282.74
MON. "14 F-675"		198,524.57	1,717,260.44
MON. "STARINDA"		198,374.36	1,718,010.71
MON. N.PL. H.D. STA. 228+33.79		197,615.56	1,719,180.38
MON. N.PL. H.D. STA. 248+14.51		198,88086	1,717,696.42
MON. S.PL. H.D. STA. 248+14.51		198,788.56	1,717,579.65
HARBOR LINE STA. 456		198,328.24	1,716,897.99
HARBOR LINE STA. 458		198,325.17	1,718,114.62
CONTROL POINT	A	197,276.64	1,719,389.39
" "	B	196,974.95	1,719,139.10
" "	C	196,655.70	1,719,523.90
" "	D	196,270.89	1,719,204.64
" "	E	197,003.03	1,718,517.92
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" "	G	197,924.40	1,717,211.65
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" "	I	198,376.65	1,717,512.75
" "	J	198,000.19	1,717,511.83
" "	K	196,878.32	1,718,864.03
" "	L	197,372.41	1,719,273.96

SYMBOL	DESCRIPTIONS	DATE	APPROVAL
	REVISIONS		

SAN DIEGO UNIFIED PORT DISTRICT

~~U.S. ARMY ENGINEER DISTRICT LOS ANGELES CORPS OF ENGINEERS~~

DESIGNED BY: DRF

DRAWN BY: GCP

CHECKED BY:

CITY OF SAN DIEGO

FIFTH AVE. MARINA DEVELOPMENT

SUBMITTED BY:

DATE:

SPEC. NO.

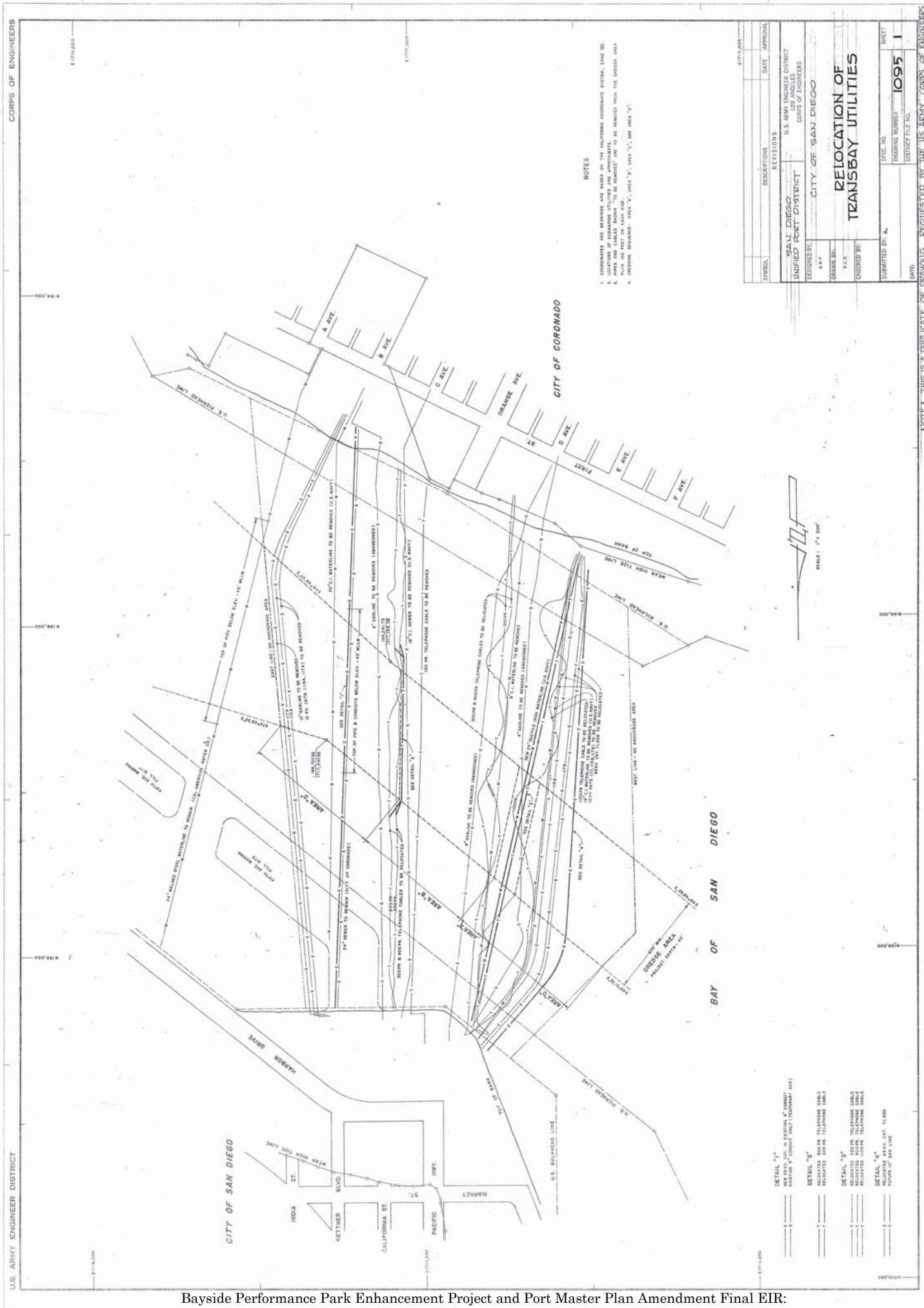
DRAWING NUMBER 1094

SHEET 1

DISTRICT FILE NO.

NOTE: THIS IS A DUPLICATE OF DRAWINGS REQUESTED BY THE U.S. ARMY CORPS OF ENGINEERS FOR THEIR USE AS PART OF CONTRACT IN THE SAN DIEGO BAY DREDGING PROJECT.

RESPONSE TO COMMENTS
ATTACHMENT 7b



Bayside Performance Park Enhancement Project and Port Master Plan Amendment Final EIR:
Response to Comments: Attachment 7b

RESPONSE TO COMMENTS
ATTACHMENT 8

2-66
21155
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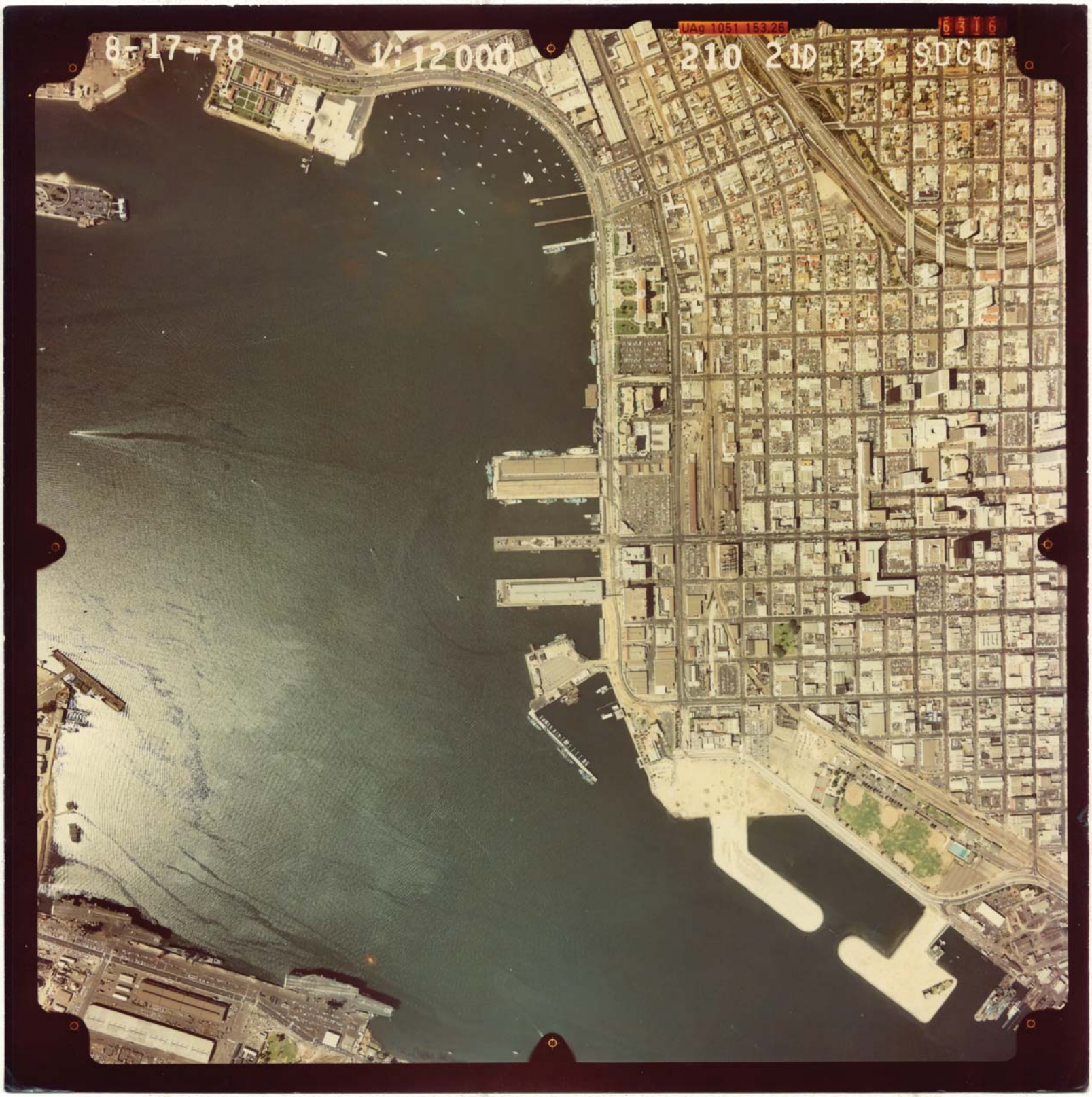
GS-VBOI

RESPONSE TO COMMENTS
ATTACHMENT 9


8-17-78
1:12000
UAg 1051 153.26
210 21D 33 SDCO
6316

RESPONSE TO COMMENTS
ATTACHMENT 10

RECON

An Employee-Owned Company

September 15, 2017

Mr. Blair King
City Manager
City of Coronado
1050 Camino Del Mar
Del Mar, CA 92014

Reference: Bayside Performance Park Enhancement Project Environmental Impact Report Comment Letter Response (RECON Number 8293)

Dear Mr. King:

The San Diego Unified Port District (District) received your letter in response to the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment. Among other concerns, the letter requested:

> *The mitigation measures should provide for at least two additional noise monitoring stations in Coronado, adjacent to residential population concentrations. The City of Coronado requests input on the locations of additional monitoring stations.*

Following the request, the District directed RECON, the consultant firm that prepared the Noise Analysis, to meet with the City of Coronado (City) staff to discuss the nature of this request and garner any additional input from City staff regarding this concern. At this time, the City has not selected nor identified definitive locations for additional noise monitoring stations. Based on City staff concerns, the request for two additional noise monitoring stations is intended to address three locations of concern: (1) the residences in the vicinity of Broadstone Coronado on the Bay Apartment Complex and at 1433 First Street, (2) the Sharp Coronado Hospital, and (3) residences in the vicinity of the Coronado Point Condominium Complex. Therefore, RECON assessed two preliminary locations that would address the identified concerns. This letter presents RECON's recommendations regarding the necessity and practicality for additional noise monitoring stations.

DEIR Noise Analysis Mitigation

As drafted, mitigation from the DEIR Noise Analysis requires the construction and maintenance of noise monitoring stations located: (1) in Embarcadero Marina Park South (EMPS) and (2) along the Coronado Bayshore Bikeway as shown in Figure 9 of the DEIR Noise Analysis (east of the Il Fornaio Coronado restaurant and north of the Broadstone Coronado on the Bay Apartment Complex). Figure 9 of the DEIR Noise Analysis is attached to this letter. The purpose of required noise monitoring stations is to provide real-time noise levels so that potential exceedances of limits from the City Noise Abatement and Control Regulations may be avoided; where noise levels approach limits, the applicant would be required to reduce sound amplification.

To enforce a noise standard, it must be demonstrated that noise levels exceed the noise standard at the location at which compliance is required (typically anywhere at or within at the property line of the receiving use); the noise level contribution of the noise source (or set of noise sources) believed to be the cause of the violation must also be identified. Whereas the ambient noise environment in suburbia allows relatively simple identification of the dominant noise source, enforcement of noise standards in urban environments is often inherently complicated because the noise levels experienced at a given location are the result of the combined contribution of several noise sources, each with different characteristics such as continuous high pitched hum from a piece of mechanical equipment, the sporadic noise generated by pedestrians in recreational areas, or the infrequent, but intense bursts of noise from a horn. Certain noise sources can be

dominant at a given location and then suddenly diminish as the noise source passes behind a wall, building, or topographic feature (e.g., traffic or pedestrians). Additionally, meteorological conditions such as air temperature, humidity, and wind speed, direction, and turbulence may affect sound propagation; the effects of meteorological conditions may affect molecular absorption differently depending on the frequency spectrum and can vary significantly over long distances in a complex manner.

Both Downtown San Diego and Coronado are urban environments with frequent activity along the Bayfront. Additionally, based on the location of the Bayside Performance Park relative to San Diego Bay and feedback from members of the community, there is a likelihood of noise level increases associated with low-lying inversion layers (also known as a "marine layer" in this geographic context). Both ground and elevated temperature inversions have the effect of propagating noise with less than the usual attenuation rates, and therefore increase noise. The effects of vertical temperature gradients are more important over longer distances (California Department of Transportation [Caltans] 2013). Thus, in the presence of a strong marine layer, which is often characterized by calm, foggy/overcast conditions, noise propagation across the San Diego Bay may increase. These characteristics add complexity to the determination of compliance with the City Noise Abatement and Control Regulations.

As discussed previously, mitigation included from the DEIR Noise Analysis required a noise monitoring station in EMPS and a secondary noise monitoring station in Coronado. Data from this secondary noise monitoring station would be informative for determining whether noise levels approaching limits from the City Noise Abatement and Control Regulations. Additionally, analysis of the data collected simultaneously from the two monitoring stations would be informative for identifying propagation of noise across the San Diego Bay and identifying the noise level contribution of the Bayside Performance Park. Whereas a strong correlation between the instantaneous noise levels measured at each of the two monitoring stations would clearly indicate a dominant noise level contribution from the Bayside Performance Park; a weak correlation would indicate contributions from other noise sources. A small relative difference in noise levels measured at each of the two monitoring stations would be indicative of increased propagation associated with adverse meteorological conditions. For these reasons, the mitigation included in the DEIR Noise Analysis would provide informative data for identifying the noise level contribution of the Bayside Performance Park and determining compliance with the City Noise Abatement and Control Regulations regardless of the presence of adverse meteorological conditions.

Coronado is an urban environment that has frequent activity along the Bayfront. The secondary noise monitoring location was proposed to be sited at a location where noise-generating activities are relatively infrequent and where noise from the Bayside Performance Park would be loudest. Therefore, the proposed location is the nearest point in the City of Coronado to the Bayside Performance Park, and is located directly between the Bayside Performance Park and residences that would be most exposed to noise from Bayside Performance Park. Weather is not a localized condition; if whether conditions such as the presence of an inversion layer cause noise propagation across the San Diego Bay to increase, then the increase would be reflected in noise measurement data from the Coronado monitoring station and would be discernable based on the noise level measurements at the two locations. Noise monitoring data from a third or fourth monitoring station would not be required to determine whether noise from the Bayside Performance Park is approaching limits from the City Noise Abatement and Control Regulations as noise levels at greater distances from the source would be lower based on standard propagation.

Consideration of Additional Noise Monitoring Locations

As discussed previously, it is understood that the request for two additional noise monitoring stations is intended to address three areas of concern: (1) residences in the vicinity of Broadstone Coronado on the Bay Apartment Complex and the townhomes at 1433 First Street, (2) the Sharp Coronado Hospital, and (3) residences in the vicinity of the Coronado Point Condominium Complex. Although additional noise monitoring stations are not necessary, the practical suitability of requiring additional noise monitoring stations near these areas of concern was reviewed.

Sharp Coronado Hospital is located approximately 1,400 feet from the bayfront nearest the Bayside Performance Park relative and is surrounded by an urban/suburban neighborhood. Potential monitoring locations in the vicinity of Sharp Coronado Hospital would be exposed to substantial contamination from local ambient noise sources such as the surrounding neighborhood, traffic on nearby roadways, ventilation equipment at the hospital, and activity associated with the hospital such as emergency vehicles and sirens. Additionally, shielding from buildings may make it difficult to correlate noise levels at the monitoring station to those generated by the Bayside Performance Park. This area is not considered appropriate for a monitoring station location for assessing the compliance of the Bayside Performance Park with City Noise Abatement and Control Regulations.

The Coronado Point Condominium Complex is located along the Bayfront and includes commercial uses, the Coronado Ferry Landing, and public use areas such as the beach. Potential monitoring locations in the vicinity of the Coronado Point Condominium Complex are also exposed to substantial contamination from adjacent noise sources, most notably activity associated with the beach, Coronado Ferry Landing, and nearby shops and restaurants. As discussed in Section 2.0 of the DEIR Noise Analysis, ambient noise measurements were taken between normal event hours (7:00 p.m. and 10:00 p.m.) on a day with no events; measured noise levels ranged from 55.7 to 64.2 dB(A) L_{eq} (A-weighted decibels average sound level), and the primary noise source was pedestrians in public use areas such as walkways, grass areas, and the beach. Thus, measured ambient noise levels are louder than the applicable multi-family residential noise level limits from the City Noise Abatement and Control Regulations (50 dB[A] L_{eq}). Due to the high ambient noise levels in this area, it would be difficult to identify noise originating from the Bayside Performance Park during events. Therefore, this location is similarly not considered appropriate for a monitoring station.

Conclusions

Based on industry standards for determining noise level compliance, the additional monitoring stations in Coronado are not necessary to determine compliance with City Noise Abatement and Control Regulations. Due to the anticipated monitoring locations, the additional noise monitoring stations would likely provide data that is contaminated, and therefore uninformative to determining whether noise from the Bayside Performance Park complies with City Noise Abatement and Control Regulations. It is RECON's opinion that the single noise monitoring location in Coronado is sufficient for determining propagation across the San Diego Bay, noise exposure within Coronado, and compliance with City Noise Abatement and Control Regulations. This is supported by the fact that the noise monitoring location in Coronado is in close proximity to, and representative of, the nearest residences within the Broadstone Coronado on the Bay Apartment Complex and the townhomes at 1433 First Street.

Therefore, that mitigation included from the DEIR Noise Analysis would reduce impacts to Coronado residents to a level that is less than significant. Further, due to the aforementioned reasons, no additional noise monitoring stations are necessary or recommended. If you have any questions or if there is additional information you would like to bring to our attention, please contact Department Manager, Development Services Joseph Smith at (619) 686-6597.

Sincerely,

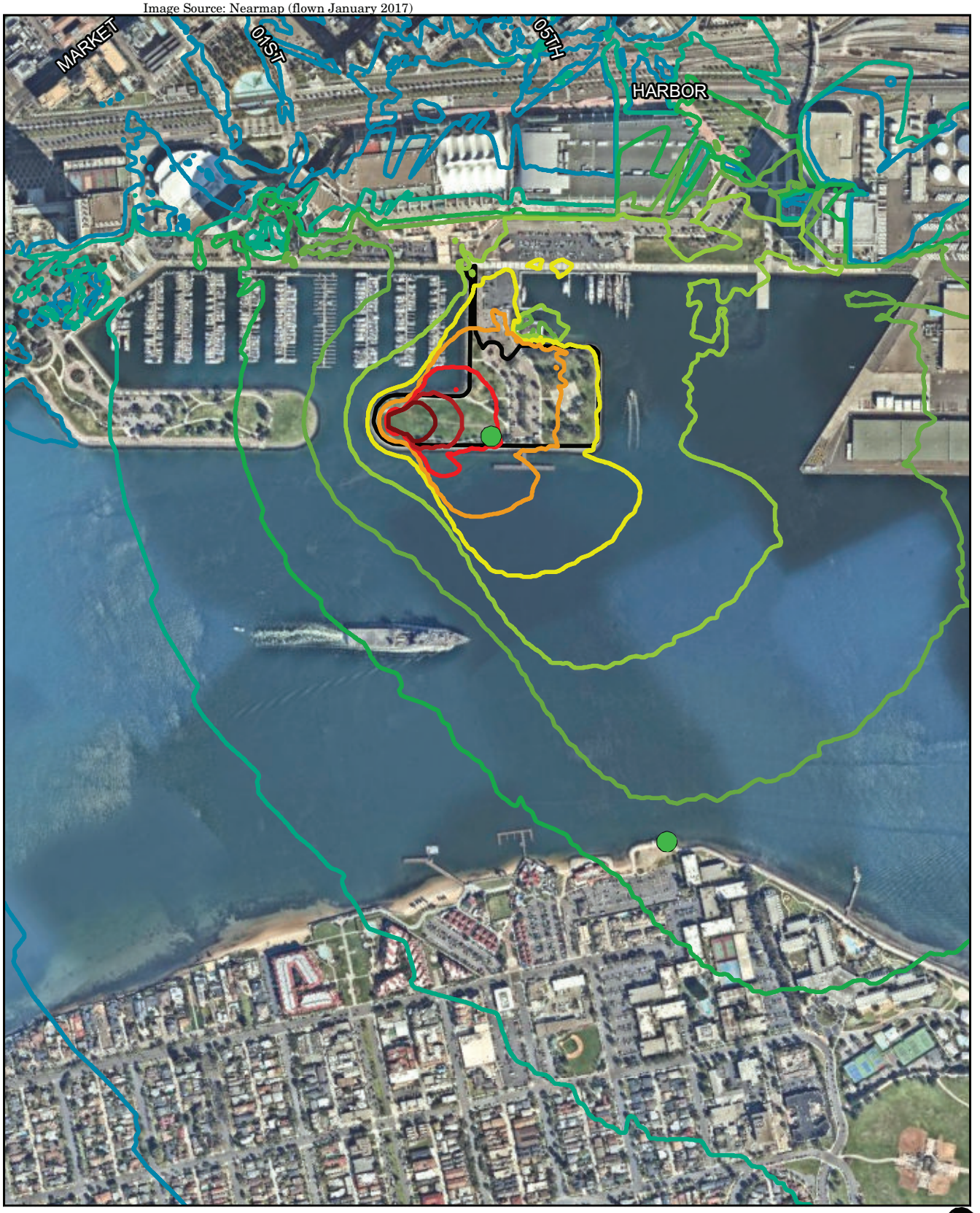
William Maddux, Senior Noise Specialist

WAM:sh

Reference Cited

California Department of Transportation (Caltrans)
2013 Technical Noise Supplement to the Traffic Noise Analysis Protocol. September.

Image Source: Nearmap (flown January 2017)



Maximum Noise Contours

Project Location

Monitoring Locations

40 dB
45 dB
50 dB
55 dB
60 dB
65 dB
70 dB
75 dB
80 dB
85 dB

0 Feet 750

RECON

FIGURE 9

Noise Monitoring Locations

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MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
Aesthetics and Visual Resources									
MM AES-1	Landscape Plan: Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. The landscape plan shall be consistent with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Attachment A to BPC Policy No. 713) and shall meet the following requirements: • Species name, age/size at time of planting, and proposed locations of all landscaping shall be specified in the plan; • All large landscaped areas shall have a minimum of three varieties of ground cover and a minimum of 25 percent of the total planting area shall be in shrubs; • Shrubs planted shall be no smaller than 5-gallon containers at the time of planting, and 25 percent of shrubs planted shall be of flowering variety;	Port of San Diego	X			Port of San Diego			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	• Trees shall meet the following minimum requirements: o A minimum of one medium tree and two large trees shall be planted per every 5,000 square feet within the parking area, and a minimum of one medium tree and one large tree shall be installed for every 5,000 square feet of the remaining area of EMPS; o Medium trees are defined as 30 to 50 feet in height and large trees are defined as 50 feet or taller; and o The minimum tree size for all trees shall be 15 gallons at the time of planting; • Species shall be chosen from those listed under the Plant Palette section of the District's Landscape Development Manual Guidelines and shall be very low- to moderate-water use species, with the very low-water use species used to the highest extent feasible; and • No species identified on the District's invasive plant species list shall be utilized.								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	The applicant shall receive District approval of the landscape plan prior to installation of landscaping. Landscaping within the Bayside Performance Park shall be maintained by the applicant throughout the duration of the Real Estate Agreement with the District. Landscaping installed outside of the Bayside Performance Park within the remaining area of the Embarcadero Marina Park South shall be initially maintained by the applicant for a period of five years, or until deemed successful by the District. Initial maintenance shall include immediate replacement of any dead or dying trees and shrubs.								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
Biological Resources									
MM BIO-1	Nesting Birds (Species Covered by MBTA/CFGC): If project-related construction activities are initiated or tree removal occurs within the avian nesting season (February 15 to September 15), a qualified biologist shall conduct a pre-construction nesting bird survey within suitable habitat in proximity of the project construction activities. The survey shall be conducted no more than 72 hours prior to commencement of construction or tree removal activities. The survey results will determine any necessary subsequent action, as follows: 1. If an active nest is located, a qualified biologist will assign an appropriate no-impact buffer around the active nest. No construction activities shall occur within this buffer. The buffer distance and restrictions will depend on the bird species and site-specific conditions.	Port of San Diego	X	X		Port of San Diego, Qualified Biologist, Symphony and/or its Construction Contractor			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	a. A qualified biologist shall monitor the nest daily until project activities are no longer occurring adjacent to the identified buffer zone around the nest or until the nest is no longer active. The qualified biologist will monitor bird behavior to verify the buffer is sufficient. b. Observations made by the biologist shall be documented in a nesting bird monitoring report each day that monitoring occurs. The reports shall identify the nest location, bird species, buffer, construction activities conducted in the vicinity of the buffer, and bird behavior observed. Nesting bird monitoring reports shall be submitted to the District on a weekly basis during construction activities adjacent to the identified buffer until the nest is no longer active. c. If the monitoring biologist determines that the buffer implemented is not effective, the biologist will recommend additional measures (e.g.,								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	increased buffer width, noise or visual barriers, work intervals, halting construction activities, or allowing only specific work types). Recommendations will depend on the bird species and site-specific conditions and will be documented in the nesting bird monitoring reports. d. The Symphony or its construction contractor shall implement the additional measures recommended by the biologist. The biologist shall confirm the additional measures are appropriately implemented and document compliance in the nesting bird monitoring reports. e. A District biologist shall visit the site periodically, as needed, to ensure nesting bird monitoring is being conducted according to this measure. 2. If no active nests are found during the pre-construction nesting bird survey, construction shall be allowed to proceed. The biologist will document the findings in a nesting bird compliance memo to be submitted to the Symphony and the District.								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM BIO-2	Litter Deterrence Strategies: The applicant shall install wildlife-proof waste and recycling receptacles throughout EMPS, including within the Bayside Performance Park, at strategic locations to deter littering. These locations shall include, but are not limited to: key EMPS access points along the public promenade; adjacent to the Embarcadero Marina Park Fishing Pier/ bait shop and deli; gazebo/basketball court area; near the back-of-stage deck; at the sub-grade restrooms within the elevated event lawn; and at key access ways throughout the Bayside Performance Park. The wildlife-proof waste and recycling receptacles would be designed to prevent birds and other animals from removing and dispersing waste. Additionally, "no littering" signage shall be installed at strategic locations throughout EMPS and may be co-located with the waste and recycling receptacles. The locations of waste and recycling receptacles and signage shall be approved by the District prior to installation. All litter shall be removed from the Bayside Performance Park immediately following events. All cleanup activities, including emptying of waste and recycling receptacles for appropriate disposal, must be completed directly following events, on the same	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	day/night of the event, and prior to reopening the Bayside Performance Park for public access.								
MM BIO-3	Limitations on Lighting: The project applicant shall design and operate security, event, and public art lighting in accordance with the following limitations: **Security Lighting** All security lighting used throughout the project site from 11:00 p.m. to dawn shall be directed downward and/or shielded and of low intensity and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). **Event Lighting** All event lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of event lighting shall be limited to the number of Symphony performances and event rentals allowed each year (e.g., maximum of 110 nights annually). During the peak periods of avian migration (late March through May and September through early November), all event lighting must be shut off by 11:00 p.m.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	Non-Performance Lighting All non-performance lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of non-performance lighting shall be at all times between dusk and 11:00 p.m. when no events are being held. Non-performance lighting shall be less intense than event lighting, but more intense than security lighting. During the peak periods of avian migration (late March through May and September through early November), all event lighting other than security lighting must be shut off by 11:00 p.m. **Public Art Lighting** Lighting utilized for the LED art installation shall not be projected into surrounding areas and shall be designed to minimize light trespass and sky glow to the highest extent feasible. The public art installation would not be utilized for advertising or signage purposes as it is intended to be a public art display. The District's Office of Arts and Culture shall approve of the public art design prior to its installation and display. The display shall								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
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			Pre-Const	During Const	Post-Const		Initials	Date	
	last only for periods of approximately 5 to 10 minutes at a time, at a minimum interval of every 30 minutes, with multiple displays possible each evening. During the peak periods of avian migration (late March through May and September through early November), the LED art displays must end by 11:00 p.m.								
Geology and Soils									
MM GEO-1	Geotechnical and Fault Rupture Investigation: Prior to obtaining grading and building permits, a qualified geotechnical consultant (e.g., Professional Engineer, Geotechnical Engineer, Professional Geologist, or Certified Engineering Geologist) shall conduct a formal geotechnical and fault rupture investigation in accordance with the City of San Diego's standards for geotechnical reports (City of San Diego Municipal Code Section 145.1803). All recommendations identified in the geotechnical investigation report shall be incorporated into the final project design. Evidence of incorporation of geotechnical recommendations shall be provided to the District prior to commencement of construction.	Port of San Diego	X			Port of San Diego, Qualified Geotechnical Consultant			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
Greenhouse Gas Emissions									
MM GHG-1	***Subsidized Mass Transit Requirements on Applicant*** The applicant shall provide subsidies for local mass transit. Prior to ticket sale for any event or set of events, the applicant shall provide transit rebates for event attendees and event employees, including but not limited to musicians, support staff, and volunteers, that arrive via transit providers with which the applicant has not entered into an agreement. Attendees may be required to present a proof of transit ridership (i.e., transit receipt, ticket, or stub) to receive the transit rebate. The amount of available transit rebate available to each attendee shall be equivalent to the cost of a Day Pass on Metropolitan Transit System busses and trolleys (currently $5.00). Alternatively, the applicant may enter into an agreement with one or more of the following transit providers to provide transit at reduced or no fee to the event attendees and event employees, including but not limited to musicians, support staff, and volunteers: local bus lines (local bus lines operated by San Diego Metropolitan Transit System [SDMTS]), the ferry (Fifth	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	Avenue Ferry Landing operated by Flagship Cruises and Events), the trolley (Gaslamp Quarter Station is operated by SDMTS), and the COASTER commuter train (COASTER is operated by North County Transit District). Transit subsidies need not be separate vouchers and may be associated with event tickets. The applicant shall disclose the available subsidy to the attendee at the time of ticket purchase and shall inform attendees of the availability of the subsidy through pedestrian traffic management measures such as signs, cordons, announcements, and other measures at each event. The amount of available transit subsidy available to each attendee shall be valued at least $5.00. **Enforcement** Prior to commencement of operations at the project, the applicant shall submit a Transit Subsidy Plan to the District. The Transit Subsidy Plan shall demonstrate to the satisfaction of the District that transit subsidies and rebates will be provided to event attendees and event employees. The Transit Subsidy Plan shall include a copy of any agreements with transit providers, shall identify the procedure by which transit rebates will be distributed, and other relevant materials such as sample								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	informational items for disclosing transit subsidies to attendees. The applicant shall submit an annual update to the Transit Subsidy Plan to the District each year prior to January 1. The annual update shall demonstrate to the satisfaction of the District that transit subsidies will be provided for the upcoming year. The District must be notified of all changes to transit subsidies prior to ticket sales, if possible.								
MM GHG-2	LED Lighting: **Requirements on Applicant** Prior to commencement of operations, the project applicant shall install light-emitting diode (LED) light bulbs in all fixtures throughout EMPS. **Enforcement** Prior to commencement of operations, the applicant shall demonstrate to the satisfaction of the District that the required light fixtures are equipped with LED light bulbs.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM GHG-3	<u>Solar Photovoltaic Panels:</u> **Requirements on Applicant** Prior to January 1, 2030, the project applicant shall install solar photovoltaic (PV) systems capable of a total generation equivalent to the forecasted electricity demand, 187,691 kWh per year. **Enforcement** Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that the required solar PV panels have been installed and are in operation as required above.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM GHG-4	<u>High-Efficiency Water Heater</u> **Requirements on Applicant** Prior to commencement of operations at the project, the project applicant shall install instantaneous (a.k.a. "tankless") water heater(s) that meet U.S. EPA Energy Star criteria. Tankless water heaters shall meet all water heating demands of the proposed performance and event venue including, but not limited to, the performance back-of-house facilities and subgrade restrooms. **Enforcement** Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the required tankless water heaters have been installed and meet U.S. EPA Energy Star criteria.	Port of San Diego		X		Symphony			
MM GHG-5	<u>All-Electric Landscaping Equipment</u> **Requirements on Applicant** The project applicant shall require through contract specifications that all landscaping within the Bayside Performance Park shall be maintained using all-electric equipment. **Enforcement** Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that landscaping maintenance agreements specify the use of all-electric landscaping equipment.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM GHG-6	<u>Low Flow Water Fixtures</u> **Requirements on Applicant** Prior to commencement of operations at the project, the project applicant shall install low-flow water fixtures in the project. Low-flow water fixtures shall include toilets that use less than 1.28 gallons per flush, urinals that use less than 0.5 gallon per flush, bathroom sinks that use less than 1.5 gallons per minute, showerheads that use less than 2.0 gallons per minute, kitchen sinks that include pre-rinse spray valves, and irrigation systems that are connected to weather sensors. **Enforcement** Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the low-flow water fixtures required above have been installed.	Port of San Diego		X		Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM GHG-7	<u>Drought-Tolerant Landscaping</u> **Requirements on Applicant** Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. All landscaping shall use very low- to moderate-water use species, with the very low-water use species used to the highest extent feasible. Landscaping shall comply with District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713) and shall exclude any species on the District's invasive plant species list. **Enforcement** Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that all landscaping within the Bayside Performance Park consists of drought-tolerant plants.	Port of San Diego	X			Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM GHG-8	<u>Increased Recycling</u> **Requirements on Applicant** The project applicant shall implement a solid waste recycling program at every event. The program shall include arrangement of recycling hauling services at regular intervals, recycling collection bins adjacent to all waste collection bins, signs that encourage recycling adjacent to recycling collection bins, and diversion of all green waste generated by landscaping activities. The interval for recycling hauling services shall be weekly or more frequently if necessitated by limited recycling storage. Recycling collection bins shall be emptied by designated staff members when full; staff members shall not wait until after the conclusion of events to empty full recycle collection bins. The solid waste recycling program shall achieve a 50 percent diversion of all solid waste generated on-site. The applicant shall expand the solid waste recycling measures to achieve this goal as necessary. Expansion may include, but is not limited to, selection of saleable items that include recycled materials or increased recycling collection bin signage.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	Enforcement Each year of operation, prior to January 31, the applicant shall submit to the District a description of the recycling program and documentation of contracted solid waste disposal and recycling services. The documentation shall include the weight (tons) or volume (cubic yards) of all solid waste collected by disposal and recycling collection services.								
MM GHG-9	Tier TV Final CARB-Certified Construction Equipment **Requirements on Applicant** All heavy-duty diesel-powered demolition, grading, and construction equipment shall be a minimum of Tier IV Final CARB-certified. **Enforcement** Prior to issuance of grading permits, the applicant shall demonstrate to the satisfaction of the District that all contracting agreements for construction of the project require the use of Tier IV Final construction equipment.	Port of San Diego	X			Symphony			

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Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
Land Use and Planning									
MM LUP-1	<u>Off-Site Public Park Space</u> The applicant shall replace the loss of the permanent use of existing parkland within the EMPS resulting from the project on a 1:1 basis by paying to the District a financial contribution to acquire, create, or improve approximately 15,090 square feet (0.35 acre) of land at or adjacent to Pepper Park in the National City Bayfront for recreational purposes consistent with the Park/Plaza designation in the Port Master Plan. The financial contribution shall be in an amount equal to the cost of converting approximately 15,090 square feet (0.35 acre) of unimproved space into improved park/plaza space. The applicant shall pay the financial contribution prior to the commencement of grading or construction activities on the project site. Priority of the expenditure of the contribution shall first be toward the acquisition and/or the creation of new park/plaza space adjacent to Pepper Park as part of a future expansion; and second toward improvements at Pepper Park.	Port of San Diego	X			Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
Noise									
MM NOI-1	Active Noise Monitoring **Requirements Prior to Project Occupancy** Prior to the use of amplified sound equipment, the applicant shall construct and maintain permanent noise monitoring stations at locations (1) in Embarcadero Marina Park South and (2) along the Coronado Bayshore Bikeway as identified in the project Noise Technical Report. Maintenance of noise monitoring shall include annual calibration of noise meters. Noise monitoring devices shall be oriented toward the proposed venue and have a clear line of sight to the proposed venue. Prior to the first use of amplified sound equipment, the applicant shall demonstrate to the satisfaction of the District that noise monitoring stations have been constructed and are functional. **Requirements During Events** Noise monitoring devices shall be active during all events that include use of amplified sound equipment including, but not limited to, Symphony performances, partnership performances, rental events, public events, rehearsals, and sound checks.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	During rental events the applicant shall either designate a staff member to perform noise monitoring or require through contract stipulations that the rental party satisfy noise monitoring requirements. Noise monitoring devices and associated software shall be capable of data logging and continuous noise level averaging over various time periods. The applicant shall designate staff member(s) to monitor noise monitoring devices during all events. The designated staff member shall possess at least a year of verifiable experience related to noise monitoring and shall be knowledgeable in the fundamentals of noise propagation and operation of noise monitoring equipment. The designated staff member(s) shall observe current noise measurement data from both monitoring stations to identify potential violations. If measured noise levels approach levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations, the applicant shall take immediate action to reduce amplified noise levels. Immediate actions include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance (e.g., acoustic								

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			Pre-Const	During Const	Post-Const		Initials	Date	
	performance), and early termination of events where other actions fail to control noise levels. Measured noise levels at the Coronado monitoring station that would indicate a potential violation of Coronado Noise Abatement and Control Regulations are defined as 50 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 45 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 40 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. These measured noise levels would reflect noise level limits at single-family residential units, which are the most stringent noise level limits from the City of Coronado Noise Abatement and Control Regulations. Other noise sources in Coronado and on the San Diego Bay may contribute to measured noise levels at the Coronado monitoring station. Notwithstanding measured noise levels at the Coronado monitoring station, based on noise contours shown in Figure 9 of Appendix M if noise levels at the EMPS monitoring station are below 75 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 70 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 65 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. noise levels do not indicate a violation of Coronado Noise Abatement and Control Regulations attributable to the proposed venue.								

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			Pre-Const	During Const	Post-Const		Initials	Date	
	The Coronado Noise Abatement and Control Regulations establish an hourly average noise level limit. Regardless, a potential violation may be identified before an hour has elapsed. As discussed in Section 4.8.2.1, decibels are measured on a logarithmic scale. Thus, a doubling of sound energy would result in a 3 dB increase, a 4-fold increase in sound energy would result in a 6 dB increase, a 10-fold increase in sound energy would result in a 10 dB increase, and a 20-fold increase in sound energy would result in a 13 dB increase. Thus, temporary noise levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations shall include noise levels that are: 3 dB(A) above the noise level limit for a period of 30 minutes; or 6 dB(A) above the noise level limit for a period of 15 minutes; or 10 dB(A) above the noise level limit for a period of 6 minutes; or 13 dB(A) above the noise level limit for a period of 3 minutes.								

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	Requirements Following Events The applicant shall maintain an active log of noise levels throughout all events that include amplified sound and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint or if the applicant receives complaints or if noise levels indicate a potential violation of applicable noise level limits. If data from the noise monitoring stations indicate that the source of noise was not the Bayside Performance Park, the applicant shall submit evidence to the District in writing within 7 days. The report shall identify any exceedances of noise level limits; disclose any actions taken to reduce noise levels, and evaluate the results of these actions. If recorded noise levels indicate a potential violation, or if noise levels indicate a potential violation of Coronado Noise Abatement and Control Regulations attributable to a source other than the proposed venue, the applicant shall provide a follow-up detailed letter report assessing								

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			Pre-Const	During Const	Post-Const		Initials	Date	
	the recorded noise levels, actions taken to reduce amplified noise levels, and any other information pertinent to impacts and resolution within 30 days of the event. The letter report and follow-up detailed letter report shall be provided to District compliance monitoring staff for determining adequacy actions intended to reduce noise levels and whether additional corrective actions are necessary to prevent repeated violations.								
MM NOI-2	<u>Noise Complaint Hotline</u> **Requirements** The District shall maintain a dedicated noise complaint hotline for the proposed venue. All noise complaints shall be documented. The Symphony shall be notified of all noise complaints and required to take corrective action if necessary prior to the following event. The log of noise levels throughout an event that includes amplified sound shall be furnished to any Coronado resident upon request.	Port of San Diego			X	Symphony			

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Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM NOI-3	<u>Restrict Duration of Sound Amplification on Event Days</u> On the day of an event, the total use of amplified sound equipment for either ***events or rehearsals*** shall be limited to a cumulative total of 9 hours. **Requirements Following Events** The applicant shall limit sound amplification on event days to a cumulative total of 9 hours or less. Sound amplification may occur over multiple distinct intervals, as long as the sum of distinct intervals is 9 hours or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
MM NOI-4	<u>Restrict Duration of Sound Amplification on Non-Event Days</u> On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., ***rehearsals*** shall be limited to 100 minutes or less. **Requirements Following Rehearsals** On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., the applicant shall limit the total daily duration of use of amplified sound equipment to 100 minutes or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint.	Port of San Diego			X	Symphony			

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Recreation									
MM REC-1	<u>Construction – Public Access and Notice</u> During construction, the project proponent shall maintain (1) public access to the Embarcadero Marina Park Pier and bait shop and deli (e.g., allowing for temporary closures only when necessary for construction activities or safety reasons); (2) a minimum of 20 dedicated parking spaces for users of the Embarcadero Marina Park Pier; and (3) a pedestrian pathway from the Embarcadero Promenade at EMPS for users arriving via foot or bicycle. A minimum of 10 days prior to the commencement of any demolition, grading or construction activity, the project proponent shall post signage containing the anticipated dates of construction at a visible location at the entrance of EMPS and shall maintain the public notice in a publicly visible location throughout the duration of construction. The notice shall include the web-address to the District's parks webpage, where users may find the locations and details of other waterfront parks within District tidelands that will available for use during the construction period.	Port of San Diego		X		Symphony			

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Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
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Transportation, Circulation, and Parking									
MM TRA-1	Traffic Management Plan The Symphony shall prepare and submit to the District annual TMPs that describe the traffic to be generated by events and how the Symphony intends to manage circulation. The TMPs shall, at a minimum, describe the following for the upcoming year: • Projected event attendances and event schedule; • Pedestrian/bicycle circulation within and adjacent to EMPS; • Vehicular circulation into and within EMPS; • Intersection traffic control and/or traffic officer requirements at the intersections of Convention Center Court/Harbor Drive, Fifth Avenue/Broadway, Fifth Avenue/G Street, Fifth Avenue/Harbor Drive, and Park Boulevard/Harbor Drive; and • Event traffic signage and placement.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
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	The Symphony shall implement the approved TMP during all events held at the Bayside Performance Park. All traffic control and signage shall be in place during event arrival and dismissal periods and conducted in accordance with the TMP.								
MM TRA-2	<u>Parking Management Plan</u> The annual Traffic Management Plan required by MM TRA-1 will include a Parking Management Plan that details the Symphony's strategy for event parking. The Symphony shall continue to implement the following parking strategies, as detailed in the Parking Plan: • *Coordination* – Participate in the monthly Traffic Management Planning Team meetings at the Convention Center with representatives from the Convention Center, Hilton San Diego Bayfront Hotel, Padres, San Diego Police Department traffic control, and San Diego Unified Port District traffic division.	Port of San Diego			X	Symphony			

MITIGATION MONITORING AND REPORTING PROGRAM Bayside Performance Park Enhancement Project and Port Master Plan Amendment									
Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
			Pre-Const	During Const	Post-Const		Initials	Date	
	• *Traffic Personnel* – Locate staff in accordance with the 2016 Traffic Management Plan, to facilitate circulation and direct attendees to available parking locations. • *Wayfinding Signage* – Utilize signage to direct patrons to the parking locations. Update signage directions according to forecast parking availability determined at monthly Convention Center Traffic Management Planning Team meetings. • *Public Notification* – Notify event patrons of parking availability in advance of events and provide updates on the Symphony website. • *Presale Parking* – Provide opportunities to purchase parking passes in advance of events. • *Parking Agreements* – Obtain parking agreements to ensure adequate availability of parking spaces prior to events. • *Transit and Ferry Information* – Provide transit and ferry schedule information in conjunction with venue schedule and event announcements to encourage arrival via public transit.								

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	• *Transit and Ferry Incentives* – To promote patron and employee transit use, provide incentives such as concession vouchers with public transit pass labeled with the event date, discounted transit passes on event days, employee transit subsidies, and/or other incentive methods. • *Port of San Diego Shuttle Program* – Participate in the District's on-going shuttle program. • *Employee Off-Site Parking* – Provide off-site parking and shuttle accommodations for Symphony employees and event staff. • *Transportation Network Companies* – Coordinate with rideshare companies (such as Lyft and Uber) to facilitate passenger drop-off and pick-up and to encourage patrons to utilize this option as a means to reduce parking demand. • *Free Ride Everywhere Downtown* – Make event patrons aware of the "Free Ride Everywhere Downtown" (FRED) shuttle service, which provides free shuttle service within Downtown San Diego.								

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	• *Bike Parking* – Ensure bicycle parking is available within or adjacent to the project site to encourage employees/patrons to arrive to the event via bicycle. • *Bike Share Stations* – Coordinate with a bike share service, such as DECOBIKE San Diego, to ensure the bike station located Marina Park Way and the Embarcadero pathway has available bikes and docking stations. • *Event Shuttle Service* – Off-site shuttle service shall be provided to transport attendees between parking locations and Bayside Performance Park. • *Event Rentals* – Require organizations renting the venue to make separate parking arrangements consistent with the size and scale of the respective event and with the Symphony's Parking Plan.								

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Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Comments
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Cumulative (Transportation, Circulation, and Traffic)									
MM CUM-1	<u>Traffic Management Plan Addition</u> The Traffic Management Plan (TMP) required of the project by MM TRA-1 will also include traffic control and traffic officer requirements at the intersection of First Avenue/Beech Street. As specified in MM TRA-1, the TMP, including traffic control requirements therein, shall be implemented during all events held at the Bayside Performance Park.	Port of San Diego			X	Symphony			

Volume I:
Final ~~Draft~~ Environmental Impact Report
Bayside Performance Park Enhancement Project and Port Master Plan Amendment
San Diego, California
UPD #EIR-2016-176; SCH# 2016121003

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G: Biological Resources Letter Report
H: Geotechnical and Geologic Hazards Evaluation
I: Greenhouse Gas Emissions Analysis
J: Stormwater Pollution Prevention Plan
K: Stormwater Quality Management Plan
L: Amended South Embarcadero Public Access Program
M: Noise Analysis
N: Transportation Impact Analysis
O: Proposed PMPA

List of Abbreviated Terms

µg/m3	Micrograms per cubic meter
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AQIA	Air Quality Impact Analysis
BAU	Business as usual
BMP	Best Management Practices
BPC	Board of Port Commissioners
BTU	British thermal unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH_4	Methane
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2E	Carbon dioxide equivalent
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	Decibel
dB(A) L_{eq}	A-weighted average sound level
DDT	Dichlorodiphenyltrichloroethane
District	San Diego Unified Port District
DPM	Diesel-exhaust particulate matter

EIR	Environmental Impact Report
EMPN	Embarcadero Marina Park North
EMPS	Embarcadero Marina Park South
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FRAP	Fire Resource Assessment Program
FY	Fiscal year
GHG	Greenhouse gas
GWP	Global warming potential
HA	Hydrologic area
HCM	Highway Capacity Manual
HU	Hydrologic unit
HVAC	Heating, Ventilating, and Air Conditioning
I-5	Interstate 5
INRMP	Integrated Natural Resources Management Plan
IRWMP	Integrated Regional Water Management Plan
IWMA	Integrated Waste Management Act
JHOC	Joint Harbor Operations Center
JRMP	Jurisdictional Runoff Management Plans
KVA	Kilovolt amps
kWh	Kilowatt-hours
kWh	Kilowatt hour
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
LED	Light-emitting diode
LEED	Leadership in Energy & Environmental Design
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MHPA	Multi-Habitat Planning Area
MM	Mitigation measure
MMT	Million metric ton
mph	Miles per hour
MPO	Metropolitan Planning Organizations
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MT	Metric ton
MTS	Metropolitan Transit System
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NASNI	Naval Air Station North Island
NAVD88	North American Vertical Datum of 1988
NO_2	Nitrogen dioxide
NOP	Notice of Preparation
NO_X	Oxides of nitrogen

NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
Pc/h/ln	Per hour per main lane
PCB	Polychlorinated biphenyls
PDP	Priority Development Project
PLWTP	Point Loma Water Treatment Plant
PM_{10}	Particulate matter less than 10 microns in diameter
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PMMP	Parking Management and Monitoring Plan
PMP	Port Master Plan
PMPA	Port Master Plan Amendment
ppm	Parts per million
PRC	Public Resources Code
Project	Bayside Performance Park Enhancement Project and Port Master Plan Amendment
PTWC	Pacific Tsunami Warning Center
PUD	Public Utilities Department
PV	Photovoltaic
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
ROG	Reactive Organic Gases
RP	Regional Plan
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDFD	San Diego Fire–Rescue Department
SDG&E	San Diego Gas and Electric
SDIA	San Diego International Airport
SDMTS	San Diego Metropolitan Transit System
SFHA	Special Flood Hazard Area
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_X	Oxides of sulfur
SR-163	State Route 163
SR-75	State Route 75
SR-94	State Route 94
STEAM	Science, Technology, Engineering, Art and Mathematics (STEAM)
SWPPP	Stormwater Pollution Prevention Plan
SWQMP	Stormwater Quality Management Plan
SWRCB	State Water Resources Control Board
Symphony	San Diego Symphony Orchestra Association
TAC	Toxic Air Contaminants

TCM	Transportation Control Measures
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Loads
TMP	Traffic Management Plan
TUOP	Temporary Use and Occupancy Permit
U.S. EPA	U.S. Environmental Protection Agency
USACE	U.S. Army Corps of Engineers
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
UWMPA	Urban Water Management Planning Act
V/C	Volume to capacity
VMT	Vehicle miles traveled
VOC	Volatile organic compounds
VPHPL	Vehicles per hour per lane
WC/ATWC	West Coast/Alaska Tsunami Warning Center
WQIP	Watershed Water Quality Improvement Plan
WRCC	Western Regional Climate Center

S

Executive Summary

Introduction

This chapter provides a summary of the Draft Environmental Impact Report (EIR) prepared for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) in accordance with the California Environmental Quality Act (CEQA). The San Diego Unified Port District (District) is the CEQA Lead Agency for the EIR and has the primary responsibility for evaluating the environmental effects of the project. The District will utilize the information and conclusions presented in this EIR in considering whether to approve or disapprove the project. As required by CEQA, this Draft EIR provides the following:

- Description of the project, including its location, objectives, physical components, and operational details;
- Description of the existing conditions at the project site and surrounding environment at the time the Notice of Preparation (NOP) was issued;
- Analysis of the direct, indirect, and cumulative adverse physical effects that would occur to the existing conditions should the project be implemented;
- Feasible means of avoiding or substantially lessening significant adverse effects;
- Determination of significance for each impact after mitigation is incorporated; and
- Evaluation of a reasonable range of feasible alternatives to the project that would meet the basic project objectives and reduce one or more project-related significant impacts.

This Executive Summary provides a summary of Chapter 3, Project Description, of this EIR; identifies areas of controversy and issues raised by agencies and the public; and identifies issues to be resolved, which include significant environmental effects and consideration of alternatives to the project.

Project Description

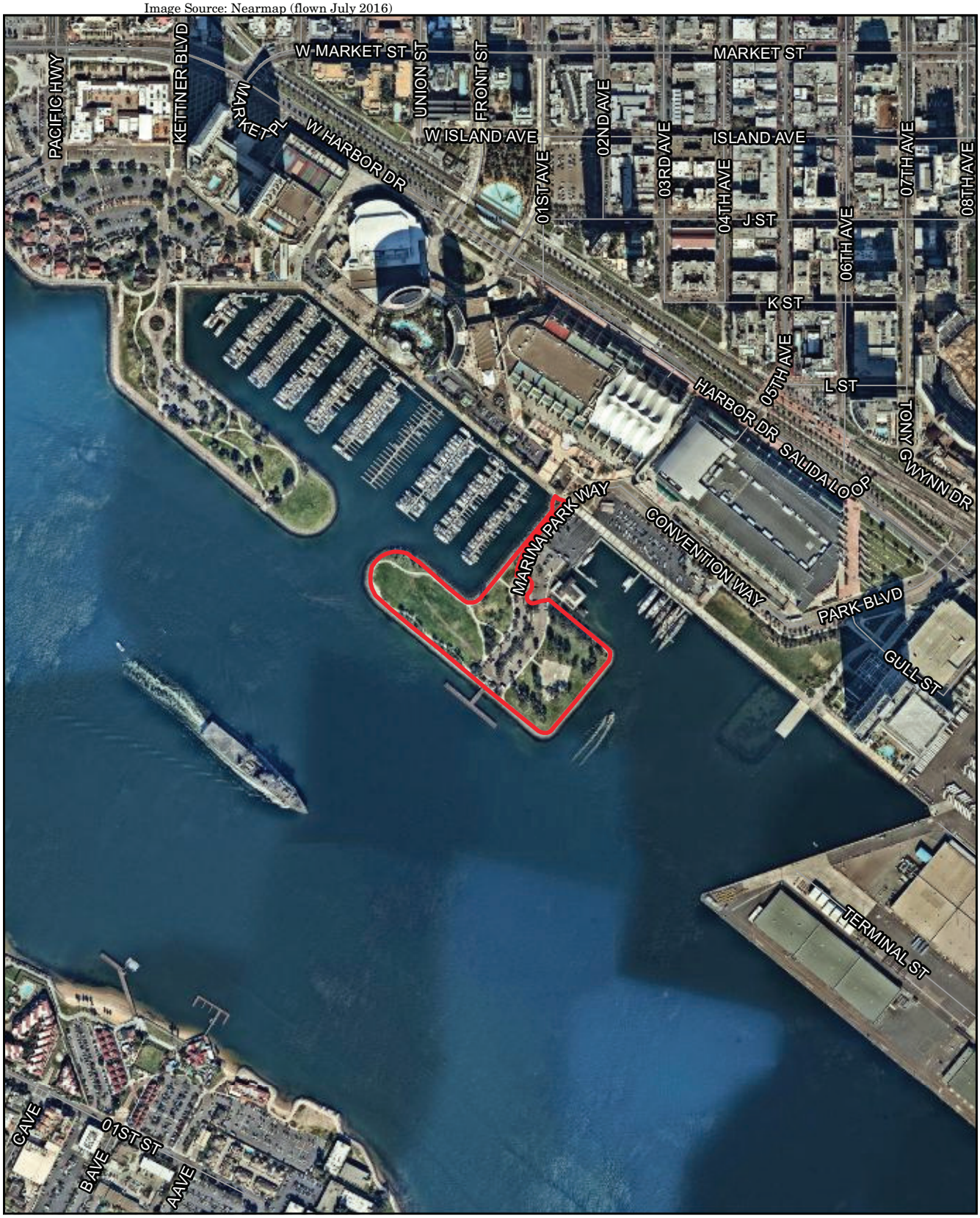
Project Location

The project site is located at 200 and 206 Marina Park Way, at Embarcadero Marina Park South (EMPS) in the City of San Diego. It is situated bayward of the San Diego Convention Center at the edge of downtown San Diego and encompasses EMPS, including its parking lots, fishing pier, bait shop and deli, basketball courts, picnic areas, and lawn area. The project site's average elevation is approximately 7.73 feet above mean sea level, and is surrounded on three sides by San Diego Bay. Figure ES-1 depicts the project location.

Overview

The project includes two components: (1) park enhancements and (2) associated discretionary actions. Figure ES-2 provides the proposed site plan and overview of project components. The park enhancements include the replacement and enhancement of public park amenities throughout EMPS, provision of public access enhancements, and installation of a permanent performance stage and event venue within a portion of EMPS to be named the "Bayside Performance Park." Following project construction, EMPS would continue to be operated by the District, with the exception that the Bayside Performance Park portion would be operated and maintained by the project applicant, the San Diego Symphony Orchestra Association (Symphony). The Symphony proposes to utilize the Bayside Performance Park for performances and events, including an expansion of their existing Bayside Summer Nights performance series held at EMPS from June through September. The project would negate the need for the temporary concert venue structures (e.g., stage, stage house, bleachers, food and beverage areas, temporary public restrooms or "porta-potties," metal fencing, and other amenities) that are currently set up and broken down each summer for the performance series and other events permitted through the Symphony's Temporary Use and Occupancy Permit with the District. The project includes a Port Master Plan (PMP) Amendment (PMPA), Coastal Development Permit (CDP), and Real Estate Agreement that would specify the terms and conditions of project implementation.

Image Source: Nearmap (flown July 2016)



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Project Location

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FIGURE ES-1

Surrounding Land Uses

Map Source: Tucker Sadler

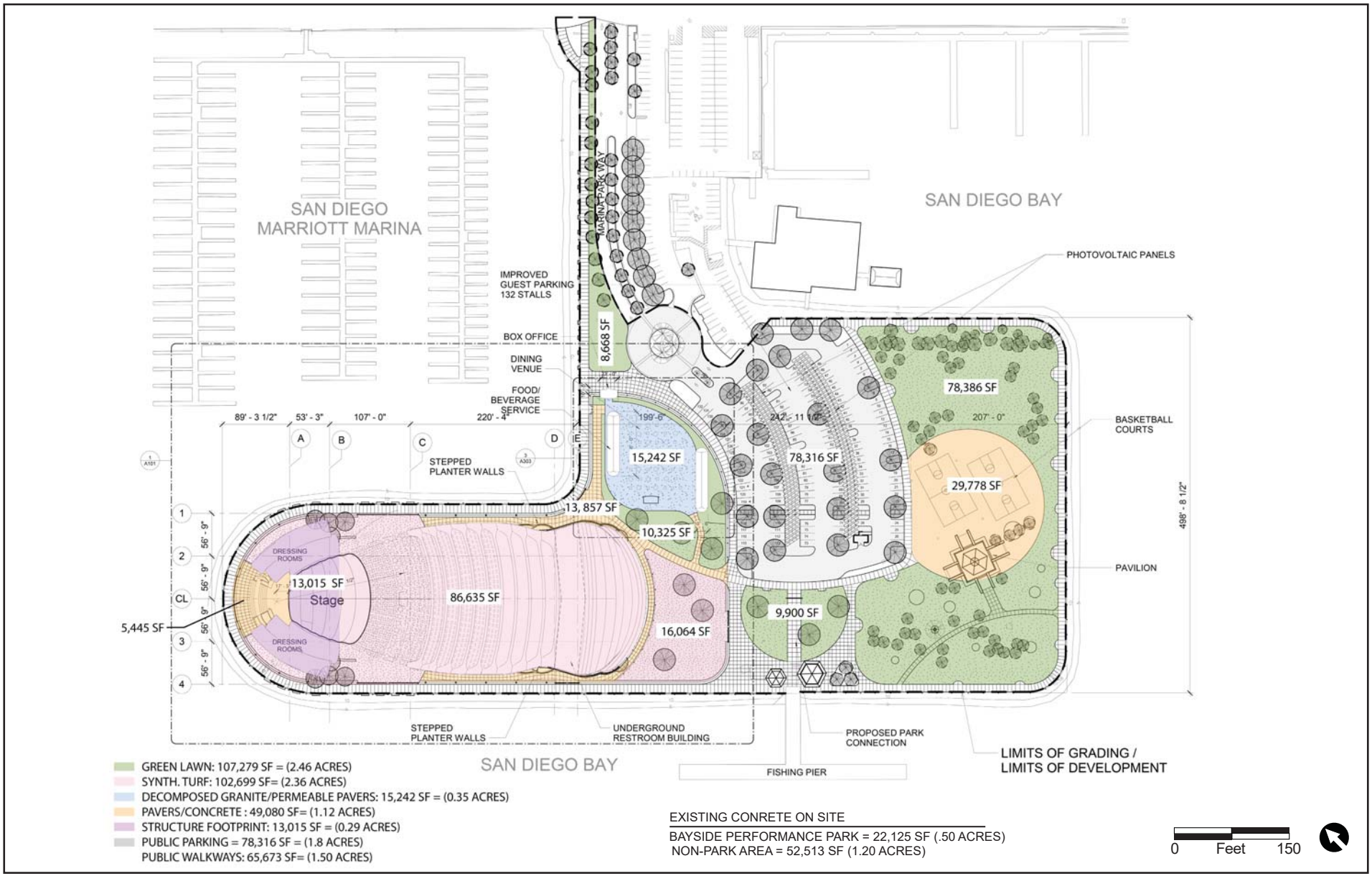

FIGURE ES-2
Bayside Performance Park Site Layout

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Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), the District has identified the following objectives for the project:

1. Upgrade and modernize the public amenities and public access features in EMPS to provide enhanced cultural uses, improved public gathering spaces, and diversified park activation opportunities, as well as creating a more enjoyable park setting with additional recreational opportunities.
2. Replace a temporary seasonal performance and event venue with an iconic and attractive, world-class and highly innovative permanent outdoor public venue that can facilitate enhanced public park uses and enrich visual and cultural resources in the area.
3. Allow the District, in coordination with a non-profit organization to provide cultural events and arts to a broad and diverse audience within the San Diego region.
4. Optimize a portion of EMPS land use in a manner that is consistent with the Park/Plaza designation as applied to the Marina Zone Subarea of the PMP Centre City Embarcadero Precise Plan, guiding principles within the District's Integrated Planning Vision, and the California Coastal Act.
5. Provide an acoustically superior outdoor venue that will be sited and placed in a manner that minimizes noise impacts to nearby sensitive receptors.
6. Maintain and promote the District's long-standing commitment to public access to the waterfront.
7. Create a long-term financially sustainable project that contributes to regional economic vitality while allowing for lower-cost recreational/cultural experiences and promoting public access and the public's enjoyment of San Diego Bay.
8. Create a project design that incorporates state-of-the-art sustainability practices and features.

Project Components

Park Enhancements

As previously described, the project's park enhancements at the 471,379-square-foot (10.8-acre) EMPS include a permanent performance stage and event venue, to be known as the Bayside Performance Park; public recreational amenity enhancements; and public access enhancements throughout EMPS. Figure ES-3 depicts the Bayside Performance Park boundaries in relation to the remaining portion of EMPS where park enhancements would be constructed. The following subsections describe each component of the park enhancements.

Map Source: Tucker Sadler

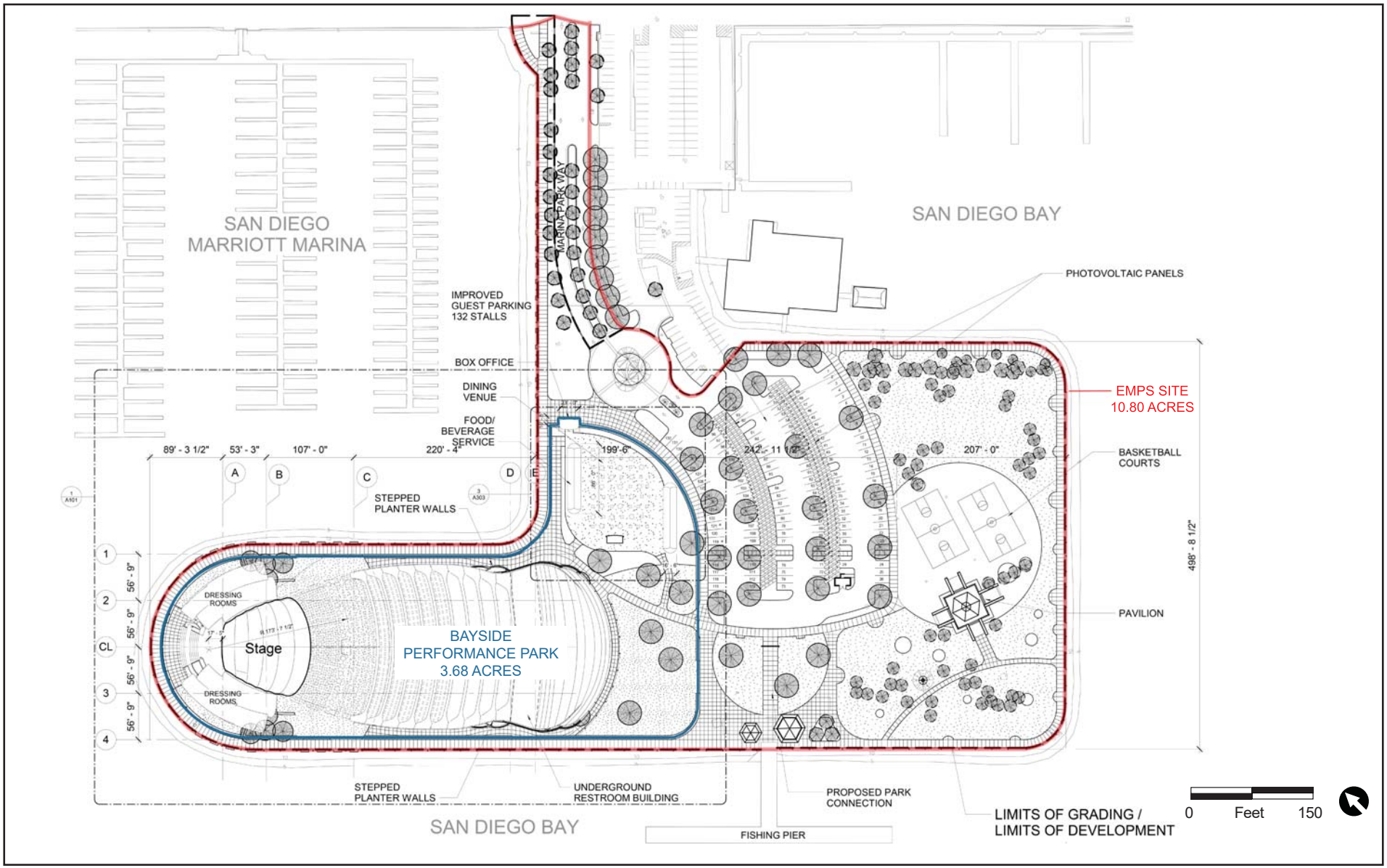

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FIGURE ES-3
Proposed Site Map

Bayside Performance Park

The Bayside Performance Park area would cover approximately 160,583 square feet (3.68 acres) of EMPS, or approximately 34 percent of EMPS, and would include the following amenities:

- Permanent performance stage and acoustic shell (maximum height of 57 feet and maximum width of 119 feet) and performance back-of-house facilities (e.g., storage, dressing rooms, waiting room, and restrooms), two 9-foot-by-14-foot video screens located in the vicinity of the stage, six sound and light supports co-located with ancillary video screens, and a sound control booth; the stage and back-of-house facilities would have a total footprint of 13,015 square feet (0.29 acre) and would not be open to the general public at any time;
- Sloped synthetic turf (sand-based) lawn to be used as the main seating area and pre-event spaces during event hours; seating would be temporary and no permanent seating would be installed; all lawns would be open to the general public during non-event hours;
- Concrete steps and viewing deck encompassing 5,445 square feet (0.13 acre) at the back of the performance stage (facing northwest); the steps and deck would be open to the general public as a bay viewing deck during non-event hours; the space could also be used for public/private event rentals;
- 85-square-foot box office which would not be open to the general public at any time;
- Two pavilions for food and/or other event services within a 15,242-square-foot (0.35-acre) area comprised of permeable pavers that would be open to the public outside of events, with the exception of the two 995-square-foot pavilions that would be closed and locked;
- 42-inch-tall perimeter fencing between the Bayside Performance Park and public promenade, with a one-foot-wide planter area on either side of the perimeter fence and large removable/moveable sections to allow for public access throughout the Bayside Performance Park during non-event hours;
- 8-foot-tall permanent, slatted metal fencing at the northwestern back-of-stage areas with removable/moveable sections to allow for public access to the concrete steps and viewing deck;
- Subgrade restroom with 68 stalls (64 men's and women's stalls and 2 gender-neutral public restrooms located at each end of the facility, totaling 4 gender-neutral restrooms) beneath the sloped lawn; the gender-neutral restrooms would be open to the general public during non-event hours with the remaining 64 stalls to be used by event patrons only during event hours; and
- Visual public art element illuminated with light-emitting diode (LED) lighting on the exterior acoustic shell.

EMPS Enhancements

Public park enhancements to be installed in the remaining portion of EMPS (outside of the Bayside Performance Park) include the following:

- Reconfiguration of the parking lot to add four parking spaces and landscaped medians for a total of 132 parking spaces;
- Replacement of the four existing basketball courts (two full-sized courts that are divided into four half-sized courts) with new basketball court materials and equipment (e.g., court surface, hoops);
- Relocation of the existing fitness equipment with replacement, as necessary, new equipment and relocation to the southeastern portion of EMPS, near the gazebo and basketball courts;
- Refurbishment[1] of the existing public outdoor gazebo with similar materials as existing; and
- Refurbishment of the existing public restrooms with new facilities (number of stalls would be maintained) and new materials that complement the materials of the other facilities.

Public Access

Following project construction, the Bayside Performance Park would be open to the public when events are not being held, with the exception that the stage and back-of-house facilities, box office, and food pavilions would not be open to the public at any time due to security reasons. These inaccessible facilities would have a combined footprint of 15,090 square feet (0.34 acre). Maintaining public access throughout the Bayside Performance Park during non-event hours would be an improvement compared to the approximately 120 consecutive days in which the existing temporary concert venue is closed to the public each year for the Bayside Summer Nights series. The promenade—both around the Bayside Performance Park and throughout the rest of EMPS—and fishing pier would remain open to the public at all times, including during events, providing unlimited public access to the bay. All portions of EMPS outside of the Bayside Performance Park would have no public access restrictions other than the normal park hours (open daily 6:00 a.m. to 10:30 p.m.).

Symphony paid-admission performances and rental events, which would restrict access within the Bayside Performance Park to ticket holders, would be limited to 15 percent of the year (approximately 110 half-day or 55 full-day admission-based events assuming a full day is from 6:00 a.m. to 11:00 p.m.), meaning that public access and recreation within the Bayside Performance Park would be unrestricted for 85 percent of the year. Additionally,

[1]The gazebo roofing, railing, and other materials would be investigated to determine whether they can be salvaged, refurbished, and reused; each would be replaced if deemed necessary.

the number of events with 8,000 to 10,000 attendees would be restricted to no more than 6 each year. Event day rehearsals would occur within the hours of 9:00 a.m. and 4:00 p.m. Non-event day rehearsals would occur within the hours of 9:00 a.m. and 4:00 p.m. and be limited to a maximum duration of 3 hours. Evening rehearsals would occur between 7:00 p.m. and 10:00 p.m. and would be limited to no more than 30 times per year. All rehearsals would be free-of-charge to the general public, and public access to the Bayside Performance Park would not be restricted during rehearsals.

While access within the Bayside Performance Park would be exclusive to event patrons during event hours, the entire promenade and other portions of EMPS would remain open to the public. The public viewing deck and steps located to the back of the stage (accessible via the public promenade) would remain open to the public during certain events, depending on the programming and event type. To further increase accessibility of EMPS following project construction, the following public access enhancements would be installed as part of the project:

- Widening and replacement of the existing 8-foot-wide promenade around the perimeter of the Bayside Performance Park area (on the northwestern portion of EMPS) with a 12-foot-wide promenade to remain open to the general public at all times, including during all event and non-event hours;
- Installation of public access wayfinding signage throughout EMPS;
- Installation of LED lighting to illuminate portions of the promenade and main access point to aid in nighttime wayfinding and create a safe nighttime environment; and
- Installation of wayfinding and public educational signage throughout EMPS.

Sustainability Features

The project has incorporated sustainable methods and materials into its design and includes the following design features:

- Modular wetland/storm water treatment and drainage system throughout the Bayside Performance Park and EMPS parking lot;
- Lawn areas composed of commercial-grade sand-based synthetic turf to reduce water consumption, heat transfer, and maintenance requirements;
- Ornamental landscaping with a majority of “very low” water use plant species and some “low” or “moderate” water use species;
- Energy efficient LED lighting that is directed in such a manner to avoid light bleed into surrounding areas and to minimize light pollution;
- Sensored, low-flow water use fixtures consistent with the District’s standards;
- Passive cooling techniques to control the performance stage acoustic shell and enclosed structure temperatures and minimize energy consumption by utilizing

natural ventilation and wind patterns through the structures, strategically placing shading, and use of dual glazing, green roofing, light colors, and reflective coatings;

- Use of sustainable interior and exterior building materials that count toward Leadership in Energy & Environmental Design Silver eligibility or equivalent; and
- One electric vehicle charging station that services two "park visitor only" parking stalls located on the eastern portion of the parking lot.

Discretionary Actions

The project includes the following discretionary actions by the District and California Coastal Commission:

- Environmental Impact Report certification
- PMPA certification
- Non-appealable Coastal Development Permit
- Real Estate Agreement
- Municipal Separate Storm Sewer System (MS4) permit stormwater conformance determination

The proposed PMPA is project-specific and would not address other projects or land uses within the PMP area. The PMPA would make additions to the PMP language to include a description of the prior use of a portion of EMPS as a performance venue for paid admission and rental events in the Marina Zone Subarea. It would also include the parameters for use of the Bayside Performance Park for paid admission and rental events, and a reference to EMPS in the Convention Way Basin subarea (relocate to the Marina Zone subarea).

Additionally, the project would require the following administrative actions:

- Issuance of grading permit and building permit by the City of San Diego
- Federal Aviation Administration air hazard determination

Areas of Known Controversy/Issues Raised by Agencies and the Public

Section 15123 of the CEQA Guidelines requires the summary of an EIR to include areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The District circulated a NOP to solicit agency and public comments on the scope and content of the EIR on December 1, 2016. The NOP public comment period was originally scheduled to end on January 6, 2017, but was extended to January 11, 2017 in response to a request from the City of San Diego. The NOP and 13 NOP comment letters received are included as Appendix A to this EIR. The primary issues raised by the NOP comments were related to aesthetics, noise, transportation, and parking. Additional issues raised include

impacts on other recreational facilities/parks in the project vicinity, security at EMPS, and site hydrology.

The District also prepared an Initial Study to inform the decision whether to prepare an EIR; the Initial Study is provided as Appendix B to this EIR.

Issues to be Resolved

Summary of Project Impacts

It was determined during preparation of the Initial Study that the project would have either a less than significant impact or no impact associated with the following topics: agricultural and forestry resources, cultural resources, hazards and hazardous materials, mineral resources, and population and housing. As such, these resource areas were not analyzed in detail in this EIR. This Draft EIR examines the potential environmental effects of the project that were found to be potentially significant in the Initial Study, including information related to existing site conditions, analyses of the types and magnitudes of individual and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts. In accordance with Appendix G of the CEQA Guidelines, the potential environmental effects of the project were analyzed for the following areas:

1. Aesthetics and Visual Resources
2. Air Quality
3. Biological Resources
4. Geology and Soils
5. Greenhouse Gas Emissions
6. Hydrology and Water Quality
7. Land Use and Planning
8. Noise and Vibration
9. Public Services
10. Recreation
11. Transportation/Circulation/Parking
12. Utilities and Service Systems

Table ES-1, located at the end of this chapter, summarizes the anticipated project impacts and if applicable, mitigation measures proposed to reduce potentially significant impacts to less than significant levels. Significant and unavoidable impacts associated with noise, GHG emissions, and transportation, circulation, and parking would result from the project. With mitigation incorporated, less than significant impacts would result to aesthetics, biological resources, geology and soils, land use and planning, and recreation. The project was found to result in less than significant impacts to all other resource areas without requiring mitigation.

Summary of Project Alternatives

While twelve project alternatives were initially considered, six were selected for analysis in this EIR. The alternatives considered but rejected include alternative locations and a reduced project alternative for 3,500 seats. The six alternatives analyzed are described in the following subsections, with Alternative 6 identified as the Environmentally Superior Alternative.

Alternative 1 – No Project Alternative with Discontinued Use of EMPS for Temporary Symphony Performances and Event Rentals

The No Project Alternative is required by CEQA to discuss and analyze potential impacts that would occur if the project was not implemented. Under the No Project Alternative with Discontinued Use of EMPS for Temporary Symphony Performances and Event Rentals (Alternative 1), the proposed enhancements would not be implemented and EMPS would remain as it exists today. EMPS would not be redeveloped and the project components, including the public recreational, cultural, and access amenities, would not be constructed. EMPS use and District-permitted events would continue to occur as it does currently, with the exception that the Bayside Summer Nights series would not continue to occur at EMPS. Therefore, under this alternative, no temporary concert venue would be set up on-site for the June through September season and the Symphony would cancel its Bayside Summer Nights performance series and annual free public event due to lack of other suitable outdoor locations in downtown San Diego. Meanwhile, non-Symphony events held at EMPS, such as fundraisers, weddings, photo shoots, corporate events, and other types of events, would continue to be permitted by the District through the issuance of Special Event Permits, increasing at a rate of approximately 10 percent each year consistent with the special event use of parks District-wide. Alternative 1 would reduce all significant impacts and impacts mitigated to less than significant (refer to Table ES-1) to less than significant, requiring no mitigation.

Alternative 2 – No Project Alternative with Continued Use of EMPS for Temporary Symphony Performances and Event Rentals

The No Project Alternative with Continued Use of EMPS for Temporary Symphony Performances and Event Rentals (Alternative 2) would result in a continuation of existing conditions. Under this alternative, the proposed enhancements of EMPS would not occur as described above for Alternative 1. However, contrary to Alternative 1, Alternative 2 would allow for the continued operation of the Bayside Summer Nights performance series by the Symphony. EMPS use and District-permitted events would also continue to occur as they do today. Non-Symphony events operating under Special Event Permits would continue to increase at a rate of approximately 10 percent each year. The District would continue to administer a Tidelands Use and Occupancy Permit to the Symphony for use by the Bayside Summer Nights series as it does currently, and the series would operate under District-

issued CDP-2014-01. As such, the Symphony would continue to utilize the temporary concert venue (e.g., concert stage, stage house, bleachers, fencing, portable toilets, and auxiliary buildings and facilities), requiring the closure of the northwestern portion of EMPS to the public from June through September or approximately 120 consecutive days. While the Symphony would continue to hold one public event each year as it currently does, it would not expand upon its Education and Public Engagement Program as described in Chapter 3, Project Description, as the expanded program would only be fiscally feasible with project implementation. Alternative 2 would reduce all significant impacts and impacts mitigated to less than significant (refer to Table ES-1) to less than significant, requiring no mitigation.

Alternative 3 – Reduced Project Alternative – 8,000 Seats ~~(Environmentally Superior Alternative)~~

The Reduced Project Alternative – 8,000 Seats (Alternative 3) would be similar to the project, though instead of a 10,000-attendee capacity, it would include an 8,000-attendee capacity. Under the project, the 10,000-seat capacity was proposed to maximize the use of the Bayside Performance Park. All seating would be removable and the majority of events would be seat and/or table layouts that leave the sloped lawn within the Bayside Performance Park open (whereas a 10,000-seat event would place seats throughout the sloped lawn). Alternative 3 would include the same design as the project and all components, including the EMPS enhancements outside of the Bayside Performance Park, would be constructed. Alternative 3 was developed in order to provide a reduced project alternative that both reduces impacts associated with the event attendees and provides increased programming flexibility and efficient use of space from what a further reduced alternative (e.g., 3,500 seats) would allow. Of the project's projected performances and events through year 2031, the majority include attendances of 6,500 or less. The project includes a maximum capacity of 10,000 in order to provide the Symphony with flexibility should demand for larger events increase in future years. Under Alternative 3, the Symphony would not have the option to program events with over 8,000 attendees in future years and use space would not be optimized. All discretionary actions included with the project, such as the PMPA, would also be included in Alternative 3. Alternative 3 would slightly reduce impacts associated with greenhouse gas emissions and transportation, circulation, and parking (refer to Table ES-1), but impact significance levels would remain the same as under the proposed project. All other impacts would be similar to the project's impacts.

Alternative 4 – Reduced Capacity Alternative (6,000 Seats)

The Reduced Capacity Alternative – 6,000 Seats (Alternative 4) would be similar to the project and to Alternative 3, though it would include a 6,000-attendee maximum capacity. Alternative 4 would include the same design as the project and all components, including the EMPS enhancements outside of the Bayside Performance Park, would be constructed. All discretionary actions included with the project, such as the PMPA, would also be included in Alternative 4. Alternative 4 was developed in order to provide a reduced project alternative that further reduces impacts associated with the event attendees compared to

Alternative 3, while providing some of the increased programming flexibility and efficient use of space. As discussed previously, the Symphony intends the Bayside Performance Park to provide for up to six 10,000-seat events each year. Alternative 4's 6,000-seat capacity would allow for the majority of the project's projected Symphony performances, partnership performances, and event rentals to occur. However, Alternative 4 would preclude some of the anticipated partnership performances from occurring at the Bayside Performance Park. Alternative 4 would slightly reduce impacts associated with greenhouse gas emissions and transportation, circulation, and parking (refer to Table ES-1), but impact significance levels would remain the same as under the project. All other impacts would be similar to the project's impacts.

Alternative 5 – Reduced Programming Alternative

The Reduced Programming Alternative (Alternative 5) would be similar to the project and would include all physical components of the project, including a 10,000-seat capacity. However, Alternative 5 would reduce the annual event limit by approximately 35 percent. Under the project, access to the Bayside Performance Park is restricted during 15 percent of the year (based on the hours of 6:00 a.m. to 11:00 p.m.) so that it may be utilized for paid-admission events. Under Alternative 5, these restrictions would be reduced to approximately 9.8 percent of the year (equivalent to 72 half-day or 36 full-day paid-admission events). This alternative would maintain general public access within the Bayside Performance Park for at least 90 percent of the hours that it is open to the general public each year. This presents a reduction in allowed events compared to the project, which allows 110 half-day or 55 full-day paid-admission events that would maintain general public access within the Bayside Performance Park 85 percent of the year. The project's public amenity and access enhancements throughout EMPS would also be constructed under Alternative 5. This alternative was developed to reduce impacts associated with the increased number of events to be held at EMPS (refer to Table ES-1) while allowing for the most efficient use of space at the Bayside Performance Park. It would not provide the Symphony with the ability to utilize the site for local or major event rentals, such as privately produced concerts, civic events, other events such as corporate or large convention center events and festivals. Alternative 5 would reduce impacts associated with greenhouse gas emissions; noise; recreation; and transportation, circulation, and parking (refer to Table ES-1), but impact significance levels would remain the same as under the proposed project. All other impacts would be similar to the project's impacts.

Alternative 6 – Balboa Park (Starlight Bowl) Alternative Location (Environmentally Superior Alternative)

Balboa Park was identified as an "upland" alternative location that would reduce significant impacts associated with the violation of a noise ordinance within a public park, which is considered a sensitive receptor by the District. The Starlight Bowl was identified as a potential location within Balboa Park for the project due to its existing land use that allows for event use and the fact that there is no current leasehold on the site. Alternative 6 would not include the public recreational amenity and public access enhancements of the project, would not enhance the cultural use of EMPS, and would not promote the public's

enjoyment of San Diego Bay. However, it would redevelop the Starlight Bowl into a permanent performance and event venue for use by the Symphony and would allow for reduced-cost tickets and provide cultural events and arts to a broad and diverse audience, thus meeting the majority of the basic project objectives. As the Starlight Bowl's existing capacity is only 3,500 seats, it is anticipated that the existing obsolete structure would be demolished to allow for the construction of a performance and event venue that meets the project objectives and projected programming. Due to the Starlight Bowl's existing land use as Restricted Park Land and location outside of the California Coastal Zone, it would not require limitation on the number of paid admission or rental events that could be held per year. Therefore, the Symphony would have the flexibility to hold more than 110 half-day and 55 full-day admission-based events annually. While Alternative 6 would not reduce impacts associated with event number or attendance, it would reduce the project's impacts associated with aesthetics, biological resources, land use and planning, noise, and recreation (refer to Table ES-1); therefore, it is the Environmentally Superior Alternative.

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Aesthetics and Visual Resources The project would be an aesthetic improvement compared to the existing temporary concert venue, which utilizes a bulky metal stage, stage house, and bleachers. The project would result in less than significant impacts associated with designated Vista Areas, scenic highways, and light and glare. However, because the project would remove ~~146~~ 116 trees at EMPS, potentially significant impacts to visual character would occur. Mitigation would reduce impacts to less than significant levels through a District-approved landscape plan.	***MM AES-1: Landscape Plan*** Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. The landscape plan shall be consistent with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Attachment A to BPC Policy No. 713) and shall meet the following requirements: • Species name, age/size at time of planting, and proposed locations of all landscaping shall be specified in the plan; • All large landscaped areas shall have a minimum of three varieties of ground cover and a minimum of 25 percent of the total planting area shall be in shrubs; • Shrubs planted shall be no smaller than 5-gallon containers at the time of planting, and 25 percent of shrubs planted shall be of flowering variety; • Trees shall meet the following minimum requirements: o A minimum of one medium tree and two large trees shall be planted per every 5,000 square feet within the parking area, and a minimum of one medium tree and one large tree shall be installed for every 5,000 square feet of the remaining area of EMPS; o Medium trees are defined as 30 to 50 feet in height and large trees are defined as 50 feet or taller; o The minimum tree size for all trees shall be 15 gallons at the time of planting; • Species shall be chosen from those listed under the Plant Palette section of the District's Landscape Development Manual Guidelines and shall be very low- to moderate-water	Less than Significant w/Mitigation

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	use species, with the very low-water use species used to the highest extent feasible; and • No species identified on the District's invasive plant species list shall be utilized. The applicant shall receive District approval of the landscape plan prior to installation of landscaping. Landscaping within the Bayside Performance Park shall be maintained by the applicant throughout the duration of the Real Estate Agreement with the District. Landscaping installed outside of the Bayside Performance Park within the remaining area of the Embarcadero Marina Park South shall be initially maintained by the applicant for a period of five years, or until deemed successful by the District. Initial maintenance shall include immediate replacement of any dead or dying trees and shrubs.	
Air Quality The project would not result in air emissions that exceed air quality standards or significance thresholds and less than significant impacts to air quality would occur.	None Required	Less than Significant
Biological Resources All vegetation on the project site is comprised of ornamental plantings and no special-status plant species occur. Significant direct and indirect impacts to nesting birds covered by the federal Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC) 3503.5 would occur due to tree removal and construction noise within the nesting bird season. Potentially significant impacts may also occur to avian species traveling along the Pacific Flyway due to an increase in sky glow and light trespass. Mitigation, including nesting bird	***MM BIO-1: Nesting Birds (Species Covered by MBTA/CFGC)*** If project-related construction activities are initiated or tree removal occurs within the avian nesting season (February 15 to September 15), a qualified biologist shall conduct a pre-construction nesting bird survey within suitable habitat in proximity of the project construction activities. The survey shall be conducted no more than 72 hours prior to commencement of construction or tree removal activities. The survey results will determine any necessary subsequent action, as follows: 1. If an active nest is located, a qualified biologist will assign an appropriate no-impact buffer around the active nest. No construction activities shall occur within this buffer. The buffer distance and restrictions will depend on the bird species and site-specific conditions.	Less than Significant w/Mitigation

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
construction requirements and operational limitations on the use of lighting, would reduce impacts to less than significant levels. Increased litter at EMPS may also result in significant impacts on water quality and marine and coastal wildlife. Litter deterrence/avoidance strategies would reduce impacts to less than significant.	a. A qualified biologist shall monitor the nest daily until project activities are no longer occurring adjacent to the identified buffer zone around the nest or until the nest is no longer active. The qualified biologist will monitor bird behavior to verify the buffer is sufficient. b. Observations made by the biologist shall be documented in a nesting bird monitoring report each day that monitoring occurs. The reports shall identify the nest location, bird species, buffer, construction activities conducted in the vicinity of the buffer, and bird behavior observed. Nesting bird monitoring reports shall be submitted to the District on a weekly basis during construction activities adjacent to the identified buffer until the nest is no longer active. c. If the monitoring biologist determines that the buffer implemented is not effective, the biologist will recommend additional measures (e.g., increased buffer width, noise or visual barriers, work intervals, halting construction activities, or allowing only specific work types). Recommendations will depend on the bird species and site-specific conditions and will be documented in the nesting bird monitoring reports. d. The Symphony or its construction contractor shall implement the additional measures recommended by the biologist. The biologist shall confirm the additional measures are appropriately implemented and document compliance in the nesting bird monitoring reports. e. A District biologist shall visit the site periodically, as needed, to ensure nesting bird monitoring is being conducted according to this measure. **2.** If no active nests are found during the pre-construction nesting bird survey, construction shall be allowed to proceed. The biologist will document the findings in a nesting bird compliance memo to be submitted to the Symphony and the District.	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	MM BIO-2: Litter Deterrence Strategies The applicant shall install wildlife-proof waste and recycling receptacles throughout EMPS, including within the Bayside Performance Park, at strategic locations to deter littering. These locations shall include, but are not limited to: key EMPS access points along the public promenade; adjacent to the Embarcadero Marina Park Fishing Pier/bait shop and deli; gazebo/basketball court area; near the back-of-stage deck; at the sub-grade restrooms within the elevated event lawn; and at key access ways throughout the Bayside Performance Park. The wildlife-proof waste and recycling receptacles would be designed to prevent birds and other animals from removing and dispersing waste. Additionally, "no littering" signage shall be installed at strategic locations throughout EMPS and may be co-located with the waste and recycling receptacles. The locations of waste and recycling receptacles and signage shall be approved by the District prior to installation. All litter shall be removed from the Bayside Performance Park immediately following events. All cleanup activities, including emptying of waste and recycling receptacles for appropriate disposal, must be completed directly following events, on the same day/night of the event, and prior to reopening the Bayside Performance Park for public access. ***MM BIO-3: Limitations on Lighting*** The project applicant shall design and operate security, event, and public art lighting in accordance with the following limitations: **Security Lighting** All security lighting used throughout the project site <u>from 11:00 p.m. to dawn</u> shall be directed downward and/or shielded and of low intensity and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186).	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	Event Lighting All event lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of event lighting shall be limited to the number of Symphony performances and event rentals allowed each year (e.g., maximum of 110 nights annually). During the peak periods of avian migration (late March through May and September through early November), all event lighting must be shut off by 11:00 p.m. **Non-Performance Lighting** All non-performance lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of non-performance lighting shall be at all times between dusk and 11:00 p.m. when no events are being held. Non-performance lighting shall be less intense than event lighting, but more intense than security lighting. During the peak periods of avian migration (late March through May and September through early November), all event lighting other than security lighting must be shut off by 11:00 p.m. **Public Art Lighting** Lighting utilized for the LED art installation shall not be projected into surrounding areas and shall be designed to minimize light trespass and sky glow to the highest extent feasible. The public art installation would not be utilized for advertising or signage purposes as it is intended to be a public art display. The District's Office of Arts and Culture shall approve of the public art design prior to its installation and display. The display shall last only for periods of approximately 5 to 10 minutes at a time, at a minimum interval of every 30 minutes, with multiple displays possible each evening. During the peak periods of avian migration (late March through May and September through early November), the LED art displays must end by 11:00 p.m.	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Geology and Soils The project would not exacerbate the risk for geologic hazards to occur. However, due to site's proximity to active faults and high potential for liquefaction, potentially significant impacts would occur. Mitigation requiring a geotechnical investigation and implementation of geotechnical investigation report recommendations in accordance with City of San Diego standards would reduce impacts to less than significant.	***MM GEO-1: Geotechnical and Fault Rupture Investigation*** Prior to obtaining grading and building permits, a qualified geotechnical consultant (e.g., Professional Engineer, Geotechnical Engineer, Professional Geologist, or Certified Engineering Geologist) shall conduct a formal geotechnical and fault rupture investigation in accordance with the City of San Diego's standards for geotechnical reports (City of San Diego Municipal Code Section 145.1803). All recommendations identified in the geotechnical investigation report shall be incorporated into the final project design. Evidence of incorporation of geotechnical recommendations shall be provided to the District prior to commencement of construction.	Less than Significant w/Mitigation

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Greenhouse Gas (GHG) Emissions The project would not achieve the minimum 23 percent GHG emissions reduction in year 2020 required to maintain consistency with the District's CAP; therefore, impacts would be significant in 2020. However, implementation of MM GHG-1 would reduce project GHG emissions in 2020, achieving a greater reduction that required by the CAP, and impacts would be mitigated to less than significant levels. The project would also not achieve the District's GHG emissions reduction target for year 2030 and impacts would be significant in 2030. MM GHG-2 through MM GHG-9 are proposed to reduce emissions associated with project energy use, area source emissions, water use, solid waste disposal, and construction activities. Still, with all feasible mitigation incorporated, the project would not achieve the District's 2030 GHG emissions reduction target of a 64 percent reduction from a business as usual scenario. Impacts associated with the project's GHG emissions in 2030 would remain significant and unavoidable.	***MM GHG-1: Subsidized Mass Transit*** **Requirements on Applicant** The applicant shall provide subsidies for local mass transit. Prior to ticket sale for any event or set of events, the applicant shall provide transit rebates for event attendees and event employees, including but not limited to musicians, support staff, and volunteers, that arrive via transit providers with which the applicant has not entered into an agreement. Attendees may be required to present a proof of transit ridership (i.e., transit receipt, ticket, or stub) to receive the transit rebate. The amount of available transit rebate available to each attendee shall be equivalent to the cost of a day pass on Metropolitan Transit System busses and trolleys (currently $5.00). Alternatively, the applicant may enter into an agreement with one or more of the following transit providers to provide transit at reduced or no fee to the event attendees and event employees, including but not limited to musicians, support staff, and volunteers: local bus lines (local bus lines operated by San Diego Metropolitan Transit System [SDMTS]), the ferry (Fifth Avenue Ferry Landing operated by Flagship Cruises and Events), the trolley (Gaslamp Quarter Station is operated by SDMTS), and the COASTER commuter train (COASTER is operated by North County Transit District). Transit subsidies need not be separate vouchers and may be associated with event tickets. The applicant shall disclose the available subsidy to the attendee at the time of ticket purchase and shall inform attendees of the availability of the subsidy through pedestrian traffic management measures such as signs, cordons, announcements, and other measures at each event. The amount of available transit subsidy available to each attendee shall be valued at least $5.00. **Enforcement** Prior to commencement of operations at the project, the applicant shall submit a Transit Subsidy Plan to the District. The Transit Subsidy Plan shall demonstrate to the satisfaction of the District that transit subsidies and rebates will be provided to event attendees and event	Significant

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	employees. The Transit Subsidy Plan shall include a copy of any agreements with transit providers, shall identify the procedure by which transit rebates will be distributed, and other relevant materials such as sample informational items for disclosing transit subsidies to attendees. The applicant shall submit an annual update to the Transit Subsidy Plan to the District each year prior to January 1. The annual update shall demonstrate to the satisfaction of the District that transit subsidies will be provided for the upcoming year. The District must be notified of all changes to transit subsidies prior to ticket sales, if possible. ***MM GHG-2: LED Lighting*** **Requirements on Applicant** Prior to commencement of operations, the project applicant shall install light-emitting diode (LED) light bulbs in all fixtures throughout EMPS. **Enforcement** Prior to commencement of operations, the applicant shall demonstrate to the satisfaction of the District that the required light fixtures are equipped with LED light bulbs. ***MM GHG-3: Solar Photovoltaic Panels*** **Requirements on Applicant** Prior to January 1, 2030, the project applicant shall install solar photovoltaic (PV) systems capable of a total generation equivalent to the forecasted electricity demand, 187,691 kWh per year. **Enforcement** Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that the required solar PV panels have been installed and are in operation as required above. ***MM GHG-4: High-Efficiency Water Heater*** **Requirements on Applicant** Prior to commencement of operations at the project, the project applicant shall install instantaneous (a.k.a. “tankless”) water heater(s)	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	that meet U.S. EPA Energy Star criteria. Tankless water heaters shall meet all water heating demands of the proposed performance and event venue including, but not limited to, the performance back-of-house facilities and subgrade restrooms. **Enforcement** Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the required tankless water heaters have been installed and meet U.S. EPA Energy Star criteria. ***MM GHG-5: All-Electric Landscaping Equipment*** **Requirements on Applicant** The project applicant shall require through contract specifications that all landscaping within the Bayside Performance Park shall be maintained using all-electric equipment. **Enforcement** Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that landscaping maintenance agreements specify the use of all-electric landscaping equipment. ***MM GHG-6: Low Flow Water Fixtures*** **Requirements on Applicant** Prior to commencement of operations at the project, the project applicant shall install low-flow water fixtures in the project. Low-flow water fixtures shall include toilets that use less than 1.28 gallons per flush, urinals that use less than 0.5 gallon per flush, bathroom sinks that use less than 1.5 gallons per minute, showerheads that use less than 2.0 gallons per minute, kitchen sinks that include pre-rinse spray valves, and irrigation systems that are connected to weather sensors.	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	Enforcement Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the low-flow water fixtures required above have been installed. ***MM GHG-7: Drought-Tolerant Landscaping*** **Requirements on Applicant** Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. All landscaping shall use very low- to moderate-water use species, with the very low-water use species used to the highest extent feasible. Landscaping shall comply with District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713) and shall exclude any species on the District's invasive plant species list. **Enforcement** Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that all landscaping within the Bayside Performance Park consists of drought-tolerant plants. ***MM GHG-8: Increased Recycling*** **Requirements on Applicant** The project applicant shall implement a solid waste recycling program at every event. The program shall include arrangement of recycling hauling services at regular intervals, recycling collection bins adjacent to all waste collection bins, signs that encourage recycling adjacent to recycling collection bins, and diversion of all green waste generated by landscaping activities. The interval for recycling hauling services shall be weekly or more frequently if necessitated by limited recycling storage. Recycling collection bins shall be emptied by designated staff	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	members when full; staff members shall not wait until after the conclusion of events to empty full recycle collection bins. The solid waste recycling program shall achieve a 50 percent diversion of all solid waste generated on-site. The applicant shall expand the solid waste recycling measures to achieve this goal as necessary. Expansion may include, but is not limited to, selection of saleable items that include recycled materials or increased recycling collection bin signage. **Enforcement** Each year of operation, prior to January 31, the applicant shall submit to the District a description of the recycling program and documentation of contracted solid waste disposal and recycling services. The documentation shall include the weight (tons) or volume (cubic yards) of all solid waste collected by disposal and recycling collection services. ***MM GHG-9: Tier IV Final CARB-Certified Construction Equipment*** **Requirements on Applicant** All heavy-duty diesel-powered demolition, grading, and construction equipment shall be a minimum of Tier IV Final CARB-certified. **Enforcement** Prior to issuance of grading permits, the applicant shall demonstrate to the satisfaction of the District that all contracting agreements for construction of the project require the use of Tier IV Final construction equipment. ~~**Enforcement**~~ ~~Each year of operation, prior to January 31, the applicant shall submit to the District a description of the recycling program and documentation of contracted solid waste disposal and recycling services. The documentation shall include the weight (tons) or volume (cubic yards) of all solid waste collected by disposal and recycling collection services.~~	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Hydrology and Water Quality The project would not violate any water quality standards or degrade water quality. The project would also not exacerbate the risk of loss injury, or death involving flooding, including from sea level rise, nor would it contribute to inundation by tsunami. Less than significant impacts would occur.	None Required	Less than Significant
Land Use and Planning The project may be inconsistent with potions of the PMP, Integrated Planning Vision, and California Coastal Act; mitigation is proposed to avoid these inconsistencies. The project would be consistent with all other applicable local planning documents and policies. Less than significant impact with mitigation incorporated would occur.	***MM LUP-1: Off-Site Public Park Space*** The applicant shall replace the loss of the permanent use of existing parkland within the EMPS resulting from the project on a 1:1 basis by paying to the District a financial contribution to acquire, create, or improve approximately 15,090 square feet (0.35 acre) of land at or adjacent to Pepper Park in the National City Bayfront for recreational purposes consistent with the Park/Plaza designation in the Port Master Plan. The financial contribution shall be in an amount equal to the cost of converting approximately 15,090 square feet (0.35 acre) of unimproved space into improved park/plaza space. The applicant shall pay the financial contribution prior to the commencement of grading or construction activities on the project site. Priority of the expenditure of the contribution shall first be toward the acquisition and/or the creation of new park/plaza space adjacent to Pepper Park as part of a future expansion; and second toward improvements at Pepper Park.~~Prior to the commencement of grading or construction activities on the project site, the applicant, in consultation with and subject to the approval of the District, shall provide for the acquisition, creation, or improvement of land for recreational purposes. The acquisition, creation, or improvement shall total 14,905 square feet, or a 1:1 replacement ratio, at an off-site location within the District's jurisdiction to replace the loss of existing parkland resulting from the project.~~	Less than Significant w/Mitigation

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Noise and Vibration The project would not result in substantial groundborne vibration or noise, temporary or periodic noise level increases, or exposure of people to excessive aircraft noise; however, the project would result in maximum noise levels that exceed applicable noise level limits and substantial permanent ambient noise level increases. The project would result in maximum operational noise levels that exceed the nighttime noise level limits at several sensitive receptor locations including EMPS, EMPN, Fifth Avenue Landing Park, San Diego Bayfront Park, the Hilton San Diego Bayfront (which is noise sensitive at night) and the Coronado Island Marriott Resort & Spa (which is noise sensitive at night), and single- and multi-family residential uses in Coronado. In addition, the project would result in maximum noise levels that exceed evening noise levels limit at single-family residential uses in Coronado and the daytime/evening noise level limit at EMPS, Fifth Avenue Landing Park and San Diego Bayfront Park. As it is not feasible to reduce noise levels below applicable noise level limits during daytime, evening, or nighttime hours, impacts would be significant and unavoidable. On the day of events, the project would result in substantial ambient noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, Hilton San Diego	***MM NOI-1: Active Noise Monitoring*** **Requirements Prior to Project Occupancy** Prior to the use of amplified sound equipment, the applicant shall construct and maintain permanent noise monitoring stations at locations (1) in Embarcadero Marina Park South and (2) along the Coronado Bayshore Bikeway as identified in the project Noise Technical Report. Maintenance of noise monitoring shall include annual calibration of noise meters. Noise monitoring devices shall be oriented toward the proposed venue and have a clear line of sight to the proposed venue. Prior to the first use of amplified sound equipment, the applicant shall demonstrate to the satisfaction of the District that noise monitoring stations have been constructed and are functional. **Requirements During Events** Noise monitoring devices shall be active during all events that include use of amplified sound equipment including, but not limited to, Symphony performances, partnership performances, rental events, public events, rehearsals, and sound checks. During rental events the applicant shall either designate a staff member to perform noise monitoring or require through contract stipulations that the rental party satisfy noise monitoring requirements. Noise monitoring devices and associated software shall be capable of data logging and continuous noise level averaging over various time periods. The applicant shall designate staff member(s) to monitor noise monitoring devices during all events. The designated staff member shall possess at least a year of verifiable experience related to noise monitoring and shall be knowledgeable in the fundamentals of noise propagation and operation of noise monitoring equipment. The designated staff member(s) shall observe current noise measurement data from both monitoring stations to identify potential violations. If measured noise levels approach levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations, the applicant shall take immediate action to reduce amplified noise	Significant

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Bayfront, and EMPS. On the day of rehearsals, the project would also result in substantial noise level increases at EMPS. With identified mitigation, noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, and Hilton San Diego Bayfront would be reduced to a level that is less than substantial. Noise level increases at EMPS would also be reduced, however, would remain substantial. As it is not feasible to reduce noise level increases at EMPS to a level that is less than substantial, impacts would be significant and unavoidable.	levels. Immediate actions include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance (e.g., acoustic performance), and early termination of events where other actions fail to control noise levels. Measured noise levels at the Coronado monitoring station that would indicate a potential violation of Coronado Noise Abatement and Control Regulations are defined as 50 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 45 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 40 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. These measured noise levels would reflect noise level limits at single-family residential units, which are the most stringent noise level limits from the City of Coronado Noise Abatement and Control Regulations. Other noise sources in Coronado and on the San Diego Bay may contribute to measured noise levels at the Coronado monitoring station. Notwithstanding measured noise levels at the Coronado monitoring station, based on noise contours shown in Figure 9 of Appendix M if noise levels at the EMPS monitoring station are below 75 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 70 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 65 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. noise levels do not indicate a violation of Coronado Noise Abatement and Control Regulations attributable to the proposed venue. The Coronado Noise Abatement and Control Regulations establish an hourly average noise level limit. Regardless, a potential violation may be identified before an hour has elapsed. As discussed in Section 4.8.2.1, decibels are measured on a logarithmic scale. Thus, a doubling of sound energy would result in a 3 dB increase, a 4-fold increase in sound energy would result in a 6 dB increase, a 10-fold increase in sound energy would result in a 10 dB increase, and a 20-fold increase in sound energy would result in a 13 dB increase. Thus, temporary noise levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations shall include noise levels that are:	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	3 dB(A) above the noise level limit for a period of 30 minutes; or 6 dB(A) above the noise level limit for a period of 15 minutes; or 10 dB(A) above the noise level limit for a period of 6 minutes; or 13 dB(A) above the noise level limit for a period of 3 minutes. **Requirements Following Events** The applicant shall maintain an active log of noise levels throughout all events that include amplified sound and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint or if the applicant receives complaints or if noise levels indicate a potential violation of applicable noise level limits. If data from the noise monitoring stations indicate that the source of noise was not the Bayside Performance Park, the applicant shall submit evidence to the District in writing within 7 days. The report shall identify any exceedances of noise level limits; disclose any actions taken to reduce noise levels, and evaluate the results of these actions. If recorded noise levels indicate a potential violation, or if noise levels indicate a potential violation of Coronado Noise Abatement and Control Regulations attributable to a source other than the proposed venue, the applicant shall provide a follow-up detailed letter report assessing the recorded noise levels, actions taken to reduce amplified noise levels, and any other information pertinent to impacts and resolution within 30 days of the event. The letter report and follow-up detailed letter report shall be provided to District compliance monitoring staff for determining adequacy actions intended to reduce noise levels and whether additional corrective actions are necessary to prevent repeated violations. ***MM NOI-2: Noise Compliant Hotline*** **Requirements** The District shall maintain a dedicated noise complaint hotline for the proposed venue. All noise complaints shall be documented. The Symphony shall be notified of all noise complaints and required to take	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	corrective action if necessary prior to the following event. The log of noise levels throughout an event that includes amplified sound shall be furnished to any Coronado resident upon request. ***MM NOI-3: Restrict Duration of Sound Amplification on Event Days*** On the day of an event, the total use of amplified sound equipment for either ***events or rehearsals*** shall be limited to a cumulative total of 9 hours. **Requirements Following Events** The applicant shall limit sound amplification on event days to a cumulative total of 9 hours or less. Sound amplification may occur over multiple distinct intervals, as long as the sum of distinct intervals is 9 hours or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint. ***MM NOI-4: Restrict Duration of Sound Amplification on Non-Event Days*** On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., ***rehearsals*** shall be limited to 100 minutes or less. **Requirements Following Rehearsals** On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., the applicant shall limit the total daily duration of use of amplified sound equipment to 100 minutes or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint.	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Public Services The project would not require the expansion or construction of new public services facilities and less than significant impacts would occur.	None Required	Less than Significant
Recreation The project may result in the accelerated deterioration of other waterfront parks, including fishing piers, due to the temporary closure of EMPS during construction of the project. However, the potentially significant impact would be mitigated to less than significant levels with implementation of MM REC-1.	***MM REC-1: Construction – Public Access and Notice*** During construction, the project proponent shall maintain (1) public access to the Embarcadero Marina Park Pier and bait shop and deli (e.g., allowing for temporary closures only when necessary for construction activities or safety reasons); (2) a minimum of 20 dedicated parking spaces for users of the Embarcadero Marina Park Pier; and (3) a pedestrian pathway from the Embarcadero Promenade at EMPS for users arriving via foot or bicycle. A minimum of 10 days prior to the commencement of any demolition, grading or construction activity, the project proponent shall post signage containing the anticipated dates of construction at a visible location at the entrance of EMPS and shall maintain the public notice in a publicly visible location throughout the duration of construction. The notice shall include the web-address to the District's parks webpage, where users may find the locations and details of other waterfront parks within District tidelands that will available for use during the construction period.	Less than Significant w/Mitigation
Transportation, Circulation, and Parking The project would result in temporary significant traffic impacts to five intersections during event arrival and/or dismissal during a maximum-capacity (e.g., 10,000-seat) event. Implementation of MM TRA-1 would reduce impacts, but it cannot be determined with certainty whether impacts would be reduced to less than significant levels. Impacts may be significant	***MM TRA-1: Traffic Management Plan*** The Symphony shall prepare and submit to the District annual TMPs that describe the traffic to be generated by events and how the Symphony intends to manage circulation. The TMPs shall, at a minimum, describe the following for the upcoming year: • Projected event attendances and event schedule; • Pedestrian/bicycle circulation within and adjacent to EMPS; • Vehicular circulation into and within EMPS; • Intersection traffic control and/or traffic officer requirements at the intersections of Convention Center Court/Harbor Drive,	Significant

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
and unavoidable. Impacts to parking during a maximum capacity event would be significant.MM TRA-2 would reduce overall parking demand and help to maintain efficient circulation during future events. However, it cannot be determined with certainty whether impacts would be reduced to less than significant levels. Impacts may be significant and unavoidable.	Fifth Avenue/Broadway, Fifth Avenue/G Street, Fifth Avenue/Harbor Drive, and Park Boulevard/Harbor Drive; and • Event traffic signage and placement. The Symphony shall implement the approved TMP during all events held at the Bayside Performance Park. All traffic control and signage shall be in place during event arrival and dismissal periods and conducted in accordance with the TMP. ***MM TRA-2: Parking Management Plan*** The annual Traffic Management Plan required by MM TRA-1 will include a Parking Management Plan that details the Symphony's strategy for event parking. The Symphony shall continue to implement the following parking strategies, as detailed in the Parking Plan: • *Coordination* – Participate in the monthly Traffic Management Planning Team meetings at the Convention Center with representatives from the Convention Center, Hilton San Diego Bayfront Hotel, Padres, San Diego Police Department traffic control, and San Diego Unified Port District traffic division. • *Traffic Personnel* – Locate staff in accordance with the 2016 Traffic Management Plan, to facilitate circulation and direct attendees to available parking locations. • *Wayfinding Signage* – Utilize signage to direct patrons to the parking locations. Update signage directions according to forecast parking availability determined at monthly Convention Center Traffic Management Planning Team meetings. • *Public Notification* – Notify event patrons of parking availability in advance of events and provide updates on the Symphony website. • *Presale Parking* – Provide opportunities to purchase parking passes in advance of events. • *Parking Agreements* – Obtain parking agreements to ensure adequate availability of parking spaces prior to events.	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	• *Transit and Ferry Information* – Provide transit and ferry schedule information in conjunction with venue schedule and event announcements to encourage arrival via public transit. • *Transit and Ferry Incentives* – To promote patron and employee transit use, provide incentives such as concession vouchers with public transit pass labeled with the event date, discounted transit passes on event days, employee transit subsidies, and/or other incentive methods. • *Port of San Diego Shuttle Program* – Participate in the District's on-going shuttle program. • *Employee Off-Site Parking* – Provide off-site parking and shuttle accommodations for Symphony employees and event staff. • *Transportation Network Companies* – Coordinate with rideshare companies (such as Lyft and Uber) to facilitate passenger drop-off and pick-up and to encourage patrons to utilize this option as a means to reduce parking demand. • *Free Ride Everywhere Downtown* – Make event patrons aware of the "Free Ride Everywhere Downtown" (FRED) shuttle service, which provides free shuttle service within Downtown San Diego. • *Bike Parking* – Ensure bicycle parking is available within or adjacent to the project site to encourage employees/patrons to arrive to the event via bicycle. • *Bike Share Stations* – Coordinate with a bike share service, such as DECOBIKE San Diego, to ensure the bike station located Marina Park Way and the Embarcadero pathway has available bikes and docking stations. • *Event Shuttle Service* – Off-site shuttle service shall be provided to transport attendees between parking locations and Bayside Performance Park. • *Event Rentals* – Require organizations renting the venue to make separate parking arrangements consistent with the size	

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
	and scale of the respective event and with the Symphony's Parking Plan.	
Utilities The existing utilities that serve EMPS would be sufficient to serve the project and no expansion or construction of new facilities would be required. Less than significant impacts would occur.	None Required	Less than Significant
Cumulative ***Cumulative GHG Emissions*** The project's incremental contribution to cumulative GHG impacts would be cumulatively considerable and would be significant. MM GHG-1 through MM GHG-9 would serve to reduce the project's incremental contribution to cumulative GHG emissions. With mitigation, the project's cumulative GHG emissions would be reduced but would remain at a level that exceeds 2030 significance thresholds developed to demonstrate consistency with state GHG emission reduction goal codified by Senate Bill 32. The project's incremental contribution to cumulative GHG impacts would remain cumulatively considerable and would remain significant after mitigation.	***MM GHG-1 through MM GHG-9: See GHG Emissions section above.*** ***MM CUM-1: Traffic Management Plan Addition*** The Traffic Management Plan (TMP) required of the project by MM TRA-1 will also include traffic control and traffic officer requirements at the intersection of First Avenue/Beech Street. As specified in MM TRA-1, the TMP, including traffic control requirements therein, shall be implemented during all events held at the Bayside Performance Park.	Significant

Table ES-1 Summary of Significant Effects of the Project		
Resource Impact	**Mitigation Measure(s)**	**Impact Determination**
Cumulative Transportation, Circulation, and Traffic The project would contribute to cumulative traffic conditions, resulting in significant impacts at six intersections. Five of these intersections are addressed in MM TRA-1 for project-level impacts. MM CUM-1 would require the Traffic Management Plan to specify traffic control requirements at the remaining intersection. Traffic control during event arrival and dismissal periods would reduce impacts, though it cannot be determined with certainty whether impacts would be reduced to less than significant levels. The project in conjunction with past, present, and reasonably foreseeable future projects would not result in any other significant cumulative impacts.		

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Chapter 1
Introduction

1.1 Project Overview

The proposed Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) includes public park enhancements at Embarcadero Marina Park South (EMPS) located at the edge of downtown San Diego and San Diego Bay, within San Diego Unified Port District (District) tidelands. The project includes a Port Master Plan (PMP) Amendment (PMPA), non-appealable Coastal Development Permit (CDP), Real Estate Agreement, and Municipal Separate Storm Sewer System (MS4) Permit stormwater conformance determination to facilitate construction and operation of the park enhancements. The park enhancements include public recreational amenity enhancements throughout EMPS and construction and operation of a permanent performance stage and event venue within a portion of EMPS, to be called the Bayside Performance Park. The PMPA would amend the precise plan text within the Marina Zone Subarea of the Centre City Embarcadero Precise Plan area of Planning District 3 of the Port Master Plan (PMP).

The applicant is the San Diego Symphony Orchestra Association (Symphony), which would utilize the Bayside Performance Park to expand upon its existing Bayside Summer Nights performance series and rental events currently held in the summer from June through September at EMPS. The District authorizes the recurring Symphony operations through a Temporary Use and Occupancy Permit (TUOP) and CDP. The Symphony's existing performance series and other rental events held by external parties utilize a temporary concert venue that involves the setup and breakdown of temporary structures (e.g., stage, stage house, bleachers, food and beverage areas, temporary public restrooms or "porta-potties," metal fencing, and other amenities). Once installed, the temporary concert venue closes off the northwestern portion of EMPS and restricts general public access in this area during the 4-month summer season (120 consecutive days). The portion of the public promenade around this area is intermittently closed to general public access during event hours. The project would install a permanent performance stage and ancillary facilities at

this northwestern portion (or the "Bayside Performance Park") of EMPS that would negate the need to setup and breakdown temporary structures each season (a 6-week process), and would allow for general public access throughout the entire area while events are not being held (excluding the performance stage, back-of-house facilities, two pavilions, and box office). The project also aims to activate the public's use of EMPS with both cultural and recreational uses consistent with EMPS's Park/Plaza land use designation, connecting a larger, more diverse group of people with arts and culture year round. Details regarding the project's objectives and proposed components and performance/event programming are provided in Chapter 3, Project Description.

In addition to the project overview provided above, this introduction chapter briefly discusses the following:

- Purpose of the California Environmental Quality Act (CEQA) and this Draft Environmental Impact Report (EIR),
- Intended uses for this Draft EIR,
- Scope and content of this Draft EIR, and
- Organization of this Draft EIR.

1.2 Purpose of the California Environmental Quality Act and the Environmental Impact Report

This Draft EIR evaluates environmental effects of the project and has been prepared in accordance with the CEQA (Public Resources Code Section 21000, et seq.) and the procedures for implementation of CEQA set forth in the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). This Draft EIR has also been prepared in compliance with the District standards for CEQA compliance. CEQA was enacted by the California legislature in 1970, and has the following four basic purposes (CEQA Guidelines Section 15002):

1. Inform governmental decision-makers and the public about the potential significant environmental effects of proposed activities.
2. Identify ways in which environmental damage (i.e., environmental impacts) can be avoided or significantly reduced.
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

An EIR is an informational document intended to meet the four primary purposes described above. In instances where significant impacts cannot be avoided or mitigated, the project may nonetheless be carried out or approved if the approving agency finds that economic, legal, social, technological, or other benefits outweigh the project's unavoidable significant environmental impacts.

1.3 Intended Uses of the Environmental Impact Report

The intended use of this Draft EIR is described in the following subsections, along with a list of agencies anticipated to use the EIR for decision-making and a list of required discretionary actions and other approvals necessary to implement the project. Environmental requirements under federal, state, or local laws, regulations, or policies other than CEQA are discussed in the applicable individual resource sections of Chapter 4, Environmental Analysis.

1.3.1 Agencies Expected to Use this Environmental Impact Report

Because the District has principal responsibility for carrying out and approving the project, the District is the lead agency under CEQA, as defined under CEQA Guidelines Section 15050. As such, the District has analyzed the environmental effects that may result from the project in this Draft EIR. The Board of Port Commissioners is the decision-making body of the District and is responsible for certifying the Final EIR and approving the Findings of Fact and, in the event that any issues are found to be significant and not mitigable to below a level of significance, a Statement of Overriding Considerations pursuant to Sections 15090-15093 of the CEQA Guidelines prior to project approval. The California Coastal Commission is a responsible agency for certification of the PMPA. There are no other responsible agencies pursuant to CEQA Guidelines Section 15381 for the project.

As previously discussed, the project includes a PMPA and a CDP, in accordance with the California Coastal Act. The City of San Diego will consider the project as it relates to issuance of ministerial permits, including grading and building permits required to construct the project. Additionally, the Federal Aviation Administration (FAA) will review the project for issuance of a Notice of Presumed Hazard, Determination of Hazard, or Determination of No Hazard. Note that because the City of San Diego and FAA would not issue discretionary approvals or permits, they are not considered responsible agencies. Table 1-1 provides a list of the approvals and permits that the project would be required to obtain prior to project approval and commencement of construction.

Table 1-1 Project Approvals and Permits	
Action	Approving Agency
Certification of Final Environmental Impact Report (EIR)	District
Adoption of Mitigation Monitoring and Reporting Program	District
Adoption of Findings of Fact	District
Adoption of Statement of Overriding Considerations	District
Adoption of Port Master Plan Amendment (PMPA)	District
Certification of PMPA	California Coastal Commission
Non-Appealable Coastal Development Permit (CDP)	District
Real Estate Agreement	District
Municipal Separate Storm Sewer System (MS4) permit stormwater conformance determination	District
Grading Permit	City of San Diego
Building Permit	City of San Diego
Federal Aviation Administration (FAA) Consultation	FAA

1.4 Scope and Content of the Draft Environmental Impact Report

The District, as the lead agency, is responsible for determining the scope and content of this Draft EIR, a process referred to as "scoping." As part of the scoping process, the District considered the environmental resources present on site and in the surrounding area and identified the probable environmental effects of project construction and operation. On December 1, 2016, the District filed a Notice of Preparation (NOP) with the County of San Diego County Clerk in accordance with Section 15082 of the CEQA Guidelines.

The NOP was mailed to 368 recipients, including public agencies, organizations, and other interested individuals, to solicit their comments on the scope and content of the environmental analysis. A summary of the NOP was also published in the Coronado Eagle newspaper (November 30, 2016), posted on the District's website, and made available to the public at the Office of the District Clerk and County of San Diego County Clerk's office. A public scoping meeting was held on December 19, 2016 at the District's Administration Building at 3165 Pacific Highway, San Diego, California 92101. Free public parking was available at the surface lot in front of the building, as well as adjacent to the building.

1.4.1 Comments Received in Response to the Notice of Preparation

A total of 13 comment letters responding to the NOP was received during the NOP comment period and scoping meeting. Table 1-2 summarizes each comment and the location in the Draft EIR where the subjects are addressed. Appendix A includes a complete copy of the NOP and each comment letter.

Table 1-2 Notice of Preparation Comment Letters Index			
Letter Number-Comment Number	Commenter	Subject of Comment	Location in Draft EIR Where Comment is Addressed
Agencies			
1-1	City of San Diego	Requests an extension of the Notice of Preparation comment period.	Extension granted to January 11, 2017.
2-1	City of San Diego	Recommends that the Transportation Impact Analysis in the Draft EIR should follow the guidelines of the City of San Diego Traffic Impact Study Manual, July 1998, including various scenarios to be included, for all transportation facilities within the City of San Diego evaluated.	Section 4.11: Transportation, Circulation, and Parking
2-2	City of San Diego	Recommends that the Transportation Impact Analysis in the Draft EIR should apply the City of San Diego Significance Determination Thresholds, January 2011 for all transportation facilities within the City of San Diego evaluated.	Section 4.11: Transportation, Circulation, and Parking
2-3	City of San Diego	Recommends that the Transportation Impact Analysis in the Draft EIR should include evaluation of impacts during the construction of the project.	Section 4.11: Transportation, Circulation, and Parking
2-4	City of San Diego	Requests that the project description states that the expansion of the capacity of the park events to a maximum of 10,000 seats with four additional parking spaces is proposed. The Draft EIR should explain what programs will be implemented to accommodate the expanded venue capacity without creating demand for additional parking.	Section 4.11: Transportation, Circulation, and Parking
2-5	City of San Diego	Requests that the Draft EIR should include alternatives that avoid or lessen expected transportation/circulation/parking impacts, including at least one alternative that would avoid any unmitigated significant impacts to the City of San Diego's transportation facilities.	Section 4.11: Transportation, Circulation, and Parking; Chapter 7: Alternatives
2-6	City of San Diego	Notes that the San Diego Bay Water Quality Improvement Plan identified dissolved copper, lead and zinc as high priority pollutants, and rubber-based artificial turf has been shown to leach metals in storm water runoff. Notes that the project proposes to use sand-based turf and requests sand also be used as the base in any other alternative designs incorporating artificial turf. It also requests assurance that drainage and treatment systems perform as intended.	Section 4.6: Hydrology and Water Quality
2-7	City of San Diego	Notes that components of the City of San Diego storm drain system, including storm drain lines and outlets, are located at the inland edge of the project site and in the surrounding area. Requests the EIR address any potential effects of the project construction and operation, including potential cumulative project effects involving other proposed projects in the vicinity, in the Draft EIR. Some drainage facilities are tidally influenced. Requests contacting the City Storm Water Division for any information needed regarding City drainage facilities in the area, or other questions involving city responsibilities for drainage facilities and water pollution prevention.	Section 4.6: Hydrology and Water Quality; Chapter 5: Cumulative Analysis

Table 1-2 Notice of Preparation Comment Letters Index			
Letter Number-Comment Number	Commenter	Subject of Comment	Location in Draft EIR Where Comment is Addressed
3-1	City of Coronado	Requests that the EIR and technical analysis address noise impacts from the Bayside Performance Park activities due to additional significant noise impacts created by an all-year-round venue and suggest mitigation measures to address them. Requests that sound monitoring equipment and monitoring in Coronado, limits on hours of operation and type of performances be considered.	Section 4.8: Noise and Vibration
3-2	City of Coronado	Requests cumulative impacts from other noise sources be analyzed and addressed in the EIR. Specifically, impacts to noise from the County Administrative Center's Water Park concert venue on Coronado residents should be considered.	Chapter 5: Cumulative Impacts
3-3	City of Coronado	Requests the EIR to address ferry service as a transportation alternative to and from the venue from Coronado and perhaps elsewhere on the bay.	Section 4.11: Transportation, Circulation, and Parking
3-4	City of Coronado	Requests the EIR address impacts related to the potential displacement of recreational activities from the Bayside Performance Park venue to Tidelands Park in Coronado.	Section 4.9: Public Services Section 4.10: Recreation
4-1	Native American Heritage Commission	Requests that Historical Resources in the Area of Potential Effect be addressed.	Section 6.4: Effects Found Not to Be Significant
4-2	Native American Heritage Commission	References Assembly Bill 52, tribal cultural resources and consultation with all California Native American tribes.	Section 6.4: Effects Found Not to Be Significant
4-3	Native American Heritage Commission	References additional requirements of Assembly Bill 52.	Section 6.4: Effects Found Not to Be Significant
4-4	Native American Heritage Commission	References Senate Bill 18's provisions for tribal consultation.	Section 6.4: Effects Found Not to Be Significant
4-5	Native American Heritage Commission	Notes that agencies should be aware that neither Assembly Bill 52 nor Senate Bill 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in Assembly Bill 52 and Senate Bill 18. Urges the District to continue to require Native American Tribal Contact Lists and "Sacred Lands File" searches from the Native American Heritage Commission.	Section 6.4: Effects Found Not to Be Significant
4-6	Native American Heritage Commission	Provides Native American Heritage Recommendations for Cultural Resources Assessments.	Section 6.4: Effects Found Not to Be Significant
Individuals			
5-1	John Sexton	Notes concern about the potential disturbance by music that violates the San Diego Noise Ordinance.	Section 4.8: Noise

Table 1-2 Notice of Preparation Comment Letters Index			
Letter Number-Comment Number	Commenter	Subject of Comment	Location in Draft EIR Where Comment is Addressed
5-2	John Sexton	Shares an email exchange between Port of San Diego employee Jim Hutzelman and Gary Smith regarding a request for information about the requirements related to sound levels at events held Embarcadero Marina Park North, particularly of an event held on June 17 and 18, 2016 (Oyster Festival).	Section 4.8: Noise
5-3	John Sexton	Expresses approval that Oyster Festival music will be held at a more acceptable noise level in the future and expressed concern regarding a San Diego Harbor Police Officer he spoke to.	Section 4.8: Noise
5-4	John Sexton	Expresses concern with the increasing number of events at the Park that have music levels that are not reasonable. Provided an example of an event held at Embarcadero Marina Park North that had a high decibel level at 9 p.m. Expressed concern that anything above 85 decibels could cause hearing loss when sustained for a period of time. Stated that many city and county ordinances have decibel limits closer to 65 and would like to be provided the reference that permits 85 decibels at that park. Provided City of San Diego's noise ordinance as a point of reference.	Section 4.8: Noise
5-5	John Sexton	Shared an email exchange between himself and Port of San Diego employee Jim Hutzelman stating that he had measured decibels exceeding 74 from music in the Embarcadero Marina Park South area. Cited Sec. 59-5-0401 Sound Level Limits in the City of San Diego Noise Ordinance and stated the table indicates the music in the Park should have been no louder than 65 decibels. Asks how the law is enforced. Asks for assistance in getting a response to concerns that amplified music and announcements from the Embarcadero Parks often exceeds San Diego's Noise Ordinance.	Section 4.8: Noise
6-1	John Sexton	States that the laws of most major cities are similar to San Diego's Noise Ordinance and most cities require that amplified music not exceed 65 decibels outside the perimeter of the place where the music is created. States that the Port of San Diego believes that the 95 decibels of music generated at their Embarcadero Marina Park would not violate the law, even though it is extremely disturbing to those outside the park's perimeter. Requests that the EIR evaluate if the music from the Port's park legally violates the City of San Diego Noise Ordinance.	Section 4.8: Noise
7-1	Charles and Peggee Cuson	Expresses concern that at times loud noises come from across the bay when activities, usually very loud music, are conducted on the waterfront and requests that the noise evaluation be paid particular attention to. Asks if it is possible that the planned stage and acoustic shell could focus noise toward Coronado, or bounce it off downtown buildings in multiple directions.	Section 4.7: Noise and Vibration

Table 1-2 Notice of Preparation Comment Letters Index			
Letter Number-Comment Number	Commenter	Subject of Comment	Location in Draft EIR Where Comment is Addressed
8-1	Mark G. Stephens	Notes that visual and aesthetic considerations are paramount and requests that the EIR include accurate visual simulations comparing exiting conditions side-by-side with proposed project views.	Section 4.1: Aesthetics and Visual Resources
8-2	Mark G. Stephens	Requests that the EIR address potential adverse effects on recreational use of the park area and the loss of natural turf area and a number of trees and show locations of the refurbished fitness course facilities.	Chapter 3: Project Description Section 4.1: Aesthetics and Visual Resources Section 4.6: Hydrology and Water Quality Section 4.10: Recreation Section 6.4: Effects Found Not to Be Significant
8-3	Mark G. Stephens	Requests the EIR address the extent, timing and duration of disruptions during the construction process. Advises use of contingency plans given inherent challenges of working in the coastal zone and the potential for delays.	Chapter 3: Project Description
8-4	Mark G. Stephens	Notes that depending on the type, volume, timing (how late) and the frequency of events, noise is an important consideration.	Section 4.8: Noise
8-5	Mark G. Stephens	Notes that crowd management (including coming and going) with the significantly increased maximum capacity is another important consideration.	Section 4.9: Public Services Section 4.11: Transportation, Circulation, and Parking
8-6	Mark G. Stephens	Notes that careful planning, design and management for handling trash and recyclables, and preventing pollution (including windblown materials) are critical.	Section 4.6: Hydrology and Water Quality; Section 4.9: Public Services
8-7	Mark G. Stephens	Requests the EIR consider the design, management and maintenance and deal with the large transient population, preventing injuries and damage from activities such as skateboarding on staircases, controlling graffiti, and protecting the shell from birds.	Section 4.9: Public Services
8-8	Mark G. Stephens	Observed that the Fifth Avenue Landing Project and Port Master Plan Amendment proposal is currently under environmental review and would be entirely incompatible with the Symphony's proposal.	Chapter 5: Cumulative Impacts
8-9	Mark G. Stephens	Observed that the Verizon Wireless telecommunications facility recently installed by displacing pubic park land directly across from Joe's Crab Shack restaurant should be relocated to another more appropriate (e.g., Industrial) site as soon as feasible.	Comment noted; not applicable to project
8-10	Mark G. Stephens	Notes that the project should be cognizant of the Port's Central Embarcadero redevelopment effort, as well as the proposed plan for Seaport San Diego and pending redevelopment activities at the Tenth Avenue Marine Terminal.	Chapter 5: Cumulative Impacts

Table 1-2 Notice of Preparation Comment Letters Index			
Letter Number-Comment Number	Commenter	Subject of Comment	Location in Draft EIR Where Comment is Addressed
8-11	Mark G. Stephens	Notes that an open process is crucial in making the project a success and expresses support for continued public engagement by the District.	Chapter 3: Project Description
9-1	Seth Goldway	Supports the project and the positive impacts it will have on the City.	Comment noted
10-1	Riley D. Mixson	Provides a positive response to the scoping meeting and success in communicating the District's message. Notes that the project will be exceptional, but more environmental work needs to be completed.	Comment noted
11-1	Penny Wing	States she is resident of downtown San Diego and a Symphony Board member and is excited about the project and the impact it will have on the community and visitors to San Diego.	Comment noted
12-1	Janet Gorrie	Expresses that the project would be a jewel for San Diego and that the Symphony and the City will be greatly enhanced by this project.	Comment noted
13-1	Julia Brown	Expresses support for the project as good for all San Diegans, tourists, and visitors.	Comment noted.

1.5 Organization of the Draft EIR

The content and format of this Draft EIR are designed to meet the requirements of CEQA and CEQA Guidelines Article 9. The following bullet points summarize the organization and content of the Draft EIR and CEQA Guidelines section that each EIR section complies with.

- **Executive Summary** – Includes a brief summary of the project, the project's significant effects, and proposed mitigation measures and alternatives to reduce or avoid the effect; identifies areas of controversy known to the lead agency, summarizes issues to be resolved such as the choice among alternatives (Section 15123).
- **Chapter 1, Introduction** – Discusses the purpose of CEQA and this Draft EIR; scope, content, and organization of this Draft EIR; and the intended uses of this Draft EIR (Section 15124(d)).
- **Chapter 2, Environmental Setting** – Describes the existing, general physical conditions of the project site as well as past and current operations at EMPS (Section 15125).
- **Chapter 3, Project Description** – Provides a detailed description of all proposed physical project components, construction activities, future operation, and performance/event programming; provides detailed site plans for the project; lists the project's objectives and underlying vision (Sections 15124(a), (b), and (c)).
- **Chapter 4, Environmental Analysis** – Describes for each resource area the existing physical conditions; applicable laws and regulations; impact assessment

methodology; criteria for determining significant impacts; conclusion of the impact assessment and appropriate significance levels; and feasible mitigation measures that would eliminate or reduce impacts (Sections 15125-15126.4).

- **Chapter 5, Cumulative Analysis** – Defines the cumulative study area and identifies past, present, and reasonably foreseeable future projects with related impacts; identifies whether a cumulative impact would occur and evaluates the contribution of the project to a cumulatively significant impact; lists feasible mitigation measures that would eliminate or reduce any identified significant cumulative impact (Section 15130).
- **Chapter 6, Additional Consequences of Project Implementation** – Discusses whether the project would foster economic or population growth; significant irreversible changes associated with project implementation; and environmental resource impacts that were found to be not significant and not warranting further discussion in this Draft EIR (Sections 15126.2(c) and (d), 15127, and 15128).
- **Chapter 7, Alternatives to the Proposed Project** – Describes a reasonable range of alternatives to the project including the No Project Alternative; compares and contrasts the significant environmental impacts of the project with those of the alternatives; and identifies the environmentally superior alternative (Section 15126.6).
- **Chapter 8, List of Preparers and Agencies Consulted** – Lists the individuals and agencies involved in preparing this Draft EIR (Section 15129).
- **Chapter 9, References** – Provides all references cited in this Draft EIR, organized by chapter (Section 15148).
- **List of Abbreviated Terms –** A list of acronyms and abbreviations is provided at the beginning of this Draft EIR (immediately following the Table of Contents) for the reader's reference.
- **Appendices** – Includes all NOP comment letters received, the project's Initial Study, and all technical reports prepared for the project and other background or technical detail pertinent to this Draft EIR.

2

Chapter 2
Environmental Setting

2.1 Introduction

This chapter provides a description of the overall physical environmental conditions in the vicinity of the project, from both a local and regional perspective, as they existed at the time the Notice of Preparation (NOP) was published (December 1, 2016). Resource-specific existing conditions and consistency with applicable plans are discussed within each individual resource section of Chapter 4, Environmental Impact Analysis.

Section 15125 of the California Environmental Quality Act (CEQA) Guidelines states that an environmental impact report (EIR) must include a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to [provide] an understanding of the significant effects of the project and its alternative."

The project involves the redevelopment and enhancement of an existing park that is currently used for many public events, including a seasonal concert and event venue from June to September each year, through the use of a portable, temporary stage, stage house, and other portable, temporary facilities. The Draft EIR analysis uses a baseline of the existing project site—the Embarcadero Marina Park South (EMPS)—in the year 2016, with the San Diego Symphony Orchestra (Symphony) 2016 Bayside Summer Nights programming as the baseline of which to evaluate future events. The Bayside Summer Nights performances, formerly known as the Summer Pops, have been seasonally held in EMPS since 2004.

2.2 Project Location

The project site is located at 200 and 206 Marina Park Way, at EMPS in the City of San Diego. Figure 2-1 depicts the location of the project site. The project site is situated bayward of the San Diego Convention Center and encompasses EMPS, including its parking lots, fishing pier (known as the Embarcadero Marina Park Pier), bait shop and deli, basketball courts, picnic areas, and lawn area. The project's site average elevation is approximately 7.73 feet above mean sea level. The Embarcadero Marina Park North (EMPN) lies just north of the site, separated by water and the boat entrance to the 450-slip Marriott Marina.

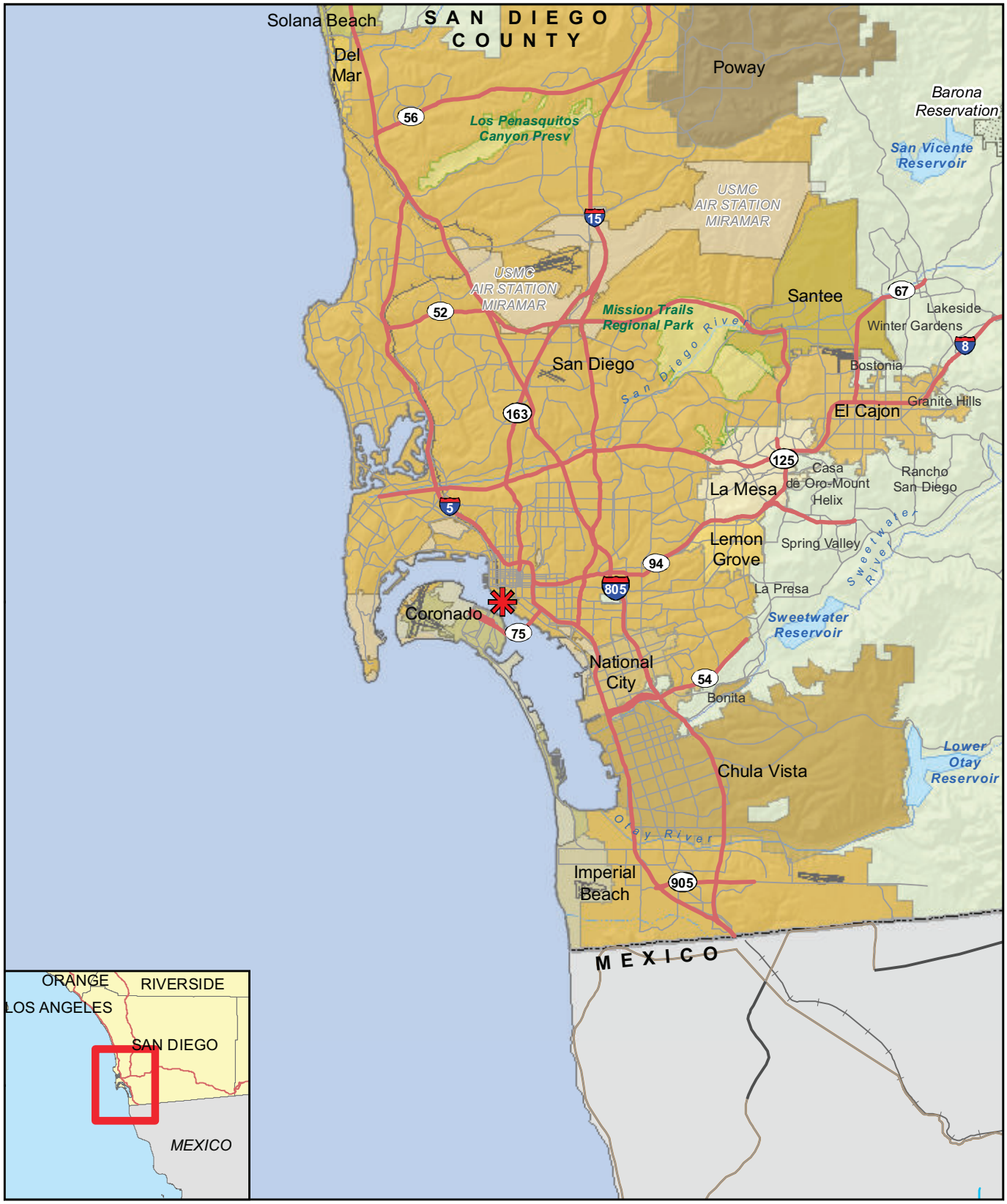
2.3 Project Background

2.3.1 San Diego Unified Port District

The project is located within the Coastal Zone and is subject to the California Coastal Act. Pursuant to Section 30715 of the California Coastal Act, the San Diego Unified Port District (District) has Coastal Development Permit (CDP) authority over the project site. The mission of the District is to manage tidelands' resources consistent with the Public Trust Doctrine by providing economic vitality and community benefit through a balanced approach to maritime industry, tourism, water and land recreation, environmental stewardship, and public safety. The District was created with the San Diego Unified Port District Act (Port Act), adopted by the California State Legislature in 1962, as amended through 2006. The Port Act recognized the Public Trust Doctrine and states that tidelands and submerged lands are to be used only for statewide public purposes. To this end, the District is charged with management of the tidelands and diverse waterfront uses along San Diego Bay that promote commerce, navigation, fisheries, and recreation on the granted lands. This includes management of the project site and issuance of Tidelands Use and Occupancy Permits (TUOP) for event use of EMPS.

2.3.2 Embarcadero Marina Park South

The project site—EMPS—was constructed in the 1970s and opened to the general public in 1976. EMPS is entirely developed and includes a 128-space parking lot, public restrooms (includes two women's stalls and two men's stalls), four basketball courts (two full-size courts divided into four half-courts), gazebo, the Embarcadero Marina Park Pier, bait shop and deli, and an 8-foot to 10-foot-wide meandering bayside public promenade that travels around and through the park. The park's layout is provided in Figure 2-2. EMPS also provides bicycle parking adjacent to the Embarcadero Marina Park Pier, on the north side of the bait shop and deli, fitness course (consisting of stationary fitness equipment dispersed along the public promenade), and payphone. The majority of the park is covered in grass, with ornamental trees and palms scattered throughout. No native vegetation or habitats exist on the site. The site was constructed of artificial fill soil underlain by mostly very fine- to medium-grained sand and silt unconsolidated marine sediment.



Project Location

FIGURE 2-1
Project Location

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Map Source: Unified Port of San Diego

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FIGURE 2-2

Embarcadero Marina Park South Layout

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EMPS provides public coastal/bayside access through the 8- to 10-foot-wide public promenade that meanders generally around the perimeter of the park. Other public coastal access opportunities, other than the previously mentioned fishing pier, include viewing areas along the promenade and throughout the lawn areas and public benches.

2.3.3 San Diego Symphony Orchestra

The Symphony is a non-profit organization that has provided musical and educational programming in San Diego for over 100 years. Each year, the Symphony performs approximately 72 concerts in the Jacobs Music Center in downtown San Diego from October through May. For over 40 years, the Symphony has also performed concerts in various outside venues, taking advantage of the temperate San Diego climate. Since 2004, the Symphony has been operating its summer programming—called the Bayside Summer Nights, formerly Summer Pops—at EMPS through a District-issued TUOP and CDP (CDP-2014-01). A copy of the 2016 TUOP is included as Appendix C to this EIR.

2.3.3.1 Bayside Summer Nights

For four months each summer since 2004, the Symphony has held the Bayside Summer Nights series. As part of the series, the Symphony installs a temporary stage, stage house, seating, fencing, portable toilets, and auxiliary buildings and facilities on the northwestern portion of EMPS where it performs a series of concerts and allows for rentals. The area in which the portable stage and facilities are set up is typically referred to as the "temporary concert venue" throughout this EIR. The performances run weekly from July through September each year. EMPS was chosen for its sweeping views of the San Diego Bay, Coronado, Point Loma, and the downtown San Diego skyline and has been an ideal setting for the public to experience orchestral and other genres of music in an open-air performance and event venue. Ticket demand for the Bayside Summer Nights performances has increased by nearly 70 percent over its 12-year history, with more than 96,000 people attending 34 performances and events in the 2016 season. A portion of the revenue from each performance is paid to the District pursuant to the TUOP. In addition to event patrons, boaters and kayakers in the bay and bicyclists and the general public along the Embarcadero have been observed enjoying the concerts free of charge. The Symphony also typically includes one free public event each Bayside Summer Nights season, consisting of Symphony performance that is free of charge and open to the general public.

Other external events permitted by the District utilize the Symphony's temporary concert venue stage and ancillary facilities at EMPS during the summer season subject to the limitations in CDP-2014-01. Of the 34 performances and events held during the 2016 season, 5 were external major venue rentals. For example, the Symphony has coordinated event rentals with the District and Major League Baseball, Comic Con, and the AIDS Memorial Foundation to accommodate these other permitted events. The Symphony has also worked closely with a number of non-profit groups and civic entities, including the San Diego Junior League, Muscular Dystrophy Association, and Mexican Consulate, in the region by providing use of EMPS temporary summer concert venue as an event rental.

2.3.3.2 2016 Proposal for a Permanent Venue

The EMPS' position due west of the San Diego Convention Center and views of the bay make the location an ideal setting for public recreation and cultural use. Given the success of the Bayside Summer Nights performances and San Diego's growing and vibrant cultural landscape, the District and Symphony believe there is an opportunity for EMPS to become a more prominent public resource and visitor-serving amenity. In 2016, the Symphony submitted a proposal to the District to construct permanent improvements to EMPS with enhanced public park amenities and a permanent performance stage and acoustic shell that would accommodate a full-sized orchestra. The proposed performance stage and event venue would occupy the same area used seasonally for performances – a 3.47-acre area of the 10.8-acre EMPS referred to as the Bayside Performance Park. Refer to Section 3.1, Project Vision, for further discussion on the Symphony's vision and goals for its proposal. Also, refer to Section 3.4, Project Components, for a more detailed discussion of the project components included in the proposal.

2.3.4 Public Outreach Efforts

The District and the Symphony have engaged in separate public outreach efforts involving the proposed project. The District sent out the NOP pursuant to Section 15082 of the CEQA Guidelines on December 1, 2016. The NOP was posted on the District's website and made available at the Office of the District Clerk and the County of San Diego County Clerk's Office. On November 30, 2016, a summary of the NOP was published in the *Coronado Eagle* newspaper and mailed to 368 recipients, including public agencies, residents of the City of San Diego and City of Coronado, and other interested organizations and individuals. As previously discussed in Chapter 1, thirteen comment letters on the NOP were received during the NOP comment period and at an NOP scoping meeting held on December 19, 2016. All comments received are included in Appendix A, and a table summarizing the comments and where they are addressed within this EIR is provided in Chapter 1 (see Table 1-2). Areas of controversy identified through this NOP public outreach process include potential concerns with aesthetics, noise, water quality, public services, public safety, recreation, traffic, and cumulative impacts.

The Symphony has engaged in public outreach efforts beginning December 2015 and continuing through the development of this Draft EIR. These efforts included meetings with public officials from the cities of San Diego and Coronado and organizations including the Downtown San Diego Partnership, San Diego Regional Chamber of Commerce, San Diego Economic Development Corporation, and San Diego Downtown Residents Group. At the time this Draft EIR was prepared, additional efforts to contact public officials in the City of San Diego and surrounding communities as well as other community organizations were planned.

2.4 Project Setting

2.4.1 Existing Land Use

The project site is within Planning District 3 – Centre City Embarcadero of the District's certified Port Master Plan (PMP) and, therefore, subject to the Centre City Embarcadero Precise Plan. Planning District 3 encompasses the downtown waterfront area and is surrounded by an urban region of over 2.7 million people. Land and water uses of Planning District 3 include commercial, industrial, and public recreation. The current PMP's Precise Plan for District 3 aims to create a unified waterfront, both visually and physically, with an overall sense of place and emphasis on the pedestrian-oriented waterfront experience. The Embarcadero acts as a pedestrian spine through the Centre City Embarcadero where commercial and recreational activities are located, and links the two Embarcadero Marina Parks (EMPS and EMPN).

EMPS (the project site) is located within the Marina Zone Subarea of Planning District 3, which the PMP describes as being planned to be intensively developed as a major public and commercial complex. The Marina Zone includes commercial areas such as Central Embarcadero (also known as Seaport Village), the Convention Center, and several hotels. EMPS is designated as Park/Plaza in the PMP. The Park/Plaza designation refers to urban landscaped recreational developments and amenities such as fishing piers, boat launching ramps, interpretive features, public art, cultural uses, vista areas, bicycle and pedestrian ways, small food and beverage vending, and other park-activating uses that are ancillary to public uses.

2.4.2 Surrounding Land Uses

The project site is a T-shaped park that is almost completely surrounded by San Diego Bay and connected to the inland area by a thin strip of land. The land inland of the project site to the northeast/east and beyond is largely urbanized and developed. The surrounding land uses include the EMPN to the northwest (across the marina inlet); Marriott Marina to the north; and Joe's Crab Shack and the Fifth Avenue Ferry Landing and Marina to the east. The San Diego Convention Center, Hilton Hotel, Hilton public access pier, and San Diego Bayfront Park are located further northeast and southeast of the opposite side of the Marriott Marina and the Fifth Avenue Ferry Landing, respectively.

Though not subject to the City of San Diego's Downtown Community Plan, EMPS is within the City of San Diego's Marina neighborhood. The area is further surrounded by the City of San Diego's Horton Plaza/Gaslamp Quarter, Convention Center, and East Village neighborhoods on the mainland and by Coronado Island across the bay (approximately 0.38 mile away). The District's Tenth Avenue Marine Terminal is located south (approximately 0.2 mile away). Figure 2-3 provides an aerial view of the surrounding development in the general vicinity of the project.

Image Source: Nearmap (flown July 2016)

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Project Location

FIGURE 2-3

Surrounding Land Uses

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2.4.3 Site Access

Vehicular access to EMPS is provided by Park Boulevard, Convention Way, and Marina Park Way, which when combined as a single route connect to East Harbor Drive immediately southeast of the San Diego Convention Center. From areas outside of the downtown vicinity, EMPS is accessible by vehicles generally via Interstate 5 (I-5). Access from I-5 south is via Beardsley Street to East Harbor Drive. Access from I-5 north is via Cesar E. Chavez Parkway to East Harbor Drive. From East Harbor Drive, access to the park is from Park Boulevard, which continues into Convention Way, which then continues into Marina Park Way. Marina Park Way dead-ends at EMPS parking lot. Pedestrian access to EMPS is via the Embarcadero Promenade (an approximately 8- to 25-foot-wide bayside public pedestrian walkway) from the northeast. The Embarcadero Promenade also links the Marriott Hotel, Convention Center, Hilton Hotel, Hilton pier, and San Diego Bayfront Park with the Marriott Marina, Fifth Avenue Ferry Landing and Marina, and EMPS. The Harbor Drive Pedestrian Bridge provides pedestrian access from Park Boulevard, and is elevated over East Harbor Drive and the adjacent railroad tracks, ending near the Hilton Hotel where it meets with the Embarcadero Promenade. Additional pedestrian access is provided along Martin Luther King Promenade, located on the opposite side of East Harbor Drive as the project site. The Embarcadero Promenade terminates at its southern limit at the District's Tenth Avenue Marine Terminal.

During the Bayside Summer Nights season (June through September), general public access to and within EMPS is maintained throughout the parking lot, public promenade, and entire southeastern portion of the site. However, general public access within the northwestern portion of the site (e.g., the temporary concert venue) is fenced and restricted for event use throughout the Bayside Summer Nights season, which lasts from June through September, or approximately 120 consecutive days. While the general public may access the public promenade and lawn areas located outside of the temporary fencing, there is no free public access within the temporary concert venue fencing at any time during the season. Pedestrian and vehicular traffic is controlled by the use of an 8-foot-tall temporary chain-link fence with a green screen mesh, access gates, and security guards. With exception to the portion of the public promenade that surrounds the temporary event venue, which is intermittently closed to the general public during events, the Symphony does not obstruct general public access to or from the Embarcadero Marina Park Pier or bait shop and deli or along any portion of the public promenade at any time. Additionally, signage that indicates public accessibility of the promenade is installed at key access points. Figures 2-4a and 2-4b depict the public and the Americans with Disabilities Act (ADA) accessibility of EMPS during the Bayside Summer Nights season as well as the layout of the temporary concert venue. Figures 2-5a through 2-5i show photographic simulations of the Bayside Performance Park during open times, rehearsals, and events as viewed from three different perspectives.

Map Source: Unified Port of San Diego

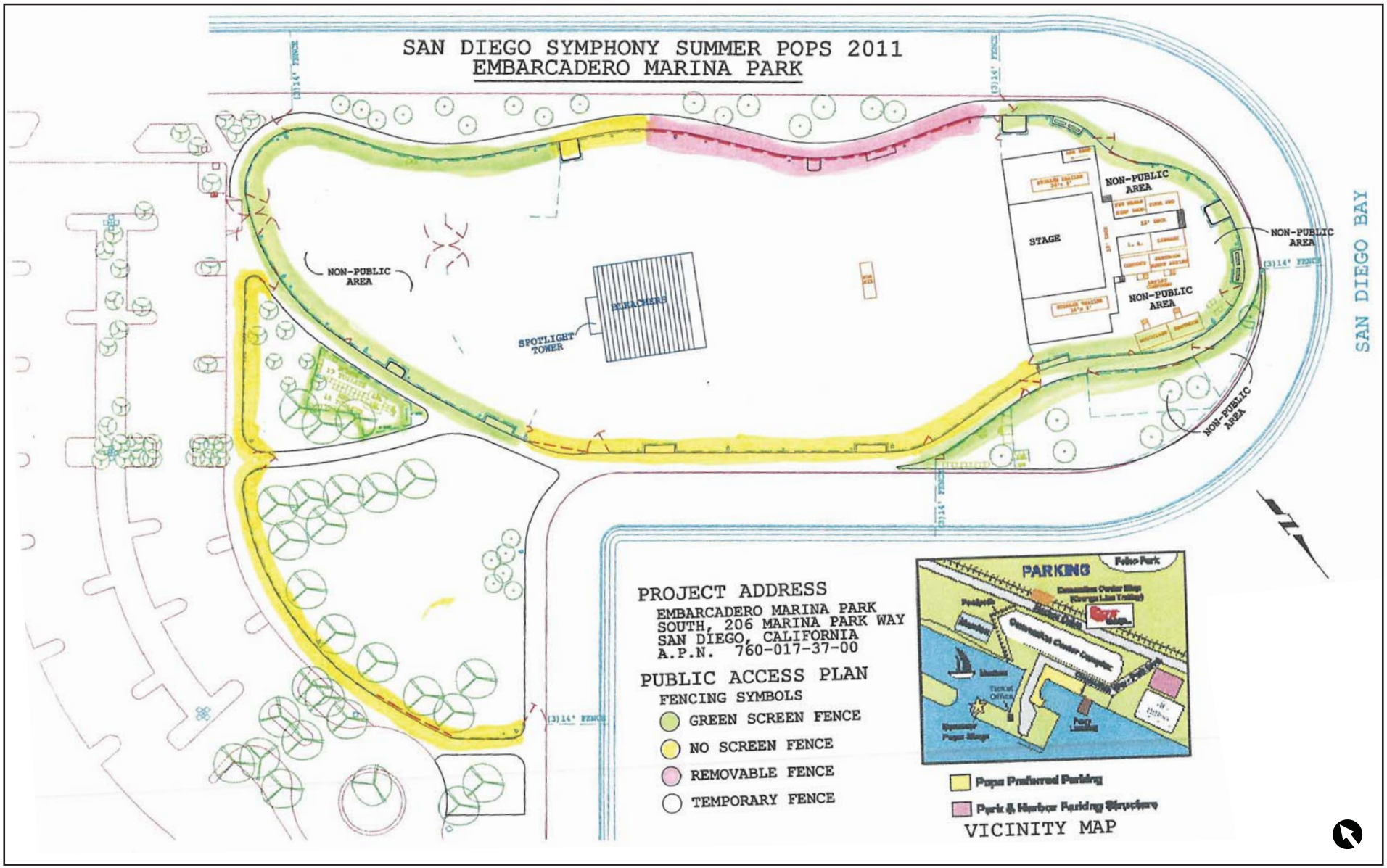

FIGURE 2-4a
Bayside Summer Nights Site Access and Layout

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Map Source: Unified Port of San Diego

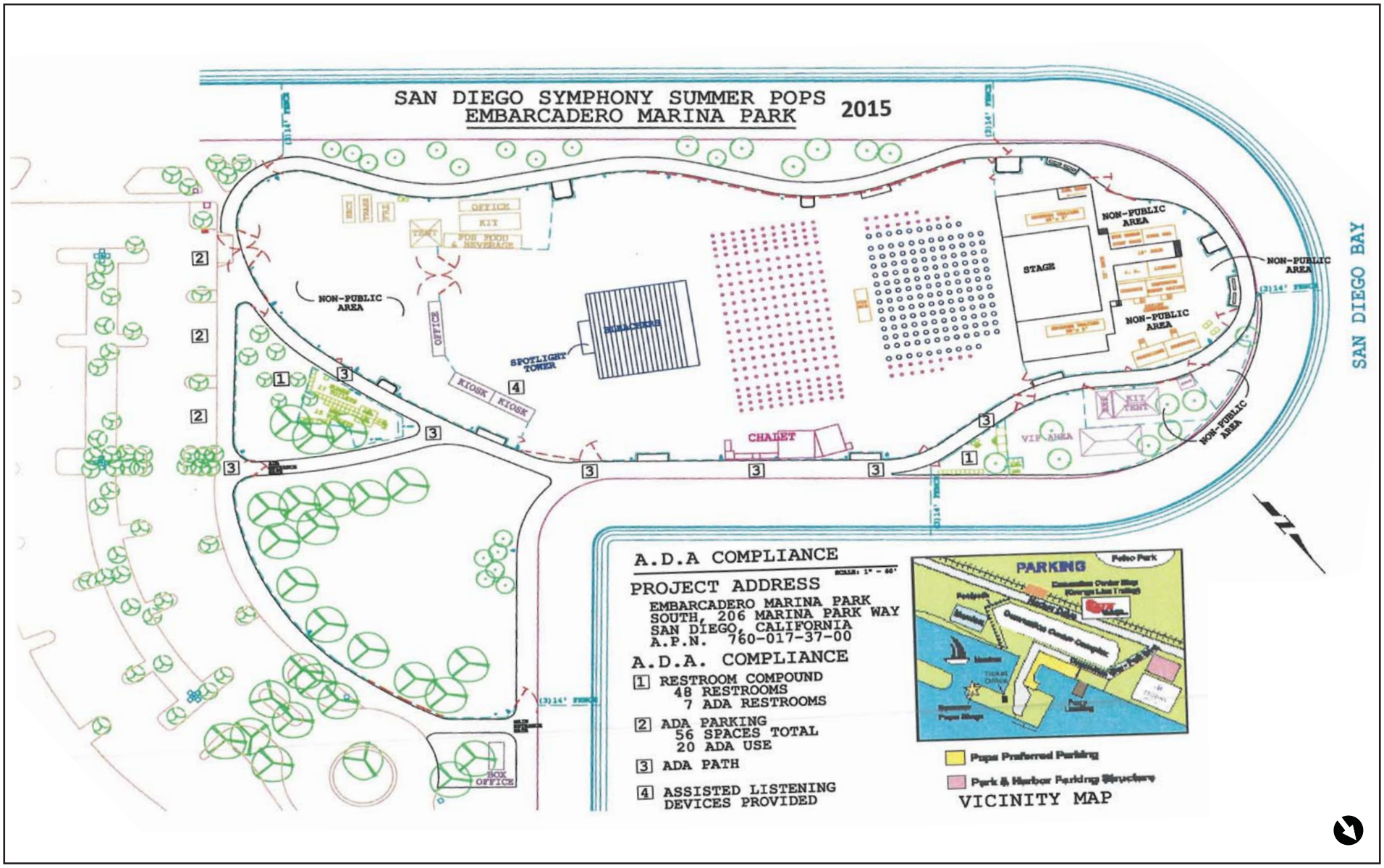

FIGURE 2-4b
Bayside Summer Nights Site Access and Layout

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Image Source: Tucker Sadler

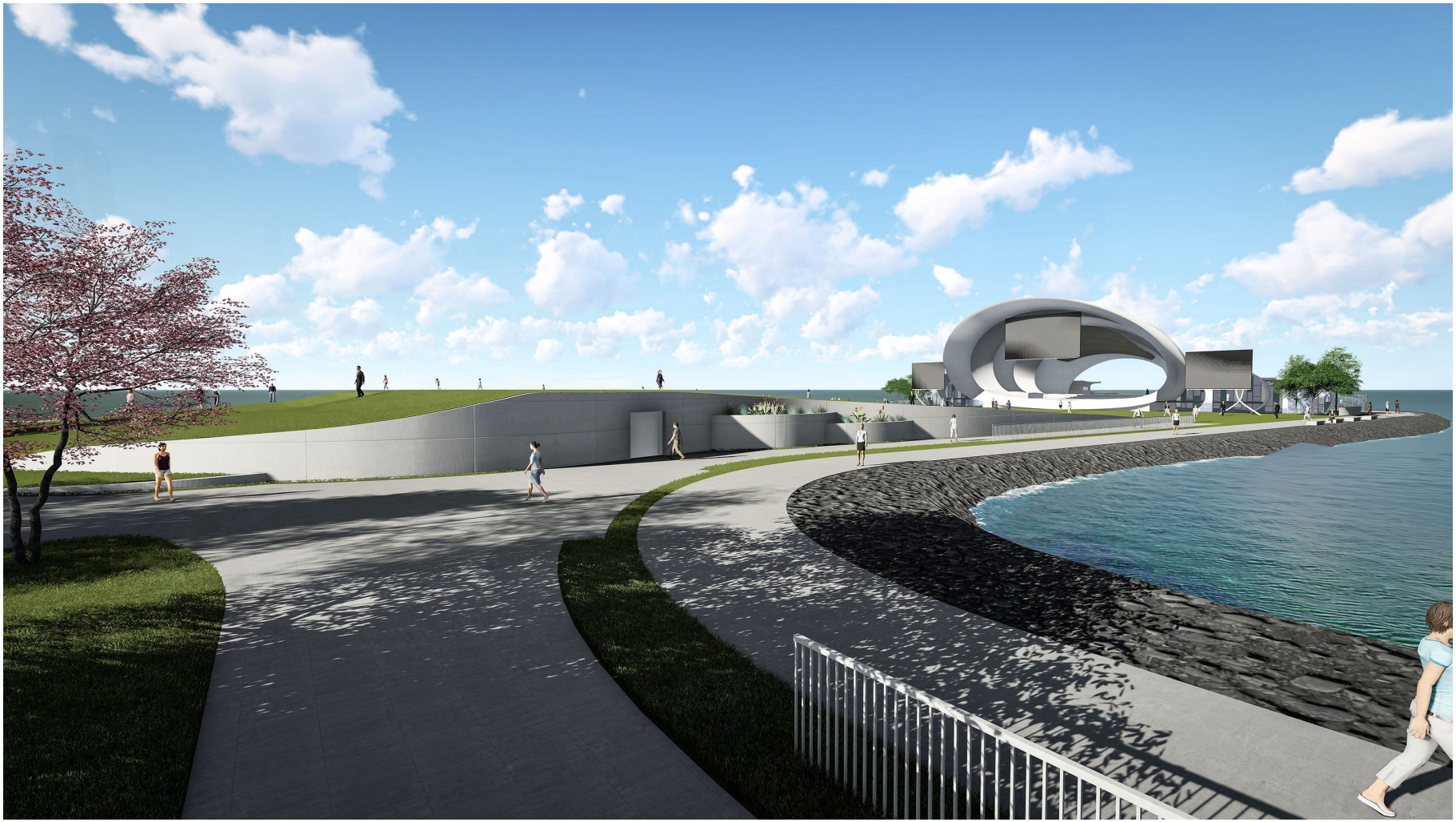

FIGURE 2-5a

View Point 1 - Bayside Performance Park Open

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Image Source: Tucker Sadler

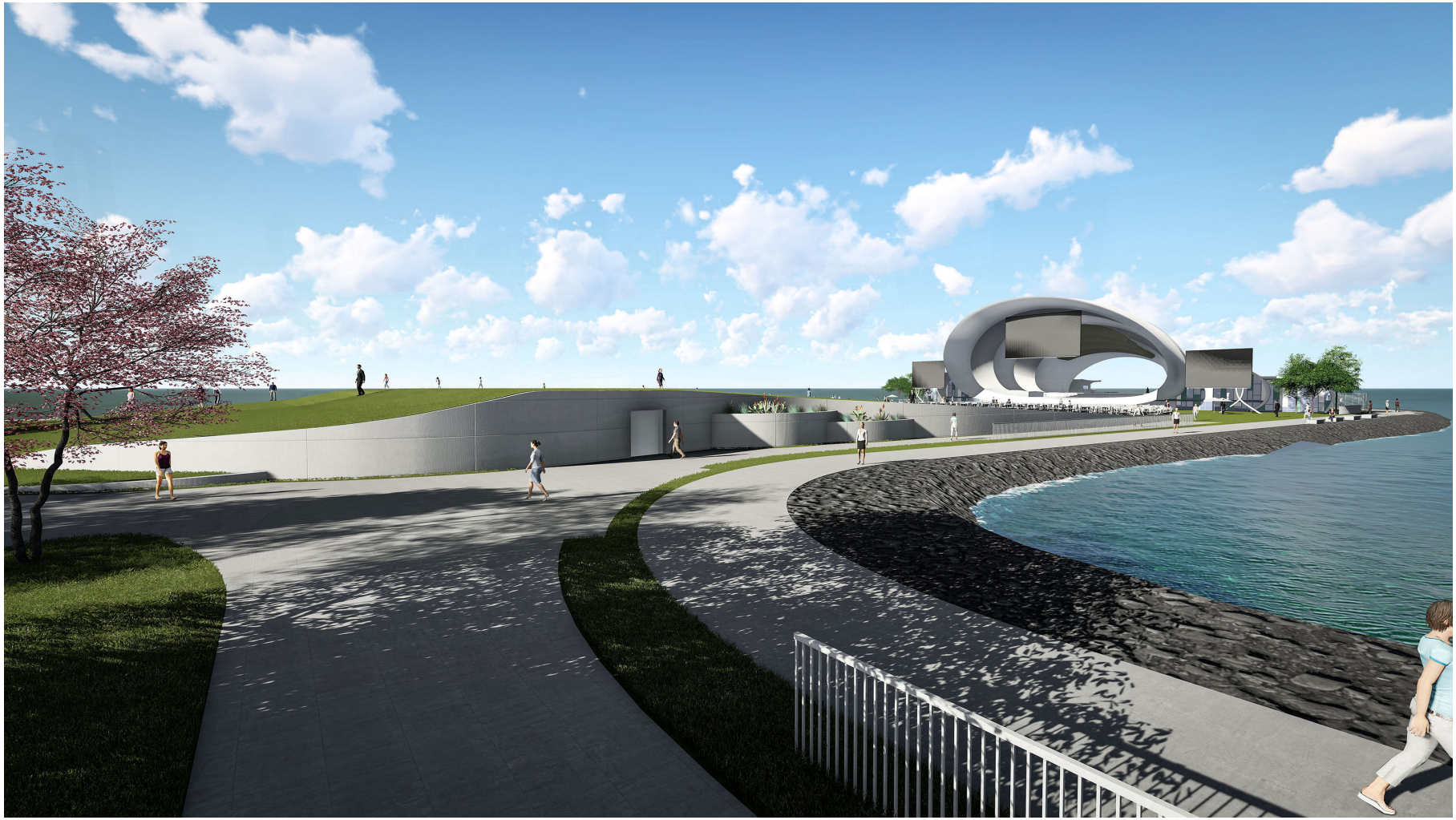

FIGURE 2-5b

View Point 1 - Bayside Performance Park Rehearsal

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Image Source: Tucker Sadler

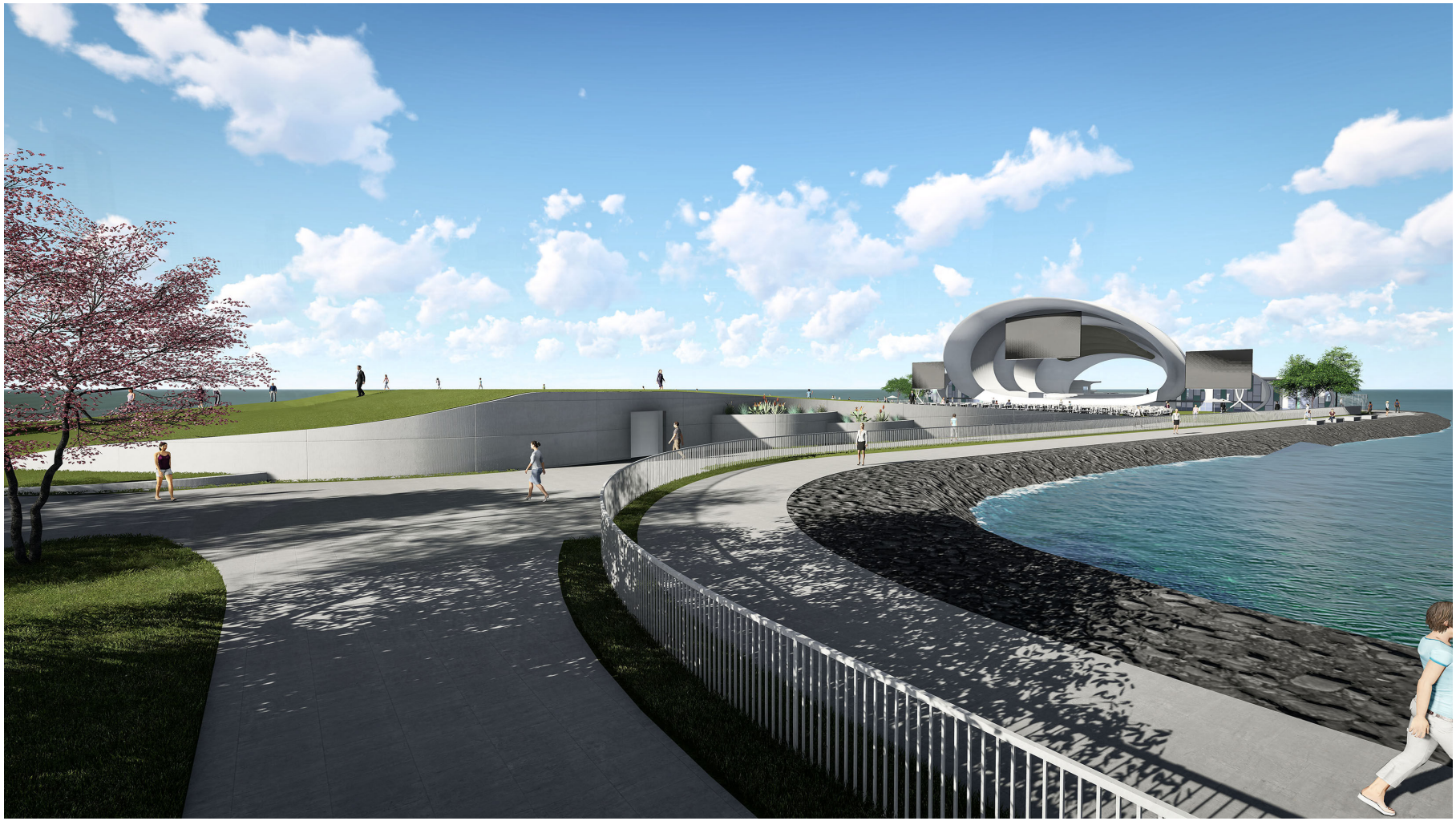

FIGURE 2-5c

View Point 1 - EMPS Event

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Image Source: Tucker Sadler

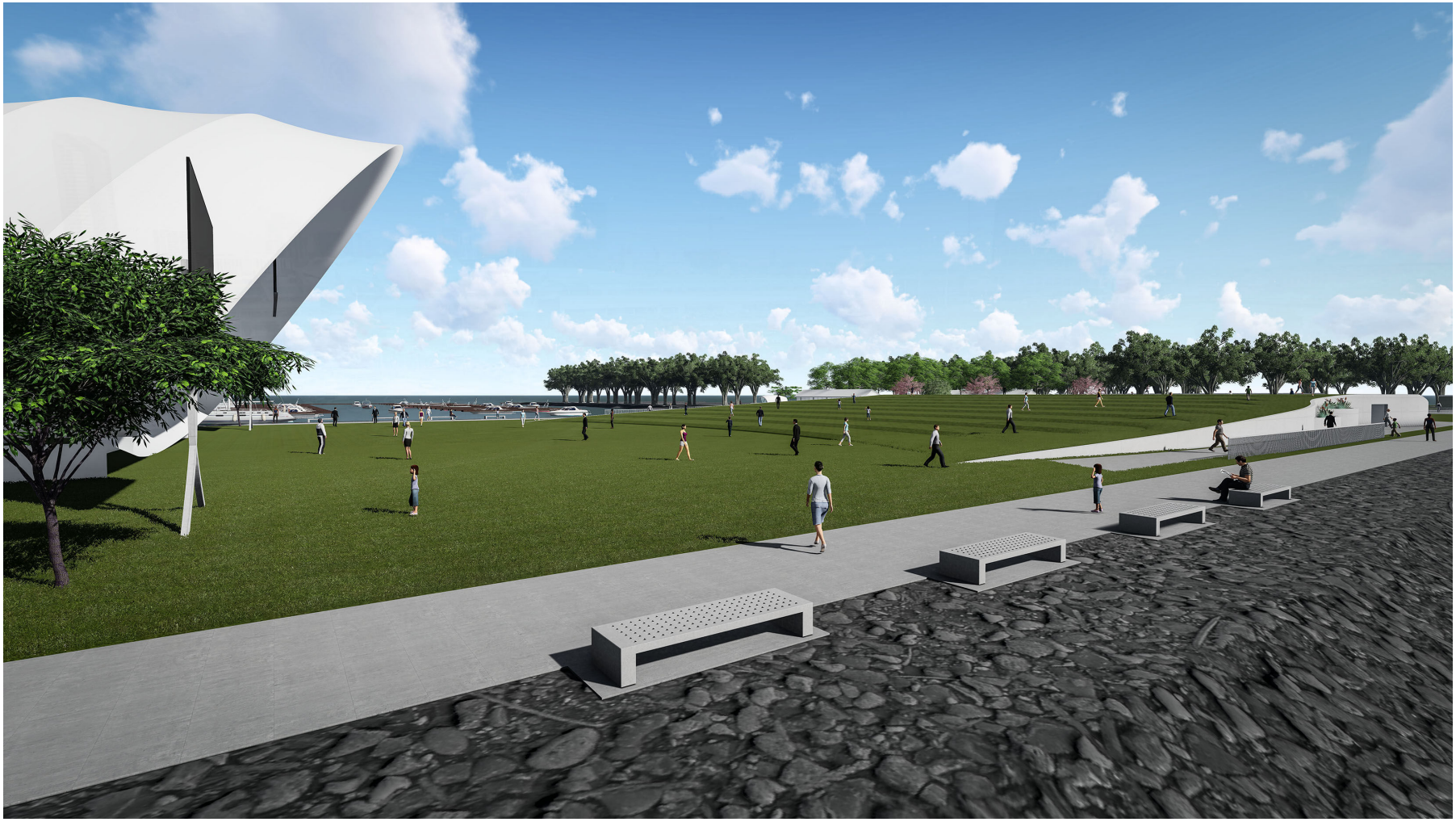

FIGURE 2-5d

View Point 2 - Bayside Performance Park Open

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Image Source: Tucker Sadler

FIGURE 2-5e

View Point 2 - Bayside Performance Park Rehearsal

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Image Source: Tucker Sadler

FIGURE 2-5f

View Point 2 - EMPS Event

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Image Source: Tucker Sadler

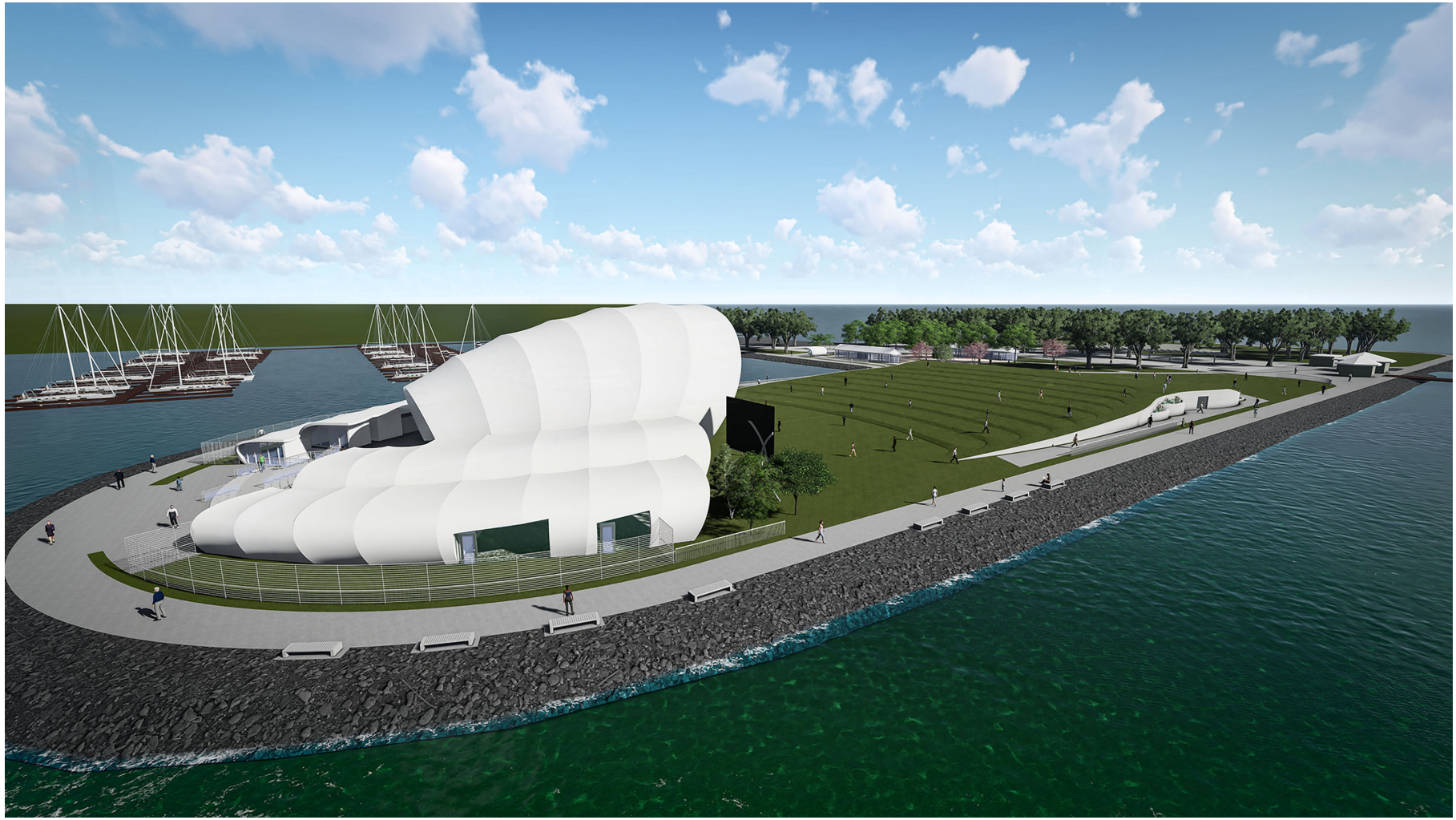

FIGURE 2-5g

View Point 3 - Bayside Performance Park Open

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Image Source: Tucker Sadler

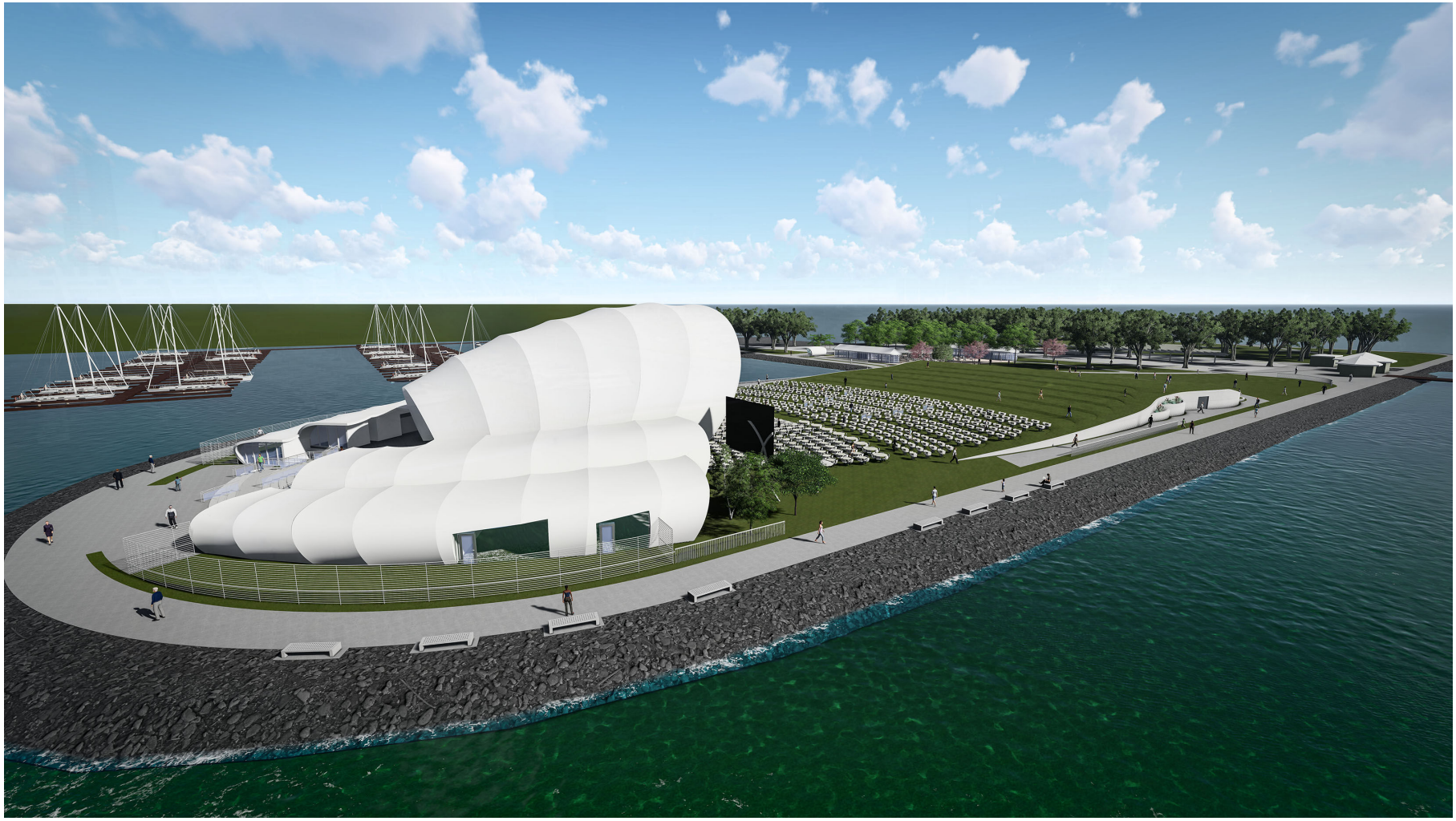

FIGURE 2-5h

View Point 3 - Bayside Performance Park Rehearsal

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Image Source: Tucker Sadler

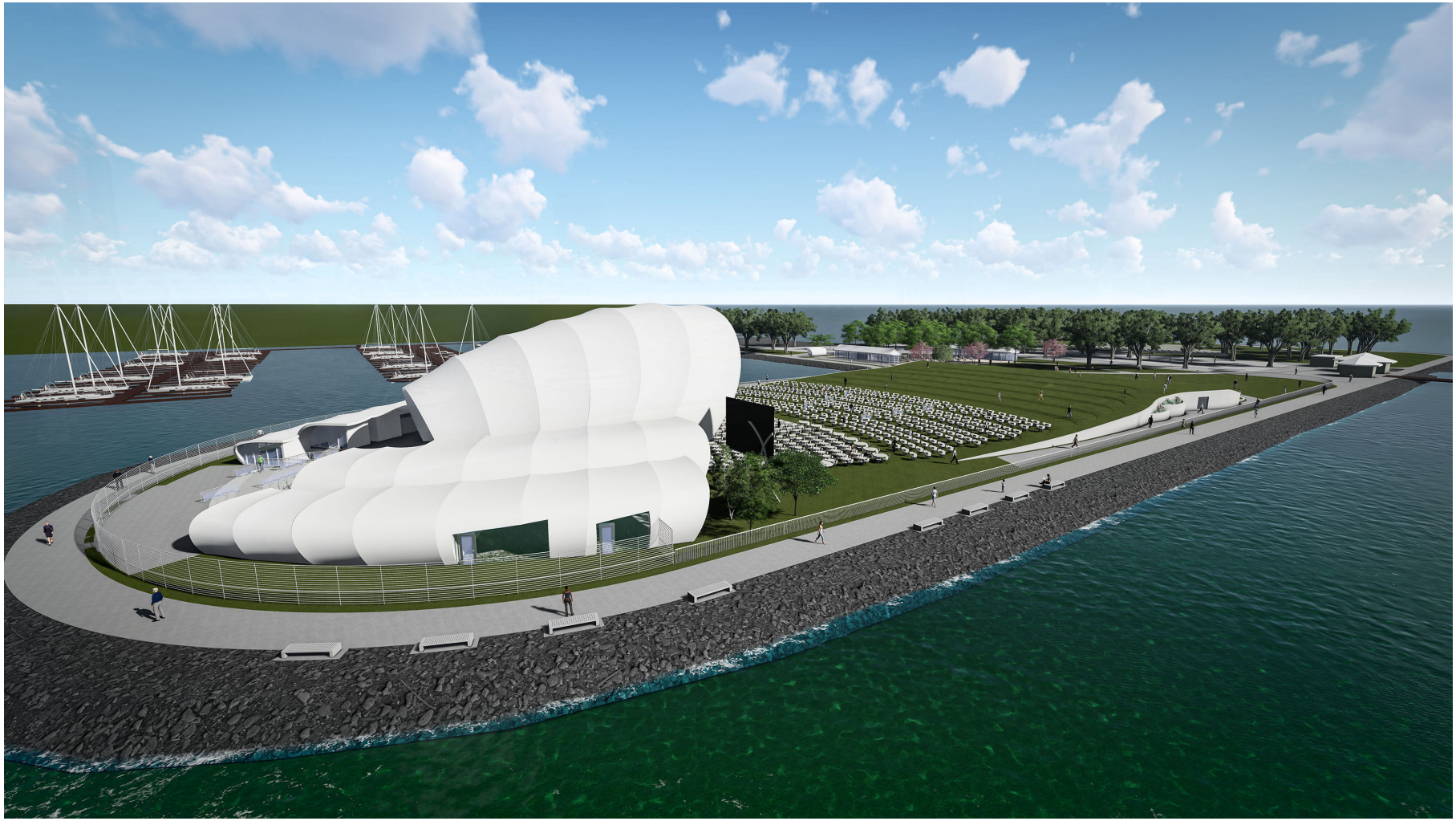

FIGURE 2-5i

View Point 3 - EMPS Event

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2.4.3.1 Parking

EMPS has 128 metered parking spaces for public use. During Bayside Summer Nights events, the Symphony's TUOP with the District allows the Symphony to use 56 of EMPS parking spaces for Symphony operations. Fifteen of the parking spaces dedicated to the Symphony during Bayside Summer Nights events are utilized for first-come first-serve ADA parking. The remaining 41 EMPS spaces allowed for use by the Symphony are reserved for musicians with large instruments and some administrative staff, with a small reserve to resolve problematic parking situations. All remaining EMPS parking spaces are for the general public utilizing the park, fishing pier, and bait shop and deli.

To accommodate the majority of event patrons and staff arriving by car, the Symphony has agreements with several parking facilities in the vicinity. Patrons may purchase a reserved parking ticket package, for which preferred parking is secured ahead of time by the Symphony at the Convention Center. Otherwise, guests arriving without a preferred parking ticket (first-come first-serve) may park at the Convention Center, the Hilton Hotel, or Fifth Avenue Landing parking areas, which are operated by ACE Parking. During larger events that require additional parking, the Symphony has utilized remote parking facilities at BAE Systems, within the Gaslamp Quarter, and near the Copley Symphony Hall. Alternative parking locations are determined on an as-needed basis. The Symphony offers a free shuttle service to patrons and for staff and musicians from all parking locations. A fleet of five to six shuttle vehicles is used during each event, ranging from a 6-passenger golf cart to a 34-passenger bus.

Immediately prior, during, and after events, two traffic control officers are stationed at the intersection of Harbor Drive and Convention Center Way and one traffic control officer is stationed at the crossover of Convention Way with the EMPS driveway to direct traffic and ensure parking is reserved for park use. The Symphony obtains written agreements with all applicable parking facility operators, shuttle services, transit authorities, and the San Diego Police Department Special Events Unit in accordance with the TUOP. Additionally, during the Bayside Summer Nights season, the Symphony meets monthly with representatives of the District's Traffic and Parking Enforcement, Convention Center, San Diego Police Department, Civic San Diego, neighboring hotels, and ACE Parking as part of the Convention Center's Traffic Management Planning Team. The meetings are held to review all planned events in the area in order to address specific traffic management concerns. The Symphony also coordinates regularly with Petco Park and Joe's Crab Shack regarding event scheduling.

2.4.4 Temporary Performance Venue

2.4.4.1 Construction (Setup and Breakdown)

To operate the Bayside Summer Nights each season, a temporary stage, stage house, bleachers, food and beverage areas, temporary public restrooms (porta-potties), and other amenities are set up on-site. Setup typically begins in June and takes approximately 3 weeks to complete. The maximum height of the temporary stage house is approximately 57

feet. The temporary venue site is enclosed by 8-foot-tall chain-link fencing with a green screen mesh. In September, following the last concert, the facilities are removed from the site. Breakdown of the temporary venue typically takes two to three weeks.

The temporary seating, which is comprised of on-grade tables and chairs and temporary bleachers, allows for a maximum of 5,200 seats. Table 2-1 lists the equipment necessary to set up and break down the temporary venue facilities each season under existing conditions. Setup for the 2016 Bayside Summer Nights season took place June 1 through June 24 and break down took place September 6 through September 24. From setup to breakdown, the temporary concert venue is closed to the public for approximately 120 consecutive days each year. Events of similar size held at EMPS typically require a similar amount of setup and breakdown before and after the event, though requirements vary on a case-by-case basis. Smaller events, such as weddings, held at EMPS do not require the same level of effort.

Table 2-1
Temporary Facility Equipment List

Activity	Activity Length	Number of Construction Workers	Equipment Type	Quantity	Hours Used Per Day
Setup and Breakdown of Venue	6 weeks	75	Fork lifts/boom lifts	3	8
			Golf carts	8	8
			Trucks	50	2 to 4

2.4.4.2 Operation

As with all District parks, EMPS is open to the general public daily from 6:00 a.m. to 10:30 p.m. and is available for temporary event use by public, private, and civic events. These events must obtain a Special Event Permit from the District and are subject to the District's Special Event Procedures and Guidelines. Examples of these events include fundraisers, weddings, photo shoots, picnics, fun runs and walks, corporate events, and other types of temporary events. Generally, the number of annual events held at EMPS increases by approximately 10 percent each year. This increase is consistent with special events held at other District parks. In 2016, 80 permitted events were held at EMPS. The cumulative total attendance for these events was almost 46,000. Non-Symphony/District-permitted event rentals are administered through the District and have varying operational procedures, hours, attendance, and other details.

As previously discussed, the southwestern portion of EMPS, a 3.47-acre area of the 10.8-acre park, has been utilized by the Symphony since 2004 as a venue for its Bayside Summer Nights series. The series operates between the months of June and September each year in accordance with the Symphony's TUOP and District-issued CDP. During typical event days, hours of Bayside Summer Nights events are from 4:00 p.m. to 10:00 p.m., with paid admission attendees (or event patrons) permitted to enter the venue at 6:00 p.m. As described in Section 2.4.3, Site Access, the temporary concert venue portion of EMPS is closed to the general public during the entire Bayside Summer Nights season

and access is exclusive to Symphony staff and event patrons. The public promenade surrounding the temporary venue site is intermittently closed to the general public during events. The remaining 7.33 acres of EMPS is open to the general public year-round, during normal park hours (between 6:00 a.m. and 10:30 p.m.). The 2014 CDP special provisions included the following requirements:

- Compliance with all mitigation measures of the Final Subsequent Mitigated Negative Declaration for the San Diego Symphony Summer Pops, Embarcadero Marina Park South TUOP;
- Implementation of a Transportation Management Plan, including:
  - Written agreement with transit authorities stating that public transit will be available to Summer Pops attendees during and after the times of the concert, and to adjacent parking areas;
  - Written agreement with the Special Events Unit of the San Diego Police Department that states the proposed pedestrian control plan and use of security personnel to control pedestrian traffic crossings in the vicinity is adequate to protect the public from automobile traffic;
  - Written agreement with the Convention Center operator that the operator concurs with the Transportation Management Plan, and that the use of the Convention Center parking for Summer Pops attendees is permissible when the scheduled activities occurring at the Convention Center do not require full-capacity use of the Convention Center parking facility.
- Reserve public parking stalls at EMPS for the public utilizing EMPS and designate one security person prior to and following events to enforce it; only the 56 parking spaces designated for Symphony use may be utilized by event attendees;
- Secure written agreements with off-site parking lot operators and shuttle operators stating they will provide adequate parking and shuttle service when the Convention Center parking is wholly or partially unavailable;
- Provide security persons to maintain an orderly flow of pedestrian/vehicular traffic in the inbound travel lane until pedestrian traffic has reduced to a level that pedestrian traffic can utilize the existing sidewalk facilities. Security personnel shall be in placed one-half hour prior to the last symphony music played;
- Utilize appropriate signage to direct pedestrian/vehicular traffic;
- Conduct on-site and off-site noise monitoring for two concerts. The maximum sound level allows is 95 A-weighted decibels [dB(A)] at the "Front of House" mix position except for a 15-minute segment. This 95 dB(A) "Front of House" limit is to be considered in both on-site and off-site monitoring. Sound monitoring shall be conducted during each concert, and financial penalties for exceeding this maximum sound level or curfew shall be:
  - $5,000 for first offense;
  - $10,000 for second offense; and

  - $15,000 for third offense and a return to the Board for a decision about whether or not to terminate Tidelands Use and Occupancy Permit;
- Hard rock concerts shall not be allowed in the program;
- Rehearsals and sound checks shall be conducted for a maximum of two hours in the afternoon of the day of each concert;
- A reporting system, including a hotline, shall be available throughout the concert season to record, log, and respond to complaints;
- The speakers at the venue will be rotated 10 degrees toward the Convention Center;
- The temporary buildings and structures shall be of a color that will blend with the environment;
- The inner fence shall have green screening;
- The promenade at EMPS shall remain open during the concert season but may be closed during the concerts;
- At no time shall access to the fishing pier or deli be restricted;
- Traffic/pedestrian reports shall be prepared and provided to the District after the second, forth, and seventh week of the concert series. A Final Report shall be submitted after the concert series.
- The annual TUOP to be issued by the District shall include all mitigation measures and conditions for mitigation monitoring/reporting;
- Permittee is responsible for compliance with all laws and regulations associated with the activities on or in connection with the project, and in all uses thereof, including those regulating stormwater, fireworks, and hazardous materials;
- After all concerts, permittee shall pick up all trash and/or debris in the project area and surroundings;
- Issuance of this CDP will occur upon payment of applicable cost recovery fees per Board Policy No. 106 – Cost Recovery User Fee Policy.

The 2016 TUOP includes the following additional conditions:

- Maximum season duration of 4 months (June to September);
- Maximum of 37 performances; except for some afternoon concerts, general time restrictions are from 7:00 p.m. to 10:00 p.m., with the exception of four concerts that may be held Thursday through Sunday and end at 10:30 p.m.;
- Preparation of a Public Access Plan depicting the location of all temporary improvements on the site;
- Rehearsals and sound checks shall be conducted for a maximum of two hours in the afternoon of the day of each concert; and
- Maintenance of a hotline with reporting mechanism to document and log public calls throughout the season and respond to complaints.

A copy of the 2016 TUOP is included as Appendix C.

The 2016 Bayside Summer Nights and event rentals (e.g., events held by external organizations through coordination with the Symphony) attracted an attendance of approximately 96,180 guests over 34 events held at the temporary concert venue. Of the 34 events, there were 19 Symphony orchestra performances, 9 other Symphony-produced performances, 5 external major venue rentals, and 1 free Symphony public event. The average attendance for a Symphony performance was 2,285; the average attendance for an event rental was 5,700; and the attendance for the free public day was approximately 3,700. Temporary employees for non-orchestra events totaled 175 employees per event, and orchestra performances totaled 260 employees per event. Employees included operational management and staff, ushers, security guards, technical staff, and musicians.

The Bayside Summer Nights has also included fireworks displays during up to 20 performances each year. The District released a Draft EIR for San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events in March 2017 to analyze a proposed ordinance that would govern both existing and proposed new fireworks display events within the San Diego Bay and Imperial Beach Oceanfront. The Bayside Summer Nights' 20 annual fireworks displays are included as part of the existing displays that would be governed by this ordinance. Table 2-2 provides detail on the fireworks displays operated by the Symphony (District 2017).

Table 2-2
Symphony Annual Fireworks Displays

Day of Event	# of Events held in 2015	Pounds of Fireworks per Event	Pounds of Fireworks Annual	Number of Barges Used Per Event
June – September (Non-Fourth of July)	20	Varies; between 52.6 and 95[1]	1,498*	1

SOURCE: District 2017.
*Pounds of fireworks for the Symphony Bayside Summer Nights for year 2015 was obtained from the fireworks organizer. The largest shows (95.0 pounds per show) were three shows during Labor Day weekend. The remaining 17 shows throughout the year are smaller (between 52.6 and 78.8 pounds per show), and all shows average to 74.9 pounds per show.

3

Chapter 3
Project Description

3.1 Introduction

The Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) includes public park enhancements at the Embarcadero Marina Park South (EMPS) and associated discretionary actions, including, without limitation, a Port Master Plan (PMP) Amendment (PMPA) and a non-appealable Coastal Development Permit (CDP). The park enhancements would include public amenity enhancements throughout EMPS and the installation of a permanent performance stage and event venue within a portion of EMPS. The PMPA would amend the precise plan text within the Marina Zone Subarea of the Centre City Embarcadero Precise Plan area of Planning District 3. The applicant is the San Diego Symphony Orchestra Association (Symphony). A detailed description of the project site and existing conditions is provided in Chapter 2, Environmental Setting, which includes a location map provided as Figure 2-1. The following subsections provide the project description as required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines.

3.2 Project Vision

The Symphony's greater goal of the project is to permanently bring the joy of music and nature to all facets of the San Diego region and its visitors at the heart of the San Diego waterfront. The intended use is that of a Waterfront Enhancing Use, as described in the Port Master Plan, that lends to the enhancement of the San Diego waterfront in a public recreation area. The intent of the project is to provide for year-round cultural uses and park-activating uses that are ancillary to the public uses for performances and events of medium size on approximately one-third of EMPS. This is proposed by replacing the Symphony's temporary seasonal venue with a permanent venue that can be utilized by the Symphony and other artists, in addition to external rentals for medium-sized events. The Symphony would utilize this outdoor venue to connect a larger, more diverse group of

people with arts and culture in order to deepen its civic connection and increase public use and access to the waterfront. The site is envisioned as an outdoor public place for civic celebrations, festivals, and other private and public events by enhancing and activating a public park consistent with the Marina Zone Subarea of the PMP.

Furthermore, the project is intended to increase waterfront public recreation by upgrading and modernizing the public amenities offered at EMPS and introducing a permanent cultural park use, which is consistent with the Park/Plaza land use designation as described in the PMP and outlined in Chapter 2, Environmental Setting. The project would enhance EMPS through redeveloped recreational amenities and provide a permanent outdoor space for cultural gatherings and park-activating uses that are ancillary to the public uses. It would also serve to further the PMP vision, as the PMP describes the Marina Zone Subarea as an area for entertainment and recreation for residents and visitors alike. In coordination with the Symphony, a non-profit organization, and the San Diego Unified Port District (District) would create a long-term, sustainable commitment to furthering this vision by providing an outdoor, publically-accessible space for recreation and the arts.

3.3 Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), the District has identified the following objectives for the project:

1. Upgrade and modernize the public amenities and public access features in EMPS to provide enhanced cultural uses, improved public gathering spaces, and diversified park activation opportunities, as well as creating a more enjoyable park setting with additional recreational opportunities.
2. Replace a temporary seasonal performance and event venue with an iconic and attractive, world-class and highly innovative permanent outdoor public venue that can facilitate enhanced public park uses and enrich visual and cultural resources in the area.
3. Allow the District, in coordination with a non-profit organization to provide cultural events and arts to a broad and diverse audience within the San Diego region.
4. Optimize a portion of EMPS land use in a manner that is consistent with the Park/Plaza designation as applied to the Marina Zone Subarea of the PMP Centre City Embarcadero Precise Plan, guiding principles within the District's Integrated Planning Vision, and the California Coastal Act.
5. Provide an acoustically superior outdoor venue that will be sited and placed in a manner that minimizes noise impacts to nearby sensitive receptors.
6. Maintain and promote the District's long-standing commitment to public access to the waterfront.

7. Create a long-term financially sustainable project that contributes to regional economic vitality while allowing for lower-cost recreational/cultural experiences and promoting public access and the public's enjoyment of San Diego Bay.
8. Create a project design that incorporates state-of-the-art sustainability practices and features.

3.4 Project Components

As described in Section 3.1, Introduction, the project includes two components: (1) park enhancements and (2) associated discretionary actions. The park enhancements include the replacement and enhancement of public park amenities throughout EMPS and the installation of a permanent performance stage and event venue, including a sand-based synthetic turf seating area, box office, dressing rooms, restrooms, and food pavilions, within approximately one-third of EMPS, to be named the Bayside Performance Park. The Bayside Performance Park area would cover approximately 160,583 square feet (3.68 acres) of the 471,379-square-foot (10.8-acre) EMPS, or approximately 34 percent of EMPS. Once all park enhancements are completed, including the Bayside Performance Park, the redeveloped Table 3-1 lists the project components and associated acreages within the 10.8-acre EMPS. Figure 3-1 depicts each area of the project site and denotes the area in square feet of the site components. Each component of the project is described in detail in the following subsections.

Table 3-1
Project Components

Project Component	Area
Public Promenade	65,673 square feet (1.5 acres)
Natural Lawn	107,279 square feet (2.46 acres)
Sand-based Synthetic Turf	102,699 square feet (2.36 acres)
Permeable Pavers	15,242 square feet (0.35 acre)
Concrete Pavement	49,080 square feet (1.12 acres)
Parking Lot	78,316 square feet (1.8 acres)
Structures	13,015 square feet (0.29 acre)
Other (landscaping, entry/roundabout, etc.)	40,075 square feet (0.92 acre)
Total	**471,379 square feet (10.8 acres)**

3.4.1 Park Enhancements

The park enhancements include redevelopment of the 10.8-acre EMPS to accommodate the installation of two components: (a) "Bayside Performance Park," referring to the 160,583-square-foot (3.68-acre) performance and event venue and public park enhancements located within the northwestern portions of EMPS; and (b) "EMPS Enhancements," referring to the proposed public park enhancements on the remaining 310,796 square feet (7.13 acres) located within the central and southeastern portions of EMPS. The limits of the Bayside Performance Park and EMPS are depicted in Figure 3-2.

Map Source: Tucker Sadler

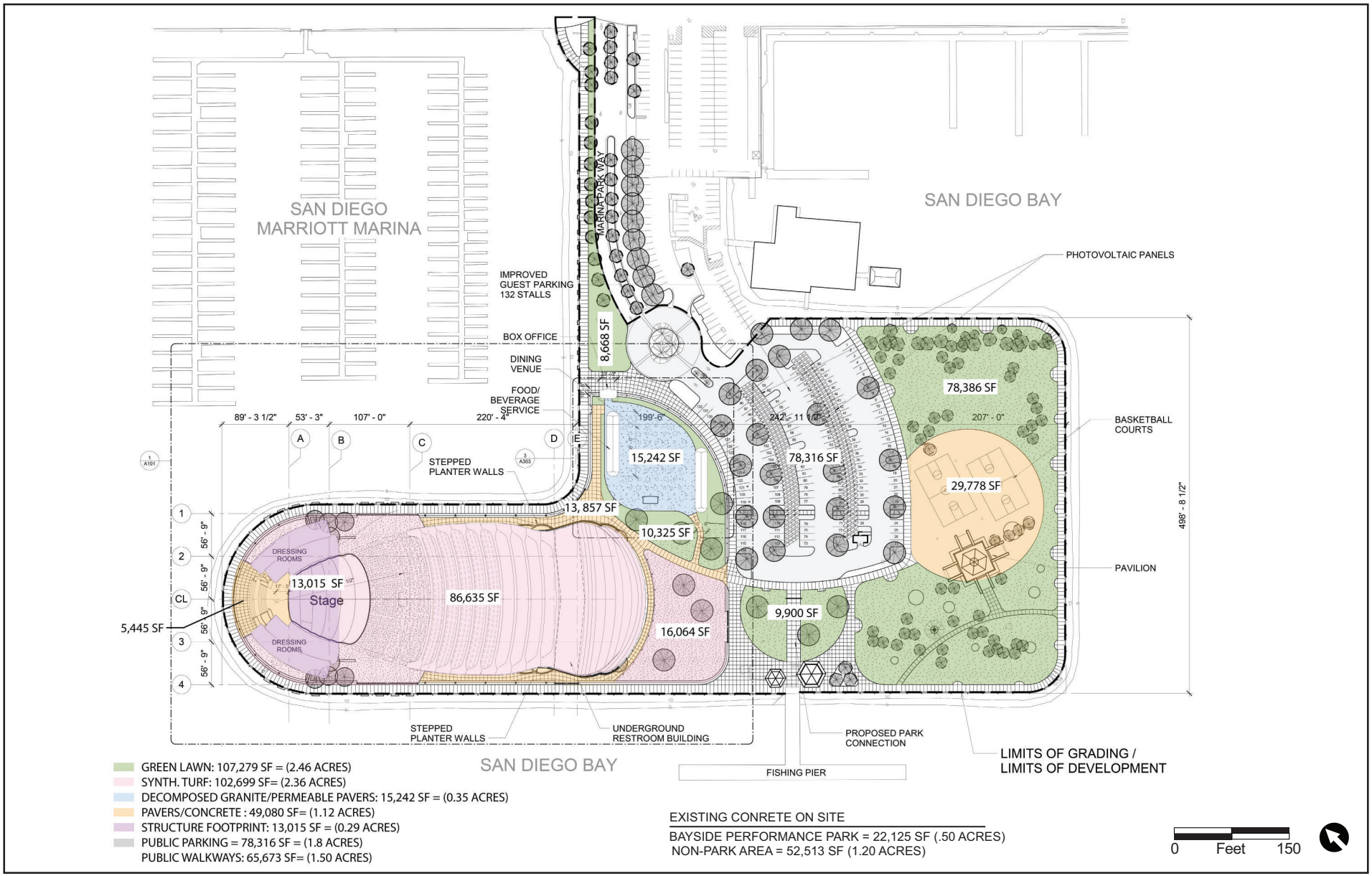

FIGURE 3-1
Bayside Performance Park Site Layout

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Map Source: Tucker Sadler

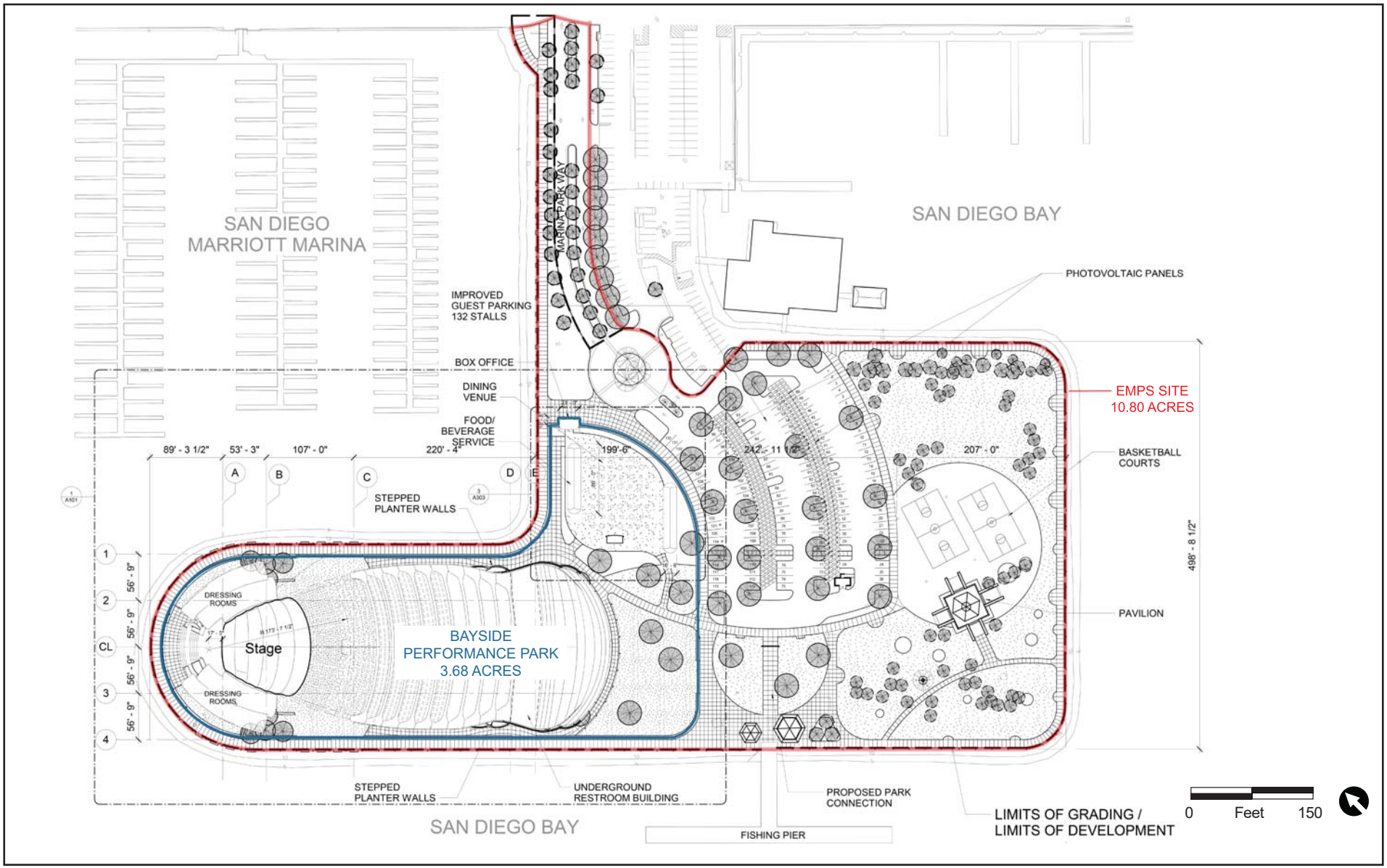

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FIGURE 3-2
Proposed Site Map

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3.4.1.1 Bayside Performance Park Enhancements

The Symphony's seasonal use of a temporary performance stage and other temporary amenities on the northwestern side of EMPS would be replaced by the Bayside Performance Park. This would include a state-of-the-art permanent outdoor performance stage, acoustic shell and ancillary facilities for use by the Symphony and other artists as well as other external rental events. Once complete, the performance and event venue would have the flexibility to accommodate a maximum capacity of 10,000 seats, though the average attendance for events held annually is projected to be less than 5,000. In all, the following amenities would be constructed within the 3.68-acre Bayside Performance Park area that encompasses the northwestern portion of EMPS:

- Permanent performance stage and acoustic shell (maximum height of 57 feet and maximum width of 119 feet) and performance back-of-house facilities (e.g., storage, dressing rooms, waiting room, and restrooms), two 9-foot-by-14-foot video screens located in the vicinity of the stage, six sound and light supports co-located with ancillary video screens, and a sound control booth; the stage and back-of-house facilities would have a total footprint of 13,015 square feet (0.29 acre) and would not be open to the general public at any time;
- Sloped synthetic turf (sand-based) lawn to be used as the main seating area and pre-event spaces during event hours; seating would be temporary and no permanent seating would be installed; all lawns would be open to the general public during non-event hours;
- Concrete steps and viewing deck encompassing 5,445 square feet (0.13 acre) at the back of the performance stage (facing northwest); the steps and deck would be open to the general public as a bay viewing deck during non-event hours; the space could also be used for public/private event rentals;
- 85-square-foot box office which would not be open to the general public at any time;
- Two pavilions for food and/or other event services within a 15,242-square-foot (0.35-acre) area comprised of permeable pavers that would be open to the public outside of events, with the exception of the two 995-square-foot pavilions that would be closed and locked;
- 42-inch-tall perimeter fencing between the Bayside Performance Park and public promenade, with a one-foot-wide planter area on either side of the perimeter fence and large removable/moveable sections to allow for public access throughout the Bayside Performance Park during non-event hours;
- 8-foot-tall permanent, slatted metal fencing at the northwestern back-of-stage areas with removable/moveable sections to allow for public access to the concrete steps and viewing deck;
- Subgrade restroom with 68 stalls (64 men's and women's stalls and 2 gender-neutral public restrooms located at each end of the facility, totaling 4 gender-neutral restrooms) beneath the sloped lawn; the gender-neutral restrooms would be open to

the general public during non-event hours with the remaining 64 stalls to be used by event patrons only during event hours; and

- Visual public art element illuminated with light-emitting diode (LED) lighting on the exterior acoustic shell.

Figure 3-3 depicts the locations of amenities proposed within the Bayside Performance Park. The approximately 102,699 square feet (2.36 acre) of sand-based synthetic turf would be utilized for event seating during events and for public open space outside of events, as all seating would be non-permanent and removable. During a 10,000-seat event, tables and seating would be set up in front of the stage, reaching back through the Bayside Performance Park to the upper portion of the sloped lawn, maximizing use of the space. A 10,000-seat capacity would maximize the efficient use of the performance and event venue area and would provide flexibility, though the majority of events would not require all 10,000 seats to be set up. Different seating configurations would be utilized based on the type and size of events. Tables and seats would be set up immediately prior to events and would be removed and placed within the performance stage structure for storage while no events are being held. The Bayside Performance Park would also encompass 10,325 square feet (0.23 acre) of lawn area; 15,242 square feet (0.35 acre) of permeable pavers would cover the pavilion area; and 19,302 (0.44 acre) of concrete pavers for the back-of-stage deck and venue pathways. The performance stage and ancillary structures would have a footprint of 13,015 square feet (0.29 acre). The performance stage includes an acoustically-engineered shell wrapped in an architectural fabric shell that would serve both acoustic purposes and complement the design of the nearby Convention Center and surrounding development. The back of the stage shell would be comprised of a clear ethylene tetrafluoroethylene (ETFE) film, a transparent material, allowing for through visibility to the bay from the seating area and lawn. A simulation of the project is provided in Figure 3-4. See Section 4.1 for additional simulations of the project.

The District's Percent for Art program requires tenant development and redevelopment projects over $5 million to provide a minimum of 1 percent of the project cost towards public art, either directly provided by the tenant or as an in-lieu contribution. The project would be required to participate in the Percent for Art program and includes a visual public art element that may consist of a LED art installation on the exterior of the shell. The lighting would be used to illuminate the exterior shell at night with various colors and artistic effects. The displays would last approximately 5 to 10 minutes at a time both during and outside of event days, and could occur on 30-minute intervals. The displays could be programmed to sync with music during performances at the Bayside Performance Park or coordinate with public holidays, festivals, and other events throughout the South Embarcadero and downtown area. The lighting display would be a soft illumination in a variety of colors, and would not be used for advertisements or other signage as it is intended to be a public art display exclusively. As standard practice, the District's Office of Arts and Cultural will review the public art component of the project in detail prior to its approval.

Map Source: Burton Landscape Architects

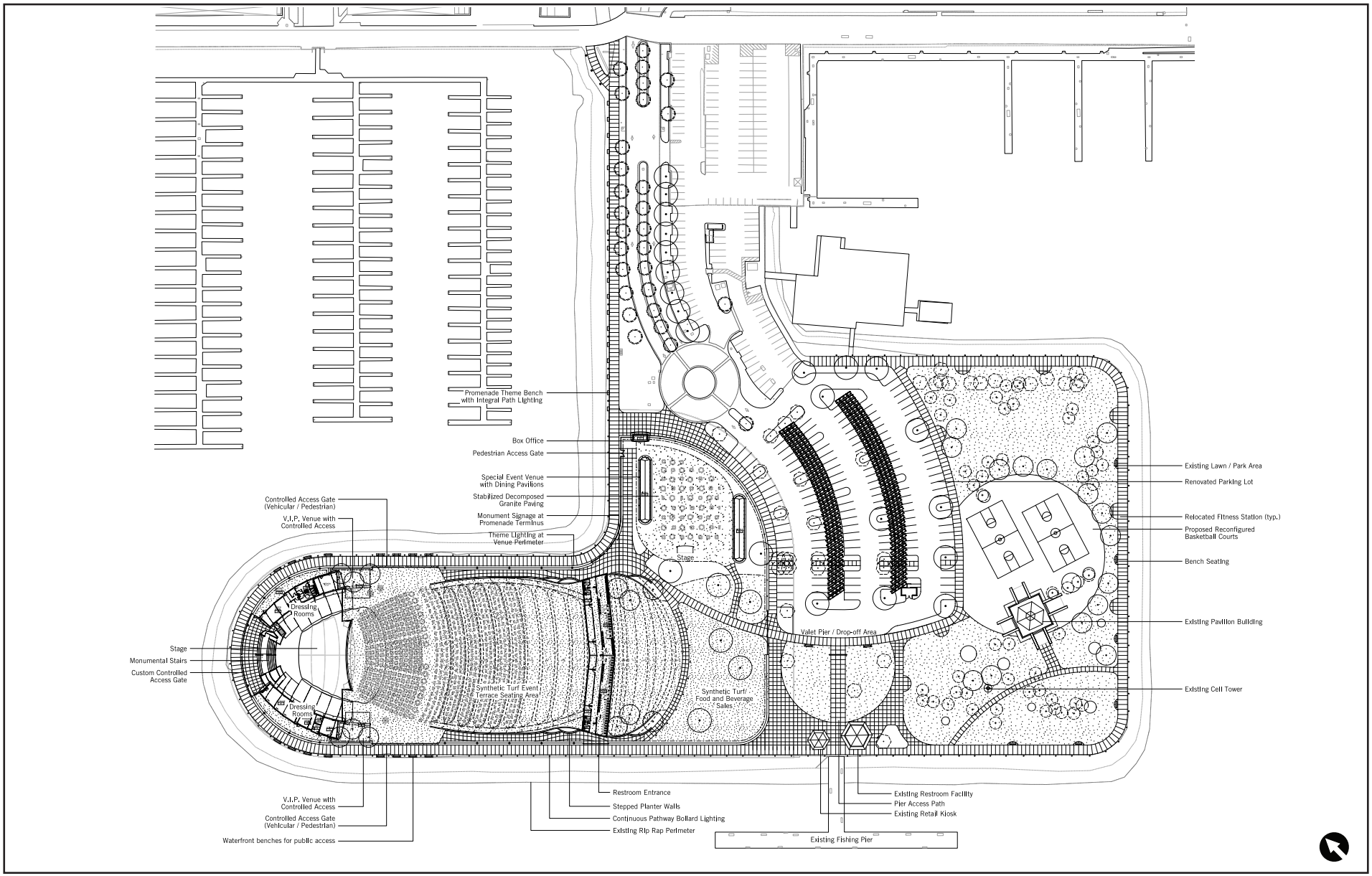

FIGURE 3-3
Project Conceptual Plan

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Map Source: Tucker Sadler

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FIGURE 3-4
Project Overview Simulation

The construction of the permanent stage, acoustic shell, and ancillary facilities would eliminate the need to assemble and dismantle the temporary stage, temporary restroom facilities and other facilities for the Bayside Summer Nights performances and other special events each year. Further, the temporary stage configuration currently used for the seasonal venue is limited in its ability to control sound and visual resources as the temporary stage house does not utilize engineered acoustics. The performance stage would incorporate engineered acoustics that would be able to project sound toward the audience and would result in less sound bleed into the surrounding areas and across the bay. The project's stage and acoustic shell would contribute to the existing San Diego skyline, and its architectural design would be in context to surrounding development.

3.4.1.2 EMPS Enhancements

EMPS enhancements would reconfigure and enhance the areas of EMPS that are outside the Bayside Performance Park to create more usable park area and improve existing public access to the site. The project includes the following park enhancements throughout the southeastern and central portions of EMPS that are located outside the boundaries of the Bayside Performance Park:

- Reconfiguration of the parking lot to add four parking spaces and landscaped medians for a total of 132 parking spaces;
- Replacement of the four existing basketball courts (two full-sized courts that are divided into four half-sized courts) with new basketball court materials and equipment (e.g., court surface, hoops);
- Relocation of the existing fitness equipment with replacement, as necessary, new equipment and relocation to the southeastern portion of EMPS, near the gazebo and basketball courts (see Figure 3-3 for proposed location of fitness equipment);
- Refurbishment[1] of the existing public outdoor gazebo with similar materials as existing; and
- Refurbishment of the existing public restrooms with new facilities (number of stalls would be maintained) and new materials that complement the materials of the other facilities.

As shown on Figure 3-1, the redeveloped basketball court and gazebo area would cover approximately 29,778 square feet (0.68 acre). The area outside of the Bayside Performance Park would also include approximately 96,954 square feet (2.23 acres) of natural lawn space and the approximately 78,316-square-foot (1.80-acre) parking lot. Additional public enhancements located within the Bayside Performance Park are described in the following subsection.

[1]The gazebo roofing, railing, and other materials would be investigated to determine whether they can be salvaged, refurbished, and reused; each would be replaced if deemed necessary.

3.4.2 Public Access

Recognizing the importance of EMPS as a public park and part of the pedestrian-oriented waterfront experience in this portion of South Embarcadero (Centre City Embarcadero), the project would maintain public accessibility within the Bayside Performance Park area, with some exceptions, during non-event hours. The exceptions are the stage and back-of-house facilities, box office, and food pavilions that would not be open to the public at any time due to security reasons. These inaccessible facilities would have a combined footprint of 15,090 square feet (0.34 acre). Maintaining public access throughout the Bayside Performance Park during non-event hours would be an improvement compared to the approximately 120 consecutive days in which the existing temporary concert venue is closed to the public each year for the Bayside Summer Nights series. The public promenade—both around the Bayside Performance Park and throughout the rest of EMPS—and the Embarcadero Marina Park Pier would remain open to the general public at all times, including during all events held in the Bayside Performance Park, and would continue to provide unlimited public access along the shoreline. All portions of EMPS outside of the Bayside Performance Park would have no public access restrictions other than normal park hours.

Paid admission and rental events would be limited to 15 percent of the year (equivalent to 110 half-day events or 55 full day events, assuming a full day is from 6:00 a.m. to 11:00 p.m.) in order to maintain public access and recreation within the Bayside Performance Park for 85 percent of the year based on normal park hours. Figures 3-5a and 3-5b specify which areas of EMPS would remain open to the public at all times and which would be available to the public 85 percent of the year. During event hours, access within the Bayside Performance Park would be exclusive to event patrons, with the exception of the public bay viewing deck and steps located to the back of the stage, which would remain open to the general public during certain events, depending on the programming and event type. The public bay viewing deck and steps provide views of the bay and are accessible from the widened public promenade on the northwestern end of the site. The following public access enhancements are also proposed as part of the project:

- Widening and replacement of the existing 8-foot-wide public promenade around the perimeter of the Bayside Performance Park area (on the northwestern portion of EMPS) with a 12-foot-wide promenade to remain open to the general public at all times, including during all event and non-event hours;
- Installation of public access wayfinding signage throughout EMPS;
- Installation of LED lighting to illuminate portions of the promenade and main access point to aid in nighttime wayfinding and create a safe nighttime environment; and
- Installation of wayfinding and public educational signage throughout EMPS.

Map Source: Tucker Sadler

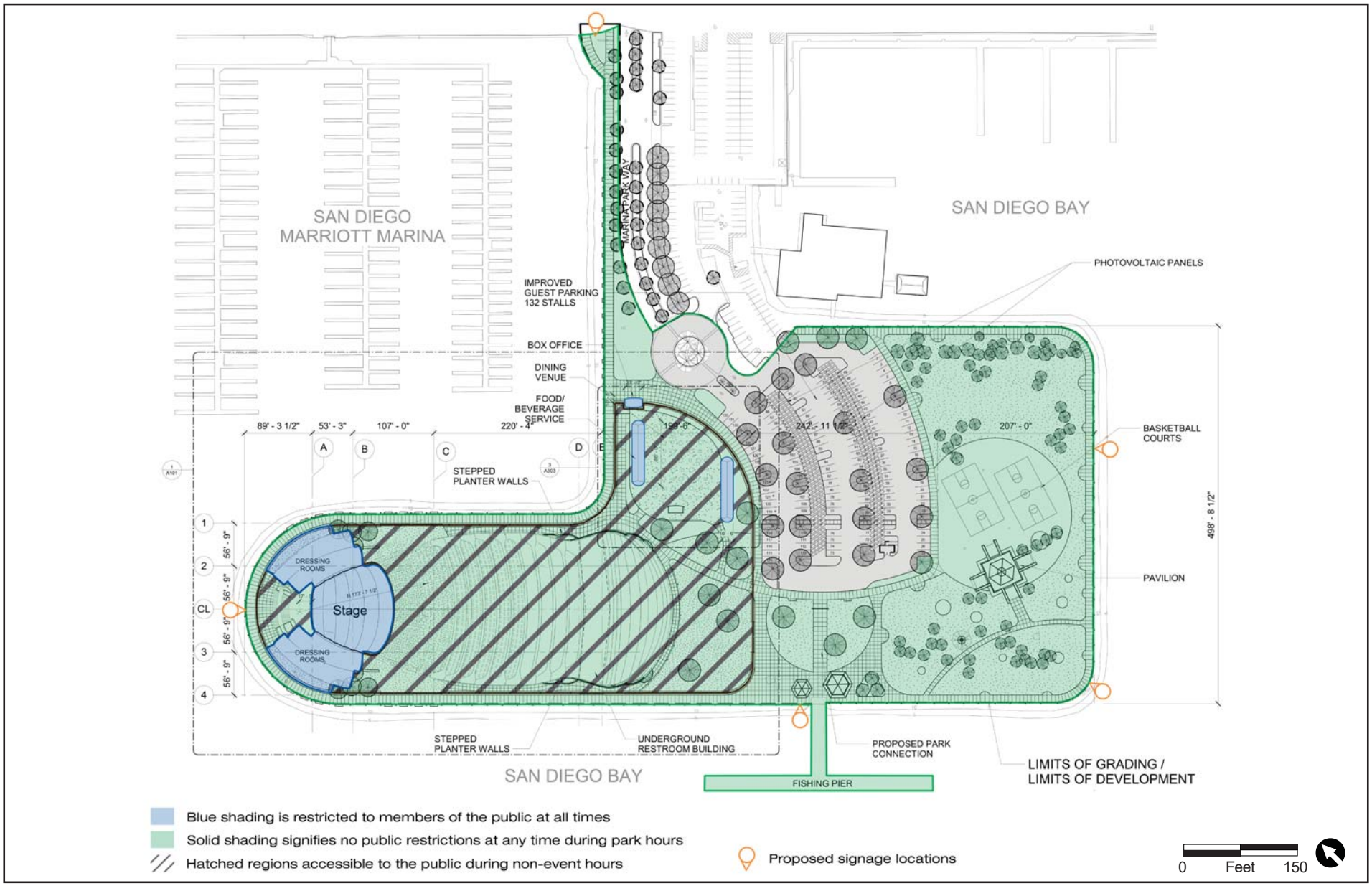

FIGURE 3-5a
Public Access Plan

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Map Source: Tucker Sadler

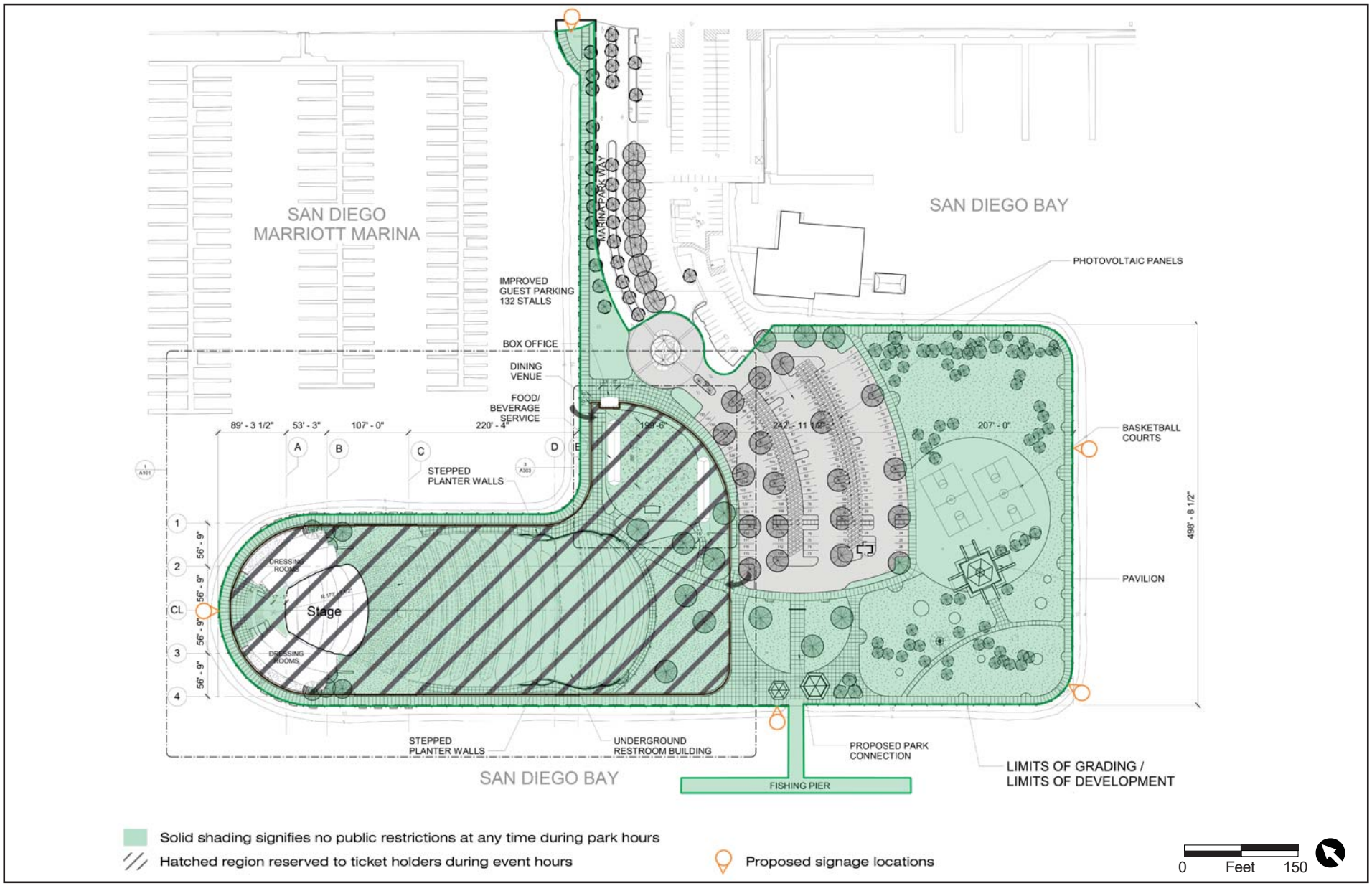

FIGURE 3-5b
Public Access Plan

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Though the project would widen the promenade around the perimeter of the Bayside Performance Park portion of EMPS, it would be straightened, shifted closer to the water, and oriented along the shoreline rather than its current meandering configuration. These adjustments would result in a net decrease in public promenade surface area. With the project, EMPS would include approximately 65,673 square feet (1.50 acres) of public promenade surface area, compared to the existing 74,638 square feet (1.71 acres) at EMPS today. Table 3-2 provides a summary of the major features of the project compared to the existing park conditions and temporary venue. Refer to Section 3.4.7.1, Programming, for additional detail regarding public access during events held at the performance stage.

Table 3-2
Existing and Proposed Major Park Feature Comparison

Project Component	Existing EMPS/ Temporary Venue	EMPS with Project	Net Change
EMPS Area	10.8	10.8	0
Bayside Performance Park (acres)	3.64	3.68	+0.04
Maximum Concert Seating Capacity	5,800	10,000[1]	+4,200
Maximum Stage Height (At Highest Point)	57 feet	57 feet	0
Maximum Number of Paid-Admission Annual Performance & Events	37	110	+69
Paved Area (Bayside Performance Park) (acres)	0.50	0.74	+0.24[2]
Paved Area (Outside of Bayside Performance Park) (acres)	1.20 acres	2.48 acre	+1.28[3]
Promenade Width (Bayside Performance Park) (feet)	8	12	+4
Promenade Width (Outside of Bayside Performance Park) (feet)	10	10	0
On-Site Parking Spaces	128	132	+4
Public Restroom Stalls	4	8	+4[4]
Basketball Courts	2 full (4 half)	2 full (4 half)	0
Gazebo	1	1	0
Total Loss in Public Park Space[5]	Not Applicable (N/A)	15,090 square feet (0.34 acre)	N/A
Fitness Equipment	Not Applicable	1:1 replacement and relocation	None

[1]Maximum of 6 events with attendances between 8,000 and 10,000 would be allowed per year. See Section 3.4.7, Operation, for further detail.
[2]The increase in pavement is due to the performance stage, back-of-stage public bay viewing deck, and venue pathways.
[3]The increase in pavement is due to the redeveloped and expanded parking lot and gazebo/basketball court areas.
[4]With four gender-neutral bathrooms provided.
[5]Loss in public park space is due to the performance stage and back-of-house facilities, box office, and food pavilions which would not be open to the public at any time.

3.4.3 Sustainability Features

The project has incorporated sustainable methods and materials into its design and includes the following design features:

- Modular wetland/storm water treatment and drainage system throughout the Bayside Performance Park and EMPS parking lot (described in more detail below);
- Lawn areas composed of commercial-grade sand-based synthetic turf to reduce water consumption, heat transfer, and maintenance requirements;
- Ornamental landscaping with a majority of "very low" water use plant species and some "low" or "moderate" water use species as well as installation of 55 trees of various species (see Figure 3-3 and Section 3.4.6.3, Landscaping);
- Energy efficient LED lighting that is directed in such a manner to avoid light bleed into surrounding areas and to minimize light pollution;
- Sensored, low-flow water use fixtures consistent with the District's standards;
- Passive cooling techniques to control the performance stage acoustic shell and enclosed structure temperatures and minimize energy consumption by utilizing natural ventilation and wind patterns through the structures, strategically placing shading, and use of dual glazing, green roofing, light colors, and reflective coatings;
- Use of sustainable interior and exterior building materials that count toward Leadership in Energy & Environmental Design (LEED) Silver eligibility or equivalent; and
- One electric vehicle charging station that services two "park visitor only" parking stalls located on the eastern portion of the parking lot.

The project would be designed in a manner that would be equivalent to LEED Silver eligibility requirements. Based on a preliminary assessment, the existing sewer pump station for the site is adequate to serve the project without requiring any upgrades. The site is already equipped with water and electricity service; dedicated water and electricity service and associated meters would be provided on-site by the respective utility providers. Because there is no existing natural gas service on-site, the associated infrastructure would be installed and new natural gas service would be supplied to the project site.

A modular wetland/storm water treatment and drainage system would be constructed during site development of the Bayside Performance Park and parking lot. Surface drainage at the site generally flows radially from the center of the gently-sloped western lawn area towards the north and south low points and is conveyed to the San Diego Bay through curb inlets. The project includes grading and redistribution of the existing fill to create a sloped lawn (over the sub-grade restrooms) at the western portion of the site. Storm water from this area would flow to vegetated strips located along the edge of the promenade, where water would be treated by a biofilter at the north edge or otherwise by media filters prior to entering the storm water conveyance system. Storm water from the center parking lot area would flow toward vegetated swales (bioswales) and storm water

from the access road would be conveyed to two modular wetland systems to treat pollutants prior to entering the conveyance system. The southeastern portion of the site has two distinct drainage management areas, from which runoff would flow towards a bioswale for treatment prior to entering the storm water conveyance system. Storm water from the southernmost drainage management area would flow toward two area drains in the parking lot for treatment via the media filter inserts or a biofilter located at the southern edge. All storm water would ultimately drain to the San Diego Bay, as occurs at the existing site. The existing drainage system is not fitted with backflow devices at the outfalls; therefore, the project would include the construction of backflow devices to prevent flooding of the site during high tide. No work within the water or the water embankment is proposed or would be required.

3.4.6 Construction

Construction activities are anticipated to begin by October 2018 and anticipated to end prior to the beginning of the 2019 Bayside Summer Nights season in June 2019. Construction of the park enhancements is anticipated to take up to 8 months, followed by a 1- to 2-month commissioning and site testing phase, for a total of up to 10 months. Construction activities would occur Monday through Saturday, between the hours of 7:00 a.m. and 7:00 p.m. For public safety reasons, during the 10-month construction period, the general public would not have access to EMPS or any area within the project's construction limits. Any temporary closures would be posted for public notification in advance of the closure. Additionally, a construction management plan would be prepared in coordination with the District prior to the commencement of construction activities. The construction management plan would outline how public access would be managed during the construction period, including the notifications and signage to be employed.

Figures 3-6a and 3-6b depict the construction limits, anticipated options for construction staging area locations, anticipated options for site ingress and egress, and other construction logistics. Note that these figures denote an 8-month construction period, which does not include the 1- to 2-month site testing period. Figure 3-7 compares the existing ground levels and structure heights between the existing temporary performance venue and the proposed permanent Bayside Performance Park. Site preparation would begin with demolition of the park amenities to be replaced, followed by site grading and construction. As a worst-case-scenario, this EIR assumes that construction would not occur in phases and all components would be constructed concurrently.

3.4.6.1 Demolition

As part of the project, some existing EMPS hardscape and park amenities would be demolished to accommodate construction of the park enhancements. This would include removal of existing amenities, such as fitness equipment and basketball courts, to be replaced and grading of portions of the site to accommodate construction of the project. The existing materials would be reused and refurbished where possible. Demolition activities

Map Source: Unified Port of San Diego

RECON

FIGURE 3-6a
Construction Logistics Option 1

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Map Source: Unified Port of San Diego

FIGURE 3-6b
Construction Logistics Option 2

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Image Source: Tucker Sadler

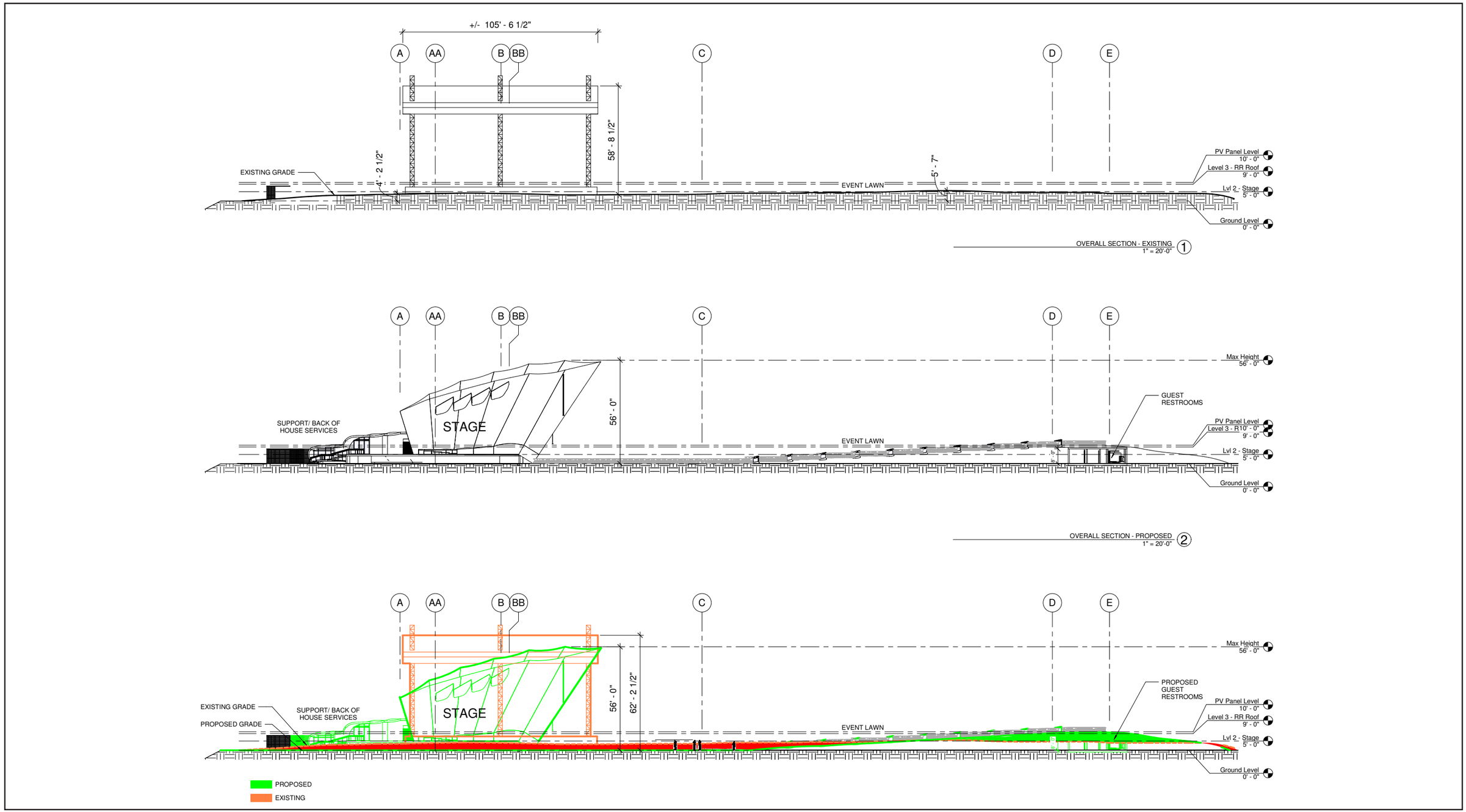

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FIGURE 3-7
Site Section Comparison

are anticipated to take approximately 10 days. The removal of approximately ~~81~~ 116 ornamental trees would be required for construction of the project. Following demolition and construction of the park enhancements, landscaping would be installed throughout EMPS as described in Section 3.6.3, Landscaping, below.

3.4.6.2 Grading

The limits of grading include the park enhancement areas within the northwestern and southeastern portions of EMPS, and are not anticipated to include the access road and center portion of the site. Grading would include cut-and-fill activities, with a total graded material estimated to be 6,000 cubic yards. All material would be balanced on-site. Spoils would be stockpiled within the footprint of the construction site and would not require import or off-site disposal. Work would be performed through drilling, dewatering, over-excavation, and recompaction. Equipment is anticipated to involve the following equipment: drilling riggers, excavators, compaction equipment, scrapers, and loaders. Site excavation and grading are anticipated to take up to 2 months.

3.4.6.3 Landscaping

As discussed previously, approximately ~~81~~ 116 trees and palms would be removed to allow for the redevelopment of EMPS. The following tree and palm species would be removed:

- (46) *Metrosideros excels* (New Zealand Christmas tree)
- (7) *Phoenix reclinata* (Senegal date palm)
- (42) *Melaleuca quinquenervia* (paperbark tree)
- (9) *Erythrina* species (coral tree)
- (4) *Ficus* species (rusty fig tree)
- (6) *Feijoa sellowiana* (pineapple guava tree)
- (1) *Magnolia* species (magnolia tree)
- (1) *Cinnamomum camphora* (camphor tree)
- ~~10 *Erythrina* spp. (coral tree)~~
- ~~9 *Feijoa sellowiana* (pineapple guava tree)~~
- ~~5 *Ficus rubiginosa* (rusty fig tree)~~
- ~~2 *Magnolia* spp. (magnolia tree)~~
- ~~44 *Melaleuca* spp. (paperbark tree)~~
- ~~5 clusters *Chamerops humilis* (European fan palm)~~
- ~~1 *Phoenix canariensis* (Canary Island date palm)~~
- ~~4 clusters *Phoenix reclinata* (Senegal date palm)~~
- ~~1 *Washingtonia filifera* (desert fan palm)~~

A total of 55 trees and other ornamental landscaping would be planted throughout EMPS. As shown on ~~Figure 3-3~~Figure 3-8, the landscape demolition plan shows the location of existing trees and identifies which trees will be removed. The conceptual landscape plan shown on Figure 3-9 ~~includes a conceptual landscape plan that depicts the anticipated locations of trees that are either existing and would either remain~~shows the location of existing trees to remain and identifies where proposed trees ~~or~~ would be planted following

Image Source: Burton

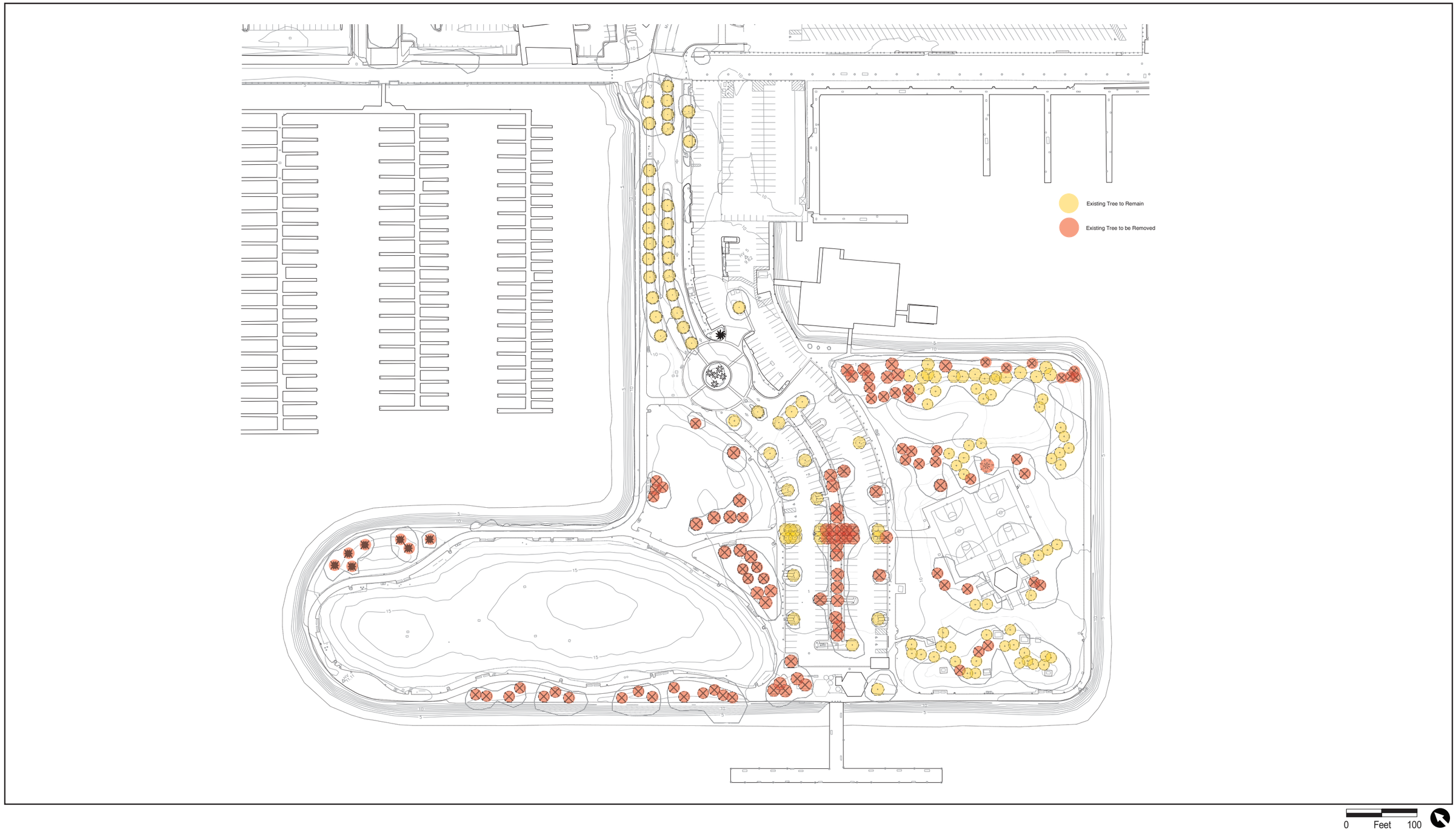

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FIGURE 3-8
Landscape Demolition Plan

Image Source: Burton

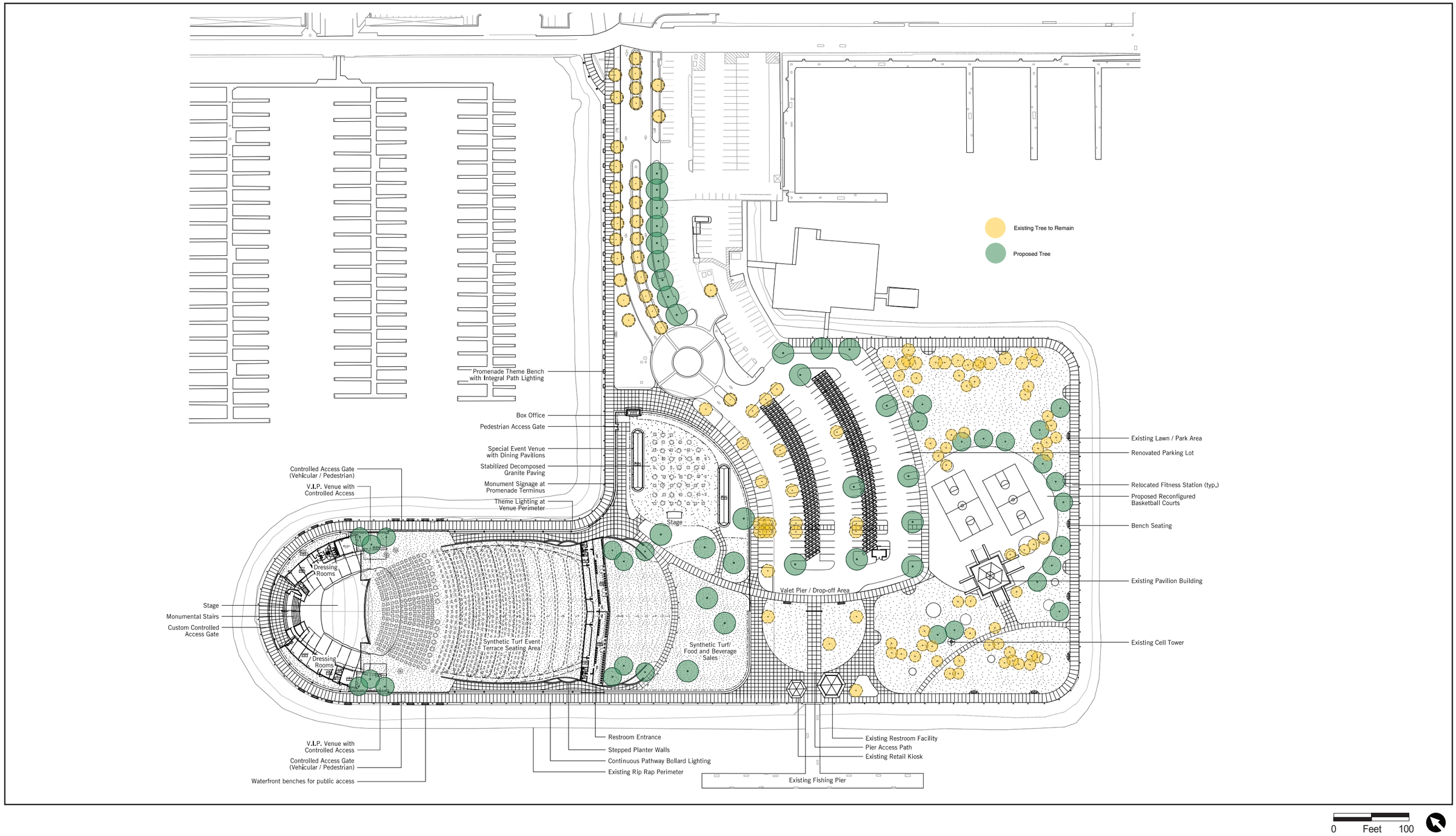

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FIGURE 3-9
Conceptual Landscape Plan

construction. The landscaping would utilize trees and shrubs of various species and of similar sizes as the removed trees (e.g., where large trees are removed, trees of a similar species and/or size would be installed). The species would generally consist of "very low" water use plant species with some "low" or "moderate" water use species. The landscaping would be consistent with the District's Tenant Landscaping Improvements and Maintenance Standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713).

3.6.6.4 Other Construction Requirements

Construction of the public promenade widening, sloped seating lawn, subgrade restroom facility below the sloped lawn, step planter walls, performance stage and ancillary structures would utilize light-duty equipment. One 80-ton and one 120-ton crane would also be required to hoist materials for construction of the performance stage. Table 3-3 provides additional construction detail, including the duration, number of construction personnel, equipment type (heavy or light), and anticipated construction hours per day. Examples of heavy equipment include cranes, bulldozers, and skip loaders. Examples of light equipment include pickup trucks. Table 3-4 lists the specific types and numbers of equipment anticipated to be used during construction of the project. Structural and site construction is anticipated to take up to 5 months, followed by site paving which would take approximately 10 days.

Table 3-3
Construction Requirements

Construction Type	Duration (days)	Number of Personnel	Equipment Type	Hours per Day
Demolition	10	3 to 15	Heavy	8
Grading	45	3 to 15	Heavy	8
Structural and Site Construction	110	Up to 75	Miscellaneous	8
Paving	10	4 to 8	Heavy	8

Table 3-4
Construction Equipment

Equipment	Number Required
Bulldozer CAT D9	1
Push Pull Scraper 627 CAT	4
Blade 14G CAT	1
4,000 Gal Water Truck	2
Water Stand	1
Skid Steer (Bobcat)	2
Skip Loader	2
10-wheeler Dump Truck (on-site)	1
Drill Rig	1
45-ton Crane	1
Concrete Pump	2

During demolition, approximately 4 trucks would be used per day with each truck making 6 to 8 round truck trips (or up to 32 trips per day). During excavation/grading, equipment

deliveries would result in a total of 14 truck trips per day. Because excavation and fill would be balanced on-site, there would not be the need for the import or export of fill or spoil. Construction personnel are anticipated to require approximately 25 vehicles per day on average for equipment and materials deliveries. Construction personnel are anticipated to park at the Convention Center, further off-site with a previously obtained parking agreement, or within the project construction limits.

In total, an estimated 8,000 tons of solid waste would be generated by demolition and construction activities. This assumes 6 inches of excavation across the entire construction site (approximately 335,000 square feet). The actual amount of solid waste would be less as only the materials from demolished hardscape and structures would be exported and materials would be refurbished and reused to the greatest extent feasible. Excavated earth would remain on the project site for reuse with no export of soils. All demolition and construction debris would be recycled to the extent feasible either on-site or at a local recycling facility as required by the City of San Diego's Construction and Demolition Debris Deposit Ordinance.

3.4.7 Operation

The Symphony would operate the Bayside Performance Park year-round under a Real Estate Agreement with the District, and would be fully responsible for all operational matters, such as maintenance and repair, utilities, mechanical systems, landscaping, security, and event operation, setup, and takedown. The box office for Symphony performances could be open between 9:00 a.m. to 6:00 p.m. on non-event days and between 9:00 a.m. to 9:00 p.m. on event days, though concerts would continue up to 11:00 p.m. During events that last until 11:00 p.m., music would be shut off by this time, though security and wayfinding lighting would remain on until all attendees and staff have cleared the venue. Events would be held year-round, though the majority of events are anticipated to be held during the summer months, and would be subject to the limitations discussed in the following subsection, Section 3.4.7.1, Bayside Performance Park Programming.

EMPS would continue to be open to the general public and operate as a public park at all times during normal park hours, which are currently 6:00 a.m. – 10:30 p.m. However, when events are held at the Bayside Performance Park, general public access would be restricted to outside of the Bayside Performance Park boundaries, which would be enclosed by perimeter fencing. When events are not being held, large portions of the fencing would be removed/moved, allowing the Bayside Performance Park to remain open to the general public. The removable/moveable portions of the fencing, shown as "controlled access gates" in Figure 3-3, would be closed off only during paid-admission and special events. The areas not accessible by the general public at any time would be the performance stage, back-of-house facilities, box office, and pavilions for safety and security reasons. The promenade would remain open for general public access at all times including during event hours, whereby the general public would be able to listen to Symphony concerts and other events along the public promenade and throughout the remaining portions of EMPS. Though the Bayside Performance Park would remain open to the general public during non-event hours, it is anticipated that the two food pavilions would initially be open during event days

only. The food pavilions would be available for hire for any private events that require food preparation and serving assistance. Should general public use of EMPS increase following implementation of the project, as is anticipated, the food pavilions could be opened seasonally to provide food service and provisions to the general public.

During operation, employee requirements are anticipated to be the same as required for events at the existing temporary venue. Approximately 175 temporary employees would be employed for non-orchestra events and approximately 260 temporary employees would be employed for orchestra performances. Event security would be implemented similar to what is done currently at the Bayside Summer Nights. The Symphony would retain a full-time, daily security guard for the property to monitor the Bayside Performance Park and park for potential vandalism and arson/fire. The stage and backstage facilities would be equipped with fire alarms, and surveillance cameras would be installed at strategic locations.

Event guest parking would continue to be conducted in a similar manner as is done currently for the Bayside Summer Nights. During events, the Real Estate Agreement would allow the Symphony to utilize up to 56 spaces, with the remaining 76 parking spaces to remain available to the general public (park and pier users), and the Symphony would arrange agreements with off-site parking, provide a shuttle service to and from the Bayside Performance Park, and continue to coordinate with other event venues such as the Convention Center and hotels. Additional details on parking and circulation are provided in Section 4.10, Transportation, Circulation, and Parking. During non-event day rehearsals, all rehearsal staff and musicians would be required to park off-site to ensure the entire EMPS parking lot is reserved for use by the general public/park users when events are not occurring.

Upon completion of construction, all areas not within the Bayside Performance Park boundary would be restored to existing or improved conditions as described in Section 3.4, Project Components. Park amenities and public access would be maintained or improved consistent with Public Access, as described in Section 3.4.2.

3.4.7.1 Bayside Performance Park Programming

The Symphony has proposed an expansion of its outdoor programming, currently held June through September, to include year-round events that would include paid admission and rental events as well as free public events and rehearsals. Performances could be held any day throughout the week and performance dates and times would vary depending on the program, though all performances would end by 11:00 p.m. and be subject to additional limitations included in the CDP. These include paid admission and rental events that would be limited to 15 percent of the year (equivalent to 55 full-day or 110 half-day events assuming a full day is from 6:00 a.m. to 11:00 p.m.) in order to maintain general public access and recreation within the Bayside Performance Park for 85 percent of the year. Of these 110 half-day or 55 full-day events, no more than six events would allow attendances of between 8,000 and 10,000 each year.

Each event would be allowed one rehearsal on the day of the event, plus up to 1.5 additional rehearsal days per event on non-event days. Event day rehearsals would occur within the hours of 9:00 a.m. and 4:00 p.m. and would be performed at a maximum sound board noise level limit of 99 dB(A). Non-event day rehearsals would occur within the hours of 9:00 a.m.

and 4:00 p.m., would be performed at a maximum noise level of 94 dB(A), and would be limited to a maximum duration of 3 hours. Non-event day evening rehearsals would occur between 7:00 p.m. and 10:00 p.m., would be performed at a maximum sound board noise level limit of 94 dB(A), and would be limited to no more than 30 times per year. All rehearsals would be free-of-charge to the general public, and public access to the Bayside Performance Park would not be restricted during rehearsals. The Symphony would continue to monitor on-site and off-site noise levels during all events at approved locations, and maintain a hotline with a reporting mechanism to document and log public calls throughout the year and respond to complaints.

General public access and recreation would remain the primary use of EMPS, including the Bayside Performance Park, with the majority of EMPS open 100 percent of the time. As previously discussed, while the majority of Symphony events are anticipated to continue occurring in the summer months, events would also be held outside of the summer season. Most Symphony events are considered half-day events and would not require full-day restrictions to the general public as they typically occur in the late afternoon and evening hours.

There would be no change in the number, duration, and location of events that include a firework show associated with select Bayside Summer Nights programs, which would continue to occur in the same manner as existing (described in Chapter 2, Environmental Setting).

The following event types would be held at the Bayside Performance Park:

- Paid Admission and Rental Events: These types of events would utilize the whole Bayside Performance Park, including the stage. While a majority of the programming is anticipated to occur during the summer months, events could be held outside the summer season as well. These types of events would be limited to 15 percent of the year (equivalent to 55 full-day or 110 half-day events assuming a full day is from 6:00 a.m. to 11:00 p.m.) in order to maintain general public access and recreation within the Bayside Performance Park for 85 percent of the year. Events would include the following:
    - Symphony concerts including Bayside Summer Nights and other Symphony performances
    - Partnership performances (e.g., non-Symphony musical performances)
    - Major and local external rentals, such as civic events, corporate or large convention center events, and festivals
- Public Events: These types of events would include free events open to the general public free of charge, with no limit on the number of events held each year. These events would not be included in the annual 15 percent limitation for paid admission and rental events as described above. Events would include the following:
    - Symphony Public Concerts and Performances
    - Education and Public Engagement Program

Symphony Public Events

The Symphony has a long-standing commitment to education and public engagement. The Symphony regularly offers over a dozen distinct educational and public-based initiatives, including young persons' concerts, high school band festival, and music lectures at senior centers. As part of the project, the Symphony would expand on its current Education and Public Engagement Program by offering activities including but not limited to:

- Free public concerts and performances;
- San Diego Unified School District and National City School District student workshops;
- Science, Technology, Engineering, Art and Mathematics (STEAM) Education Workshops;
- Public music lessons;
- Public movies in the park;
- Lunchtime enrichment lectures;
- City-wide celebrations, such as Dia de los Muertos, Veterans and Memorial Day celebrations, and diverse cultural festivals; and
- Discounted ticket program for paid admission events.

Table 3-5 lists the planned programming anticipated to take place from 2019 through 2031.

While actual programming could vary due to demand, paid-admission and rental events held would not exceed the 110 half-day or 55 full-day limitation. As listed in Table 3-5, all event types are expected to continue to be held at the Bayside Performance Park past 2031, consistent with the terms of a District-approved Real Estate Agreement. The anticipated programming was developed up to 2031 so that the project's consistency with Senate Bill 32 (which requires the reduction of statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030) could be analyzed. However, event details are not listed past 2031 as it would be too speculative to project programming details further out into the future. Future programming is based on historic and current ticket sales, popularity of programming types, Symphony fundraising success, and other factors such as event rental sales.

Table 3-5
Anticipated Bayside Performance Park Programming

Event Type	Number of Events Annually[1]						
	2019 & 2020	2021 & 2022	2023 & 2024	2025 & 2026	2027 & 2028	2029 & 2030	2031
Symphony Summer Performances	37	40	42	42	44	44	46
Non-Summer Symphony Performances	3	4	5	6	7	7	7
Partnership Performances (up to 6,500 seats)	10	15	17	20	20	20	20
Partnership Performances (6,500 to 8,000 seats)	6	10	12	12	12	12	12
Partnership Performances (8,000 to 10,000 seats)	3	4	5	6	6	6	6
Major External Rentals	4	4	4	4	4	4	4
Local External Rentals	3	5	7	7	5	5	5
Anticipated Total for Paid-Admission and Rental Events[2]	**66**	**82**	**92**	**97**	**98**	**98**	**100**
Free Symphony Public Performances	4	4	4	4	4	4	4
Education and Public Engagement Programs	12	12	12	12	12	12	12
Anticipated Total for All Paid and Free Events[3]	**82**	**98**	**108**	**113**	**114**	**114**	**116**
Non-Event Day Rehearsals (Maximum)[4,5]	123	147	162	169.5	171	171	174

[1]Anticipated paid-admission and rental events listed in this table are half-day events.
[2]Paid-Admission and Rental Events are subject to a limitation of 55 full-day events or 110 half-day events each year. Free events that are open to the general public are not subject to this limitation.
[3]Total does not include rehearsals.
[4]Public access to the Bayside Performance Park would not be restricted during rehearsals.
[5]Some events would not require the maximum number of allowed rehearsals, and some events may not require any rehearsals (e.g., Education and Public Engagement Program events). However, for purposes of this EIR's analysis, it was assumed that the maximum number of rehearsals would occur.

The Bayside Performance Park could hold a maximum of 10,000 seats. However, 8,000- to 10,000-seat events would be limited to no more than 6 per year. The anticipated attendance by each event type is listed in Table 3-6 through the year 2031; as shown, the average attendance for events each year is less than 5,000. Only years through the year 2031 are shown for informative purposes, but events would continue past 2031. Note that attendance figures shown are what the Symphony anticipates for each event type and may change according to demand. Regardless, the event attendances and number of annual events would be subject to the limitations described in the preceding paragraphs in accordance with the project's CDP.

Table 3-6
Anticipated Event Attendance by Programming Type

Event Type[1]	Anticipated Event Attendance by Programming Type						
	2019 & 2020	2021 & 2022	2023 & 2024	2025 & 2026	2027 & 2028	2029 & 2030	2031
Symphony Summer Performances	2,800	3,080	3,296	3,394	3,462	3,532	3,602
Non-Summer Symphony Performances	1,200	1,200	1,320	1,320	1,320	1,320	1,320
Partnership Performances (up to 6,500 seats)	Up to 6,500	Up to 6,500	Up to 6,500	Up to 6,500	Up to 6,500	Up to 6,500	Up to 6,500
Partnership Performances (6,500 to 8,000 seats)	6,500 to 8,000	6,500 to 8,000	6,500 to 8,000	6,500 to 8,000	6,500 to 8,000	6,500 to 8,000	6,500 to 8,000
Partnership Performances (8,000 to 10,000 seats)[2]	8,000 to 10,000	8,000 to 10,000	8,000 to 10,000	8,000 to 10,000	8,000 to 10,000	8,000 to 10,000	8,000 to 10,000
Major External Rentals	7,000	7,000	7,000	7,000	7,000	7,000	7,000
Local External Rentals	500	500	500	500	500	500	500
Free Symphony Public Performances	3,700	3,700	3,700	3,700	3,700	3,700	3,700
Education and Public Engagement Program	Varies	Varies	Varies	Varies	Varies	Varies	Varies
Anticipated Average Attendance Across All Events[3]	**4,207**	**4,544**	**4,665**	**4,780**	**4,832**	**4,862**	**4,868**

[1]Rehearsals are not listed because these are not advertised events with expected attendances; while rehearsals would be open to the general public, any attendees are anticipated to be park users already visiting EMPS for other uses.
[2]Limited to no more than six 8,000- to 10,000-seat events each year.
[3]Average event attendance does not include the Education and Public Engagement Programs attendance and was estimated using the attendance per event listed in Table 3-6 and events per year listed in Table 3-5.

3.4.7.2 EMPS Programming

As discussed in Chapter 2, Environmental Setting, EMPS, including the Bayside Performance Park, is open to the general public daily from 6:00 a.m. to 10:30 p.m. and is used as a site for temporary public, private, and civic events (e.g., fundraisers, weddings, corporate events, etc.). Upon project completion, EMPS hours would remain the same (with the exception that events held at EMPS may last through 11:00 p.m.), and events would continue to occur through special event permits from the District and be subject to the District's Special Event Procedures and Guidelines.

3.4.8 Discretionary Actions

The project requires and includes several discretionary actions by the District and California Coastal Commission, which are listed in Table 3-7.

Table 3-7 Discretionary Actions	
Action	Approving Agency
Certification of Environmental Impact Report (EIR) and adoption of a Mitigation Monitoring and Reporting Program, Findings of Fact, and Statement of Overriding Considerations	District
Adoption of a Port Master Plan Amendment (PMPA) to describe the Bayside Performance Park and park enhancements, describe the existing temporary use of EMPS as a performance stage and venue for paid admission and rental events and describe the limitations for use of the permanent performance stage and venue for paid admission and rental events	District
Certification of the PMPA	California Coastal Commission
Non-Appealable Coastal Development Permit for the development and use of the project	District
Real Estate Agreement specifying price and terms	District
Municipal Separate Storm Sewer System (MS4) permit stormwater conformance determination	District

3.4.8.1 PMPA

The current PMP designation for the site is Park/Plaza, which encourages the development and accommodation of public access to and along the interface zone of land and water. Uses frequently associated with Park/Plaza include cultural uses and other park-activating uses that are ancillary to the public uses. The Park/Plaza designation of the site is located in the Marina Zone Subarea of the Centre City Embarcadero Precise Plan (Planning District 3). As described in the Precise Plan, the Marina Zone is planned to be "intensively developed as a major public and commercial recreational complex." The Plan describes the 22-acre Embarcadero Marina Park as contributing to the transformation of the waterfront area into an "attractive commercial and recreational resource." The Plan further describes this waterfront area as a "lively activity center for residents and visitors alike." The current PMP discusses the public promenade, public access pier and EMPS to be open to general public use at all times, with an allowance for temporary special event use of EMPS consistent with District Special Event Procedures and Guidelines.

A PMPA is proposed for the following components:

- Describe the use of a portion of EMPS as a performance venue for paid admission and rental events in the Marina Zone Subarea;
- Describe the parameters for use of the Bayside Performance Park for paid admission and rental events; and
- Correct a reference to EMPS in the Convention Way Basin subarea (relocate to the Marina Zone subarea).

The parameters for paid admission and rental events would include limiting the number of events to 55 full-day or 110 half-day events each year to ensure general public access throughout the portion of EMPS designated as the Bayside Performance Park for a minimum of 85 percent of the year. The proposed PMPA is project-specific and would not

address other projects or land uses within the PMP area. A draft of the proposed PMPA has been added to the Final EIR as Appendix O.

4

Chapter 4
Environmental Analysis

Sections 4.1 through 4.12 of Chapter 4 of this EIR contain discussions of the potential project-related significant environmental effects resulting from implementation of the project, including information related to existing site conditions, criteria for determining significance of potential environmental impacts, analyses of the type and magnitude of environmental impacts, and feasible mitigation measures that would reduce or avoid significant environmental impacts. The analysis considers the environmental impacts associated with the project during a maximum duration term of any Real Estate Agreement which, under the Public Trust Doctrine, is up to 66 years.

Potential Environmental Impacts

This chapter provides an analysis of the following potential environmental impacts of the project.

- 4.1, Aesthetics
- 4.2, Air Quality
- 4.3, Biological Resources
- 4.4, Geology and Soils
- 4.5, Greenhouse Gas Emissions
- 4.6, Hydrology and Water Quality
- 4.7, Land Use and Planning
- 4.8, Noise and Vibration
- 4.9, Public Services
- 4.10, Recreation
- 4.11, Transportation, Circulation, and Parking
- 4.12, Utilities and Service Systems

It was determined during preparation of the Initial Study/Environmental Checklist (see Appendix B) that the project would have either a less-than-significant impact or no impact

associated with the following topics: agricultural and forestry resources, cultural resources, hazards and hazardous materials, mineral resources, and population and housing. Therefore, the impact analysis for these topics is not carried into this chapter and is instead summarized in Section 6.4, Effects Not Found to be Significant, of this EIR.

Format of the Environmental Analysis

Each of the environmental topic sections of this chapter includes the following subsections:

Overview

This subsection briefly describes the criteria considered for determining significant effects of the resource area. It also summarizes the resources used to compile the information presented for the environmental analysis, as well as the potential environmental effects of the proposed project and any identified feasible mitigation measures.

Existing Conditions

In accordance with Section 15125 of the CEQA Guidelines, each resource section will include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared. Typically, the baseline condition is the physical condition that exists when the Notice of Preparation (NOP) is published; however, a different baseline may be used in specific cases where it is deemed appropriate. For the project, the environmental setting described in each of the following sections will be that which existed on December 1, 2016, the date the NOP was published, including the event programming that occurred in the year 2016.

Applicable Laws and Regulations

This subsection provides a summary of regulations, plans, policies, and laws at the federal, state, and local levels that are relevant to the project as they relate to the particular environmental resource area under discussion. Compliance with these applicable laws and regulations is mandatory unless otherwise noted. Therefore, as it relates to the impact analysis, compliance is assumed because it is required by law, and mitigation would generally not be required when compliance with an existing law or regulation would either avoid or reduce a significant impact to a level below significance.

Impact Analysis

This subsection describes the methodology used for the analysis and the assessment of the potential environmental impacts of the project. Based on the significance criteria, this section includes a conclusion as to whether the environmental impacts would be considered significant and unavoidable, potentially significant but mitigable, or less than significant. Definitions of these conclusions are provided below. Each topic analyzed is divided into

specific issues, based on potential impacts, and is distinguished between construction and operation impacts whenever relevant. The discussion of potential impacts is based on the applicable threshold of significance for each issue. Where potential impacts are significant, mitigation measures are identified to avoid or reduce the potential impact to a level below significance.

Methodology

Each methodology subsection describes the methods and assumptions used to analyze potential impacts and to arrive at the significance conclusions. An analysis of how the existing environmental conditions will affect a project's residents or users is not required unless the project would exacerbate those conditions. Therefore, when analyzing impacts of existing environmental conditions on a project, the analyses first determine whether there is a potential for the project to exacerbate existing environmental conditions and then determine whether or not the exacerbation would be significant.

Thresholds of Significance

Thresholds of significance are the criteria used to assess whether potential environmental effects are significant. The significance criteria used in this analysis are primarily based on the recommendations provided in Appendix G of the CEQA Guidelines. The thresholds of significance define the type, amount, and/or extent of impact that would be considered a significant adverse change in the environment. For some resource areas, the thresholds of significance are quantitative (e.g., air quality and noise), while for other resource areas, the thresholds are qualitative (e.g., aesthetics). The thresholds of significance are intended to assist the reader in understanding how an impact is determined to be significant or less than significant.

Project Impacts and Mitigation

The analysis of environmental impacts considers both the construction and operation implications of a project. Section 15126.2(a) of the CEQA Guidelines states that direct, indirect, short-term, long-term, on-site, and/or off-site impacts must be addressed, as appropriate, for the environmental issue being analyzed. This EIR utilizes the following terms to describe the level of significance of impacts identified by the environmental analysis:

No Impact: This term is used when the project's construction and/or operation would have no adverse effect on a resource.

Less than Significant: This term is used to refer to impacts resulting from implementation of the project that are not likely to exceed the defined threshold of significance. This term is also used to refer to potentially significant impacts that are reduced to a level that does not exceed the defined thresholds of significance after implementation of mitigation measures.

Significant: This term is used to refer to impacts resulting from implementation of the project that exceed the defined thresholds of significance before identification of any mitigation measures. Section 15382 of the CEQA Guidelines states that a "significant effect" is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment [but] may be considered in determining whether the physical change is significant." For impacts that exceed a threshold of significance, mitigation measures that avoid or reduce the potential impact are identified, which may cause the impact to be reclassified as less than significant if it is sufficiently reduced or the impact may remain significant, in which case it is referred to as a significant and unavoidable impact (or unavoidable significant impact).

Significant and Unavoidable: This term is used to refer to significant impacts resulting from implementation of the project that cannot be eliminated or reduced to below standards of significance through implementation of feasible mitigation measures.

Mitigation Measures

Section 15126.4 of the CEQA Guidelines requires an EIR to "describe feasible measures which could minimize significant adverse impacts." The CEQA Guidelines define feasibility as "capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, legal, social, technological, or other considerations." This subsection lists the mitigation measures that could reduce the severity of impacts identified in the Impacts Analysis subsection. Mitigation measures are the specific environmental requirements for construction or operation of the project consistent with the Findings of this EIR.

4.1 Aesthetics and Visual Resources

4.1.1 Overview

This section describes the existing aesthetic and visual conditions that could be adversely affected by the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project); discusses the laws and regulations related to aesthetics and applicable to the project; and analyzes the project's aesthetic effects on the site and its surroundings, including designated scenic views, views from scenic highways, and the existing surrounding character. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Based on the analysis provided in the following subsections, the project would have less than significant impacts on aesthetics and visual resources following implementation of mitigation.

4.1.2 Existing Conditions

4.1.2.1 Topography and Aesthetic Character

The project is located on the 10.8-acre EMPS located on the waterfront of downtown San Diego. As described in Chapter 2, Environmental Setting, EMPS is a T-shaped park surrounded by the bay on two sides and by the Marriott Marina on a third. The area surrounding the project site to the northeast-east and beyond is largely urbanized and developed. The visual character of the site is that of a landscaped urban park, with views of the actively utilized San Diego Bay and busy downtown waterfront. The nearest developments include a restaurant, waterfront hotels, the Convention Center, the Fifth Avenue Ferry Landing, and Marriot Marina. Further surrounding downtown development includes office buildings, high-density residential buildings, hotels, Petco Park, and the Tenth Avenue Marine Terminal. Coronado Island is less than 0.4 mile across the bay and can be seen from EMPS. Due to its location at the waterfront, EMPS is visible within views of downtown San Diego and of San Diego Bay, though its flat topography, low elevation, and the high-rise buildings directly to its east make EMPS somewhat inconspicuous from some viewpoints. While EMPS is completely landscaped or paved, San Diego Bay and downtown development include a considerable amount of reflective surfaces and sources of glare (e.g., open water, glass windows, and metal building materials).

The nighttime visual character of the site and surrounding area is that of a downtown urban setting: well-lit by the neighboring Convention Center and hotels, further surrounding Marina and Gaslamp neighborhoods, and nearby Tenth Avenue Marine Terminal. In addition to these outside sources of light that illuminate EMPS, existing lamp

posts are located throughout the park to illuminate the Promenade and parking lot. Nighttime views of San Diego Bay as a whole are characterized by urban lighting from San Diego and Coronado Island and their reflections over the water. The Port Master Plan (PMP) describes the Marina Zone Subarea, in which EMPS is located, as an attractive commercial and recreational resource. The entire EMPS is relatively flat with some gentle slopes and an elevation of 7.73 feet above mean sea level. Figure 2-2 of Chapter 2, Environmental Setting, depicts the layout of EMPS. It is largely covered by grassy lawn with various ornamental trees throughout the site. An access road (Marina Park Way) ends at the paved parking lot towards the center of EMPS, and a paved 8- to 10-foot-wide promenade runs generally along the perimeter of the entire site. EMPS promenade, benches, gazebo, and lawn areas provide the general public with expansive views of the bay and Coronado Island. Figures 4.1-1a through 4.1-1c provide representative photographs of the existing EMPS.

4.1.2.2 Designated Scenic Views

The PMP considers the scenic quality within the District's jurisdiction and establishes policies for preserving and enhancing important public vistas. Vista Areas, defined as points of natural visual beauty, photo vantage points, and other panoramas are identified within the Subarea Plans of the PMP. The project is located within the Marina Zone Subarea of the Centre City Embarcadero Planning District (District 3). A total of five Vista Areas are designated within the Marina Zone Subarea and are depicted on Figure 11 of the PMP. One of the Vista Areas is located along the Embarcadero Promenade adjacent to the Marriott Marina, looking southwest between the Embarcadero Marina Park North and EMPS. The remaining four Vista Areas identified in the Marina Zone Subarea are located within the rooftop park/plaza of the Convention Center, with one of the points looking towards EMPS and the other three straight out to the bay. Three additional Vista Areas that include views of the project site are identified within the Orange Street Avenue Subarea of the Coronado Bayfront Planning District (District 6) and are depicted on Figure 17 of the PMP. These Vista Areas are located at the waterfront ends of Orange Avenue, C Avenue, and B Avenue, looking in an easterly direction across the bay and towards the City of San Diego.

4.1.2.3 Scenic Highways

State Route 75 (SR-75), which crosses the San Diego–Coronado Bay Bridge, is a California state-designated scenic highway (Caltrans 2011). The project site, at its closest point, is approximately one mile away and visible from the San Diego–Coronado Bay Bridge. Motorists traveling along the bridge have expansive views of the bay in all directions, although a concrete guardrail limits views from lower profile vehicles and views of certain locations are fleeting. There are no pedestrian walkways or bicycle paths on the bridge. The project site is not visible from any other designated state scenic highway.

PHOTOGRAPH 1

PHOTOGRAPH 2

FIGURE 4.1-1a

Representative Photographs of the Embarcadero Marina Park South

RECON

PHOTOGRAPH 3

PHOTOGRAPH 4

FIGURE 4.1-1b

Representative Photographs of the Embarcadero Marina Park South

RECON

PHOTOGRAPH 5

PHOTOGRAPH 6

FIGURE 4.1-1c

Representative Photographs of the Embarcadero Marina Park South

RECON

4.1.2.4 Other Public Views to the Project Site

The project, located at EMPS, is within a densely developed area of the San Diego Bayfront. EMPS is especially visible when viewed from the bay and looking landward. As such, public viewer groups would include water-oriented recreationists, such as boaters and kayakers, and ferry and harbor tour boat passengers. EMPS can also be seen from public waterfront areas and from private residences on the easternmost side of Coronado Island. However, when viewed from the bay and from Coronado Island, EMPS is generally dwarfed by the greater City of San Diego skyline. Additional public viewer groups include pedestrians walking along the Embarcadero Promenade and looking towards the bay. Though EMPS may also be visible from select locations along roadways, motorists' views while traveling along East Harbor Drive are generally obstructed by intervening high-rise buildings and other development, including the Convention Center. EMPS is also visible from its sister park, the Embarcadero Marina Park North (EMPN), located directly to the northwest of EMPS and separated from it by the bay entrance to the Marriott Marina.

4.1.3 Applicable Laws and Regulations

4.1.3.1 State

California Scenic Highway Program

The California Department of Transportation (Caltrans) administers the California Scenic Highway Program, which was created in 1963 by Senate Bill 1467 to preserve and protect scenic highway corridors. Caltrans assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. The State Scenic Highway System includes a list of designated scenic highways, as well as highways that are eligible for designation. Caltrans' Scenic Highway Guidelines describes the criteria reviewed for designated scenic highways and emphasizes that a highway should traverse an area of outstanding scenic quality; contain striking views, flora, geology, or other unique natural attributes.

4.1.3.2 Local

a. Port Master Plan

Section II of the PMP describes the District's planning goals and policies for development and operation of land within its jurisdiction. Goal II and Goal VIII relate specifically to the aesthetic resources of the project area and are listed below.

> **Goal II.** The Port District, as trustee for the people of the State of California, will administer the tidelands so as to provide the greatest economic, social, and aesthetic benefits to present and future generations.
>
> **Goal VIII**. The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.

- Each activity, development, and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of that activity.
- Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.
- Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors, excessive noise, and hazards to the health and welfare of the people of California.
- Establish and foster an artworks program to promote, enhance, and enliven the waterfront experience through the public and private placement of works of art.

Vista Areas designated by the PMP and applicable to the project are discussed in Section 4.1.2.1, Designated Scenic Views.

b. South Embarcadero Urban Design and Signage Guidelines

The District's South Embarcadero Urban Design and Signage Guidelines were created in 1998 to create a distinct identity for the South Embarcadero area that enhances the visitors' experience of the tidelands. The District amended the guidelines in 2002 to ensure coordinated development between the new Downtown Ballpark District of downtown San Diego and the South Embarcadero Redevelopment area across Harbor Drive. The South Embarcadero Urban Design and Signage Guidelines establish four zones to create a unified design character for the area with an overall landscape theme, way-finding signage program, and minimum design standards for site elements in order to distinguish the South Embarcadero area from other adjacent neighborhoods and districts. The guidelines include the following design principles:

- Provide general public access to the waterfront. General public access is defined as a right by the community-at-large to approach, enter, or use a pathway or space.
- Enhance the urban pedestrian environment. The public use areas should be inviting, safe, and attractive for visitors to the District.
- Appropriate scale. Scale of the proposed site elements should be compatible with existing elements and uses.
- "Timeless" Design. The design character of the site elements should be classic, bringing the District and the South Embarcadero into the new millennium.
- Protect and enhance views of the bay. The views of the bay are the main attraction of the South Embarcadero and should be enhanced and improved.
- Integrated Design. Site elements should be internally related and integrated with surrounding external features.
- Part of a background vocabulary. The site elements should not be a collection of decorated "attractions." They should not distract from the views of the bay.

- Maintainable. Site elements should be maintainable within the generally accepted resources and practice of the District.
- Budget feasibility. The costs of the site improvements should be within the generally acceptable resources of the District and/or Tenants.

The 2002 South Embarcadero Design and Signage Guidelines Amendment recommend that the public promenade of the South Embarcadero area should provide visual/design continuity with other waterfront public open spaces. Chapter 5 of the 1998 South Embarcadero Design and Signage Guidelines provides standards for finishes, paving, lighting, furnishings, and planting (landscaping).

Applicable goals of the signage guidelines (Chapter 6 of the 1998 South Embarcadero Design and Signage Guidelines) include the following:

- Improve general public access to and from Harbor Drive to the public promenade and other waterfront destinations.
- Develop a distinct identity for the South Embarcadero area.
- Create awareness and increase visitation of public parks and open spaces.
- Encourage non-automotive pedestrian linkages within the South Embarcadero.
- Proactively incorporate accessibility for the disabled population within the design.
- In conjunction with site and streetscape improvements, project an attractive, quality image.

Chapter 6 goes on to further describe the design concepts related to these goals. Specifically, it calls out signage at public parks as an indication for the "family" of parks in the South Embarcadero. While materials and configuration may be site-specific, the use of the District icon, typography, and color scheme is encouraged.

c. City of San Diego Downtown Community Plan

Although the site is located within the District's jurisdiction and is not subject to the City of San Diego (City) planning policies and regulations, the City's jurisdiction is located directly to the east of the project. While the City's aesthetic and visual resource policies would not apply to the project, EMPS is located within the general viewshed of the City, particularly within the downtown skyline when viewed from the bay. Therefore, the Downtown Community Plan (Centre City Development Corporation 2006) is discussed for background purposes only. The Downtown Community Plan's Urban Design Element addresses the protection of view corridors that look out to the bay as well as guidelines for development that affects the downtown skyline when viewed from the bay. EMPS is not located within a view corridor designated the City's Downtown Community Plan, but it is part of the downtown viewshed when viewed from the bay. The Urban Design Element includes goals and policies intended to establish a defined yet variegated skyline, giving focus points to the eye when looking towards the City of San Diego from the bay.

4.1.4 Project Impact Analysis

4.1.4.1 Methodology

Project-related impacts are qualitatively evaluated based on the extent of the modification to the existing physical conditions of the project site and surrounding area. Aesthetic impacts can be highly subjective and are based largely on comparisons of the existing visual environment to the anticipated future visual environment. To aid in the analysis, visual simulations, which model the project components to scale, have been prepared. These simulations are further described in Section 4.1.4.3, Project Impact Analysis. Project-related changes are evaluated using the threshold criteria discussed in the following subsection. The determination of whether an aesthetics and visual quality impact would be significant is based on these thresholds and professional judgment of the District.

4.1.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines provides the basis for determining the significance of impacts associated with aesthetics and visual resources. Impacts are considered significant if the project would result in any of the following:

1. Have a substantial adverse effect on a scenic vista (including but not limited to the vista areas designated in the District's PMP).
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

4.1.4.3 Project Impacts and Mitigation Measures

Threshold 1: Scenic Vistas

Would the project have a substantial adverse effect on a scenic vista (including but not limited to the vista areas designated in the District's PMP)?

a. Impact Discussion

Less than Significant Impact. The project is situated on EMPS, which provides views of San Diego Bay and beyond. Figure 4.1-2 depicts the prominent public viewpoints from which the project and/or EMPS would be visible. These viewpoints include the PMP-designated Vista Areas described in Section 4.1.2.2: EMPN, the public promenade at the Marriot Marina, the Convention Center, the Hilton Pier, and Coronado Island. Figures 4.1-3a through 4.1-3f provide visual simulations of the project from the identified view points in the vicinity of EMPS. Figures 4.1-3a through f also provide representative photographs of the view as it exists today, both with and without the San Diego Symphony Orchestra's (Symphony's) Bayside Summer Nights temporary venue structures, for comparison purposes.

The proposed Bayside Performance Park would be located in the same area of EMPS and have a similar footprint (3.68 acres) to the existing temporary concert venue (3.64 acres). The proposed performance stage and stage shell would not increase the overall height of the structure (57 feet at its highest point). The stage shell would be 119 feet wide at its widest point. As described above, from each Vista Area described, the proposed stage would offer an aesthetic improvement from Vista Areas compared to the existing temporary concert venue, which consists of a bulky metal stage, box-like stage house (up to 57 feet in height) and 8-foot-tall chain-link fencing with green mesh that does not blend with the surroundings. The architectural design of the proposed stage includes a rounded shell (highest point is 57 feet in height), and is designed to be a permanent complement to the existing San Diego skyline and surrounding development. The outer fabric shell of the stage would mimic the material used on the nearby Convention Center, aiding in the creation of a distinct identity for the South Embarcadero area, as called for in the District's South Embarcadero Design and Signage Guidelines.

From views within EMPS toward the north, the stage shell would allow for through-visibility, as the back wall of the stage shell would be comprised of a clear ethylene tetrafluoroethylene (ETFE) film, a transparent material. The performance stage, stage shell, and ancillary structures (e.g., back-of-house facilities) would have a footprint of approximately 13,015 square feet (0.29 acre). Two 9-foot-by-14-foot video screens with sound and light supports would be collocated with the performance stage and mounted in front of ancillary spaces, with a top edge of approximately 20 feet in height. As such, the video screens would not increase the height or bulk of the stage.

Image Source: Nearmap (flown July 2016)

0 Feet 650

Project Location

Key Observation Points

RECON

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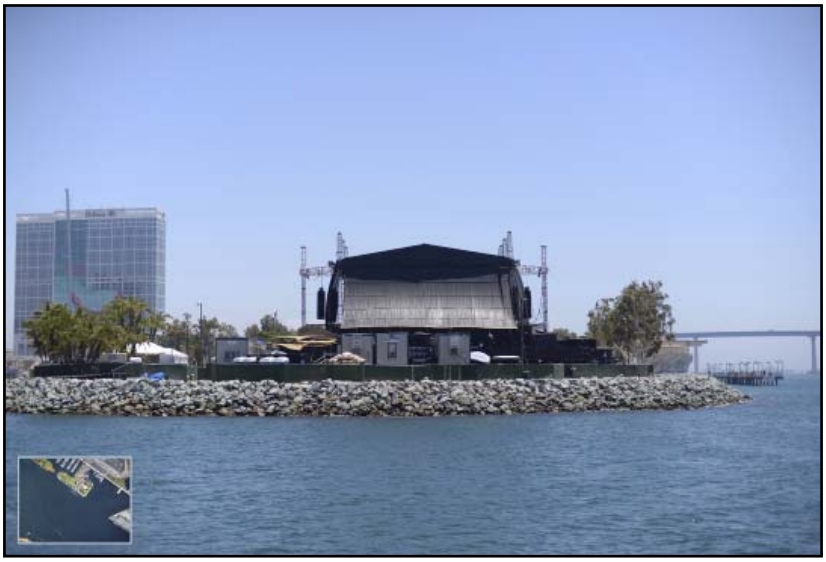
FIGURE 4.1-2

Key Observation Points Location Map

Existing View



Existing View with Bayside
Summer Nights Temporary Venue

View with Simulation of Project

FIGURE 4.1-3a
View from the Embarcadero Marina Park North

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Existing View

View with Simulation of Project

FIGURE 4.1-3b
View from the Promenade at the Marriott Marina

RECON

Existing View

Existing View with Bayside
Summer Nights Temporary Venue

View with Simulation of Project

FIGURE 4.1-3c
View from the Convention Center Rooftop Park/Plaza

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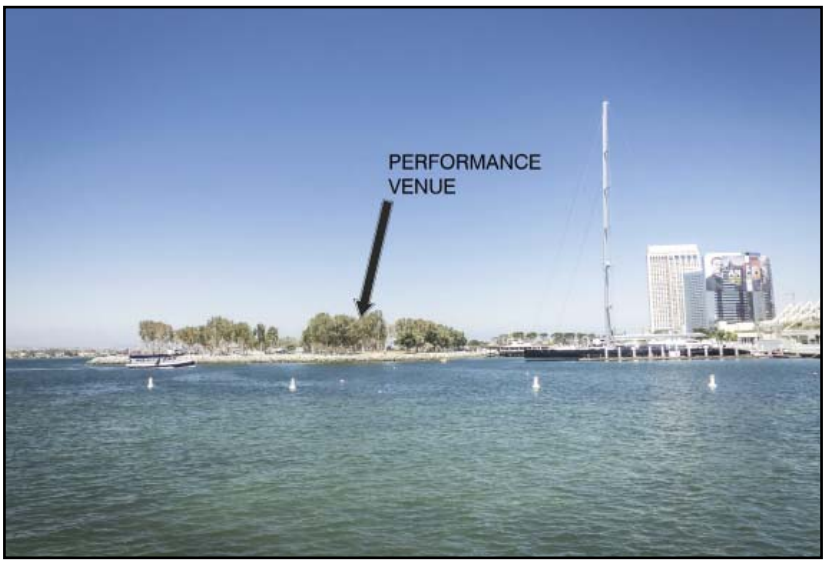
Existing View

Existing View with Bayside
Summer Nights Temporary Venue



View with Simulation of Project

FIGURE 4.1-3d
View from the Hilton Pier

RECON

Existing View

Existing View with Bayside
Summer Nights Temporary Venue

View with Simulation of Project

FIGURE 4.1-3e
View from Coronado Island

RECON

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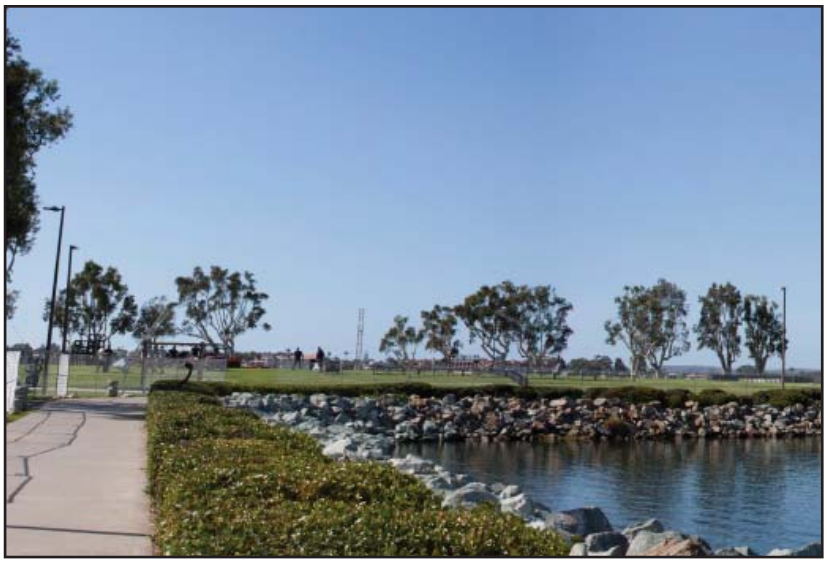

Existing View

View with Simulation of Project

FIGURE 4.1-3f
View from the Promenade at EMPS Entrance

RECON

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The EMPN Vista Area, shown in Figure 4.1-3a, provides a direct view of the southwestern peninsula of EMPS, with views of the Marriott Marina and San Diego Bay. As shown in Figure 4.1-3a, the proposed performance stage would be directly visible from the EMPN Vista Area. However, as also shown in Figure 4.1-3a, the proposed performance stage would be more aesthetically pleasing and streamlined than the temporary concert venue, which is comprised of angular, portable structures including a stage, stage house, bleachers, and porta-potties. The proposed stage and stage shell's curved shape and white color palette would be visually less bulky and distracting than the existing metal and black stage, stage house, and bleachers. Additionally, the opposite side of EMPS would be visible through the ETFE film wall of the back of the proposed performance stage whereas the temporary concert stage completely blocks this view.

The Vista Area at the Marriott Marina Promenade provides views of the Marriott Marina, with limited views of San Diego Bay and Embarcadero Marina Parks due to intervening yachts and large sail boats docked at slips within the marina. As can be seen in Figure 4.1-3b, the proposed performance stage is slightly visible from this area as direct views would be blocked by docked yachts and large sailboats housed in the marina. The Marriot Marina docks are currently undergoing repair and maintenance; at the time the photograph used in Figure 4.1-3b was taken, and throughout the period this EIR was drafted, all boats typically docked in the area shown had been removed. Therefore, Figure 4.1-3b shows a more direct view of the proposed performance stage than would normally be visible once all yachts and sailboats are re-docked throughout the marina following completion of the dock repairs.

The Convention Center Vista Area is located at its rooftop park/plaza and provides expansive views of San Diego Bay and Coronado Island, as well as downtown San Diego waterfront development. EMPS is visible from this Vista Area due to the higher elevation of the rooftop park/plaza. The proposed performance stage is generally the only project component visible from this Vista Area. As shown in Figure 4.1-3c, the performance stage appears streamlined with other items in view from this Vista Area due to its curved shell shape and does not detract from or block views of San Diego Bay.

The Hilton Pier Vista Area also provides views of San Diego Bay and Coronado Island downtown San Diego waterfront development and the Tenth Avenue Marine Terminal. EMPS is visible from this Vista Area due to the higher elevation of the rooftop park/plaza. As shown in Figure 4.1-3d, neither the existing temporary concert stage nor the proposed performance stage is visible from this Vista Area due to the trees located at the perimeter of EMPS. These trees would not be removed as part of project construction.

The Coronado Island Vista Area provides views of San Diego Bay and downtown San Diego. EMPS is directly visible from this location, though it is generally dwarfed by the immediately surrounding San Diego skyline, which includes high-rise buildings of varying architecture styles, height, and bulk. As shown in Figure 4.1-3e, the proposed performance stage would be visible from this location, though it is an improvement compared to the existing temporary concert stage. Additionally, the proposed performance stage helps to create a more cohesive and streamlined San Diego skyline when viewed from this Vista

Area, as the performance stage mimics the Convention Center and its lower profile draws the eye to the water.

A pedestrian view from the promenade near the entrance of EMPS is provided in Figure 4.1-3f. As shown, the San Diego Bay is not visible across EMPS from this viewpoint under existing conditions. Though the project would raise the elevation of the lawn visible in this view, it would not block existing pedestrian views of the bay. Additionally, the project would remove the need for the bulky metal structures depicted in Figure 4.1-3f for the existing temporary concert venue by installing the more streamlined and artistically-design stage.

EMPS itself provides views of San Diego Bay, though it is not a designated Vista Area. The back (north) wall of the performance stage would be made of transparent EFTE film to provide through-views to the other side of EMPS during performances. Thus, visitors on either side of the performance stage could see through the shell, providing views of the bay and of EMPN and EMPS. Due to its angular, box-like shape, the current temporary concert stage is bulkier and blocks views, and the 8-foot-tall chain-link fencing currently used around the perimeter of the temporary concert venue (the Bayside Performance Park portion of EMPS) is screened with green mesh, further blocking views of the bay from many locations throughout EMPS. The project's perimeter fencing would be 42 inches tall, with segments of 8-foot-tall fencing along the back-of-stage facilities, and would be slated to allow for better visibility through the Bayside Performance Park portions of EMPS from other locations within EMPS. No screening would be installed on the fencing.

While this feature would be an improvement compared to the existing temporary concert venue, the project is proposed to elevate the lawn area at the Bayside Performance Park to accommodate the sub-grade restrooms located below. The elevated lawn would provide elevated and improved views of the bay from the lawn itself. Additionally, it would place the restrooms at sub-grade, eliminating the need to bring in unsightly porta-potties for performances and events. As shown in Figure 4.1-3f, the view from the northern public promenade as it enters EMPS does not have a clear view of the bay, and the elevated event lawn would not affect views from this location. However, the performance stage and ancillary structures, including the video screens which would be collocated with the stage, may also partially block views of the bay from other areas of EMPS depending on location and direction one is looking.

As discussed above, the proposed Bayside Performance Park is anticipated to be an aesthetic improvement to the existing temporary concert venue. However, the proposed performance stage and ancillary structures would be permanent while the temporary concert venue is located on-site for only approximately four months each year. Therefore, the project would permanently alter views from Vista Areas and other public views as described above and depicted in Figure 4.1-3a through 4.1-3f. Still, the project has been designed to be cohesive with surrounding development and would not be a significant adverse impact to Vista Areas and other views. As noted previously, the proposed performance stage shell's design mimics the Convention Center and its lower profile draws the eye to the water. The use of curved lines and white color of the shell would be

harmonious with clouds in the sky and would not distract from the surrounding environment.

Approximately ~~81~~ 96 ornamental trees of various species are required to be removed to allow for grading and construction. In addition, MM GHG-3 requires the Symphony to install photovoltaic (PV) panels within the parking area. These panels would reach 10 to 12 feet high; however, they would not obstruct views of the bay due to their location in the parking lot where taller trees currently exist. An additional ~~24~~ 20 ornamental trees (*Metrosideros excelsa*) would be removed to allow for installation of PV panels, for a total of ~~105~~ 116 ornamental trees to be removed by the project (combined removal for project design and mitigation). The majority of these trees are located in the center portion of EMPS, and the trees along the perimeter of EMPS would remain. The simulations of the project provided in Figures 4.1-3a through 4.1-f include simulations of the tree removal. As shown in Figures 4.1-3a through 4.1-3f, the removal of trees would not affect the Vista Areas because the majority of the trees along the perimeter of EMPS would remain, obscuring views of the interior areas of EMPS, such as the parking lot. Therefore, the loss in tree cover would generally not be discernable from scenic vistas and the tree removal would not significantly affect scenic views containing EMPS.

As shown in Figures 4.1-3a through 4.1-3f and described in the preceding paragraphs, the project would provide a beneficial effect to the scenic views of the bay and the San Diego skyline compared to existing conditions, which include a temporary concert venue comprised of bulky, angular structures. Some views of San Diego Bay from within EMPS would be partially blocked by the performance stage, ancillary facilities, and/or elevated lawn, but the views, including those from designated Vista Areas, would not be significantly affected. While the project would construct permanent structures where none currently exist, all project features have been designed to be minimally intrusive to existing views and to complement the surrounding environment and existing development. Therefore, less than significant impacts to scenic vistas would occur.

b. Level of Significance prior to Mitigation

The project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to scenic vistas; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts to scenic vistas. Impacts would be less than significant.

Threshold 2: Scenic Highways

Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

a. Impact Discussion

Less than Significant Impact. SR-75 is a California state-designated scenic highway (Caltrans 2011). The project site, at its closest point, is approximately one mile away and visible from the portion of SR-75 that crosses the San Diego-Coronado Bay Bridge. Motorists traveling along the bridge have elevated, expansive views of the bay in all directions, though a concrete guardrail limits views from lower profile vehicles. Additionally, views of specific locations while driving along the bridge are fleeting due to the 50-miles-per-hour speed limit. There are no pedestrian or bicycle paths along the bridge that would allow for pedestrian views of the project site from the scenic highway. No rock outcroppings or historic buildings are located within or adjacent to EMPS.

Views from the San Diego-Coronado Bridge include expansive views of the bay, Coronado Island, and downtown San Diego. EMPS could be viewed as a scenic resource within this viewshed as it contains grass lawns and ornamental trees throughout, and the damage or removal of these trees could result in a significant impact. However, the project site is dwarfed by the surrounding downtown high-rise development and expansive views of San Diego Bay due to its relatively flat elevation and location at the edge of downtown. Due to the large scale of the viewshed provided from the San Diego-Coronado Bridge and distance of EMPS from the bridge (approximately one mile at the closest point), EMPS is an insignificant portion the San Diego-Coronado Bridge's viewshed as a whole and any change at the project site would not be highly visible.

To allow for grading and construction, as well as implementation of MM GHG-3, the project would remove approximately ~~105~~ 116 ornamental trees at EMPS for construction of the Bayside Performance Park and other EMPS enhancements including the reconfiguration of the parking lot. The trees to be removed include the following species and numbers:

- 46 *Metrosideros excels* (New Zealand Christmas tree)
- 7 *Phoenix reclinata* (Senegal date palm)
- 42 *Melaleuca quinquenervia* (paperbark tree)
- 9 *Erythrina* species (coral tree)
- 4 *Ficus* species (rusty fig tree)
- 6 *Feijoa sellowiana* (pineapple guava tree)
- 1 *Magnolia* species (magnolia tree)
- 1 *Cinnamomum camphora* (camphor tree)
- ~~10 *Erythrina* spp. (coral tree)~~
- ~~9 *Feijoa sellowiana* (pineapple guava tree)~~
- ~~5 *Ficus rubiginosa* (rusty fig tree)~~
- ~~2 *Magnolia* spp. (magnolia tree)~~

- ~~44 *Melaleuca* spp. (paperbark tree)~~
- ~~24 *Metrosideros excelsa* (New Zealand Christmas tree)~~
- ~~5 clusters *Chamerops humilis* (European fan palm)~~
- ~~1 *Phoenix canariensis* (Canary Island date palm)~~
- ~~4 clusters *Phoenix reclinata* (Senegal date palm)~~
- ~~1 *Washingtonia filifera* (desert fan palm)~~

A portion of the tree removal is required for the phased installation of PV panels required by MM GHG-3 (to be installed by 2030) and would not occur at once. As discussed previously, approximately ~~81~~ 96 trees would be removed to allow for construction of the Bayside Performance Park and other enhancements and approximately ~~24~~ 20 trees would be removed for the PV panels within the parking lot in accordance with MM GHG-3. Following construction, the project would install landscaping as described in Section 3.4.6.3, including approximately 55 trees that would reduce visual impacts of tree removal. Trees to be planted would be of similar size as those that would be removed. Figure 3-3 provided in Chapter 3, Project Description, provides the project conceptual plan, including the anticipated location and relative size of trees and shrubs to be installed throughout EMPS. All landscaping would be installed at the completion of construction and prior to the reopening of EMPS. The loss in tree cover is not anticipated to be visible from the San Diego-Coronado Bridge due to the distance of the site from the bridge, and the trees located at the perimeter of EMPS that screen the interior of the park and would not be removed.

As previously described, EMPS is visible from the San Diego-Coronado Bridge, but due to the bridge's expansive views and location of EMPS, the loss in tree cover and addition of PV panels within the parking lot would not be discernable from the bridge. Additionally, views of EMPS from the San Diego-Coronado Bridge are only visible by motorists, and views are therefore fleeting. The guard rail of the bridge further limits potential views of EMPS. Even so, EMPS is not the primary focus of scenic views from the San Diego-Coronado Bridge; rather, the scenic views are primarily of the overall downtown San Diego skyline, San Diego Bay, and beyond. The project would replace 55 of the removed trees and install additional landscaping consistent with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713), which are included in this EIR as Appendix D. Additionally, the majority of the trees located around the perimeter of EMPS would remain, obstructing views of the interior of EMPS from the bridge. Therefore, less than significant impacts to scenic highways would occur.

b. Level of Significance prior to Mitigation

The project would not substantially damage scenic resources of a state scenic highway and impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to scenic highways; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

Impacts to scenic highways would be less than significant following mitigation.

Threshold 3: Visual Character

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

a. Impact Discussion

Less than Significant Impact with Mitigation. The PMP describes the Centre City Embarcadero Planning District as an urban region undergoing redevelopment "to create a unified waterfront, both visually and physically, which creates an overall sense of place," and the Marina Zone Subarea as an attractive commercial and recreational resource. The visual character landward of EMPS is dominated by the bustling downtown San Diego, densely developed with multi-story and high-rise commercial and mixed-use development. Bayward of EMPS, the visual character is dominated by open water and views of Coronado Island. EMPS itself is a developed and landscaped waterfront park adjacent to downtown San Diego. The site receives visitors intending to use the exercise equipment, basketball courts, gazebo, picnic areas, and/or fishing pier, though its surroundings are noticeably more active than EMPS itself. The sites surrounding EMPS are utilized by boats traveling to and from the Marriott Marina, Fifth Avenue Landing Marina, or passing by; pedestrians walking along the South Embarcadero Promenade; visitors coming from the Convention Center and nearby hotels; and vehicles traveling along East Harbor Drive and other downtown streets.

Since 2004, a portion of EMPS is transformed into a temporary concert venue for the Bayside Summer Nights series which runs from June to September each year. Eight-foot-tall chain-link fencing with green-mesh screening is erected around the perimeter of the northwestern portion of the park and a large, bulky metal stage enclosed in a box-like, wrapped stage house, and bleachers are assembled within its boundaries. Figures 4.1-3a-f provides photographs of EMPS with the Bayside Summer Nights temporary performance and event venue set up. The project would construct a permanent performance and event venue on site, negating the need to erect and take down the temporary venue each season. The project's stage and stage shell are noticeably more attractive and complementary of the surrounding visual character than the temporary stage set up (see Figures 4.1-3a-f). The outer stage shell would utilize a material that is characteristic of the sail material used on the Convention Center in order to create a cohesive and iconic South Embarcadero identity. While the temporary concert venue is comprised of angular and bulky metal structures, the proposed stage shell's curved shape and white color palette would be visually less bulky and distracting. Additionally, the proposed sub-grade restrooms would eliminate the need to set up unsightly porta-potties by installing permanent restrooms partially beneath the elevated event lawn. Additionally, no permanent seating would be installed at the project, allowing for the lawn space to remain unobstructed during non-event days, compared to the

temporary performance and event venue's metal bleachers that remain in the park from June through September each year.

While the project would be an improvement compared to the existing temporary concert venue, the temporary concert venue is only located at EMPS for approximately four months each year whereas the project would be located at EMPS year-round. As such, the project's ~~affect~~effect on the visual character of EMPS during the off-season (outside of the Bayside Summer Nights season) must be analyzed. The project has been designed to be cohesive with surrounding development and has incorporated a design that mimics surrounding development (e.g., Convention Center roof sails). The use of curved lines and white materials within the stage shell are harmonious with clouds in the sky and would not adversely affect the visual character of EMPS. Additionally, the project stage shell would incorporate a light-emitting diode (LED) art installation as part of the project's public art contribution. As described in Chapter 3, Project Description, all public art installed by District tenants is reviewed by the District's Office of Arts and Culture as part of the "Percent for Art" program, which requires 1 percent of the project value (for projects over $5 million) to be applied to the provision of public art. The Office of Arts and Culture would review the artist's/designer's qualifications and the LED light art installation design and execution.

Throughout the rest of EMPS, public amenities, including exercise equipment, basketball courts, gazebo, public restrooms, and portions of the public promenade, would be improved, refreshed, or replaced. Specifically, the basketball courts would be resurfaced with new materials and hoops and the gazebo would be refurbished. The parking lot would be reconfigured and surfaced with new pavement, and the public restroom facilities would also be refurbished. New pavers would be installed along the widened portion of the public promenade within the northwestern half of EMPS as well. Ultimately, the project would result in a refreshed, more attractive EMPS.

As previously discussed, the project would remove a total of approximately ~~105~~ 116 trees for construction of the project and implementation of MM GHG-3. This would result in a substantial loss in tree cover at the site and a potentially significant impact to the visual character of EMPS. Throughout the EMPS, new landscaping would be installed, including 55 trees and other shrubs and vegetation (see Figure 3-3). The landscaping would be required to comply with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713) (see Appendix D of this EIR). However, because only 55 trees would be replaced, it cannot be certain without a detailed landscape plan that the proposed landscaping would provide the appropriate vegetative cover to be consistent with the existing character of EMSP. To ensure that these 55 trees and the remainder of the planned landscaping (e.g., shrubs, plants, and lawn) are installed in a manner consistent with the aforementioned District standards and according to existing park character, Mitigation Measure (MM) AES-1 requires the Symphony to prepare and submit a detailed landscape plan for District approval prior to the landscaping installation. With District review and input to ensure appropriate landscaping mitigates the loss in tree cover, impacts would be less than significant.

The City of San Diego Downtown Community Plan's Urban Design Element aims to establish a defined, yet variegated skyline, giving focus points to the eye when looking towards the City of San Diego from the bay. The project would be consistent with this goal in that it would complement surrounding development such as the Convention Center. Additionally, while it would add another visually attractive and interesting structure to views of downtown, it would not undermine the skyline. The stage's sleek and low-profile compared to the surrounding taller buildings would help draw the eye down to the water, joining the waterfront to the overall downtown skyline view. The governing document for the project site, however, is the PMP. The project would be consistent with the PMP's description of the Centre City Embarcadero Planning District and Marina Zone Subarea, which is described as an attractive, urban recreational and commercial area. Further, the project would support the creation of a visually unified waterfront. Its iconic architectural design and stage shell fabric would be characteristic of that at the Convention Center and would create an overall sense of place for the South Embarcadero.

EMPS is also located within the boundaries of the area covered by the South Embarcadero Design and Signage Guidelines. As previously discussed, the project would aid in the creation of a distinct identity for the South Embarcadero area, as called for in the District's South Embarcadero Design and Signage Guidelines. The project is consistent with the South Embarcadero Design and Signage Guidelines through the improvements the project would make to the waterfront pedestrian experience. For example, the project would widen a portion of the public promenade; enhance public recreational amenities at EMPS; provide elevated views of San Diego Bay for general public use outside of events; using an attractive and cohesive design throughout EMPS; increasing security and safety of the site through an on-site security guard, surveillance cameras; and appropriate nighttime lighting; and installing public access and wayfinding signage.

As previously stated, the project would not detract from the surrounding visual character. Rather, the project's architectural design would complement the surrounding aesthetics and contribute to a streamlined San Diego skyline. It would be substantially more artistic and visually complementary of its surroundings than the existing temporary performance and event venue. Additionally, the park enhancements include the refurbishment and replacement of public amenities, such as the gazebo and restrooms which would result in a beneficial effect on the visual character of EMPS. However, because the removal of 105 trees by the project has the potential to substantially degrade the existing visual character of EMPS, the project would result in significant impacts to visual character or quality. Implementation of MM AES-1 would reduce the impact to a less than significant level.

b. Level of Significance prior to Mitigation

The project would have a substantial adverse effect on visual character of EMPS due to the removal of trees on-site. Impacts would be significant.

c. Mitigation Measures

MM AES-1: Landscape Plan

Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. The landscape plan shall be consistent with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Attachment A to BPC Policy No. 713) and shall meet the following requirements:

- Species name, age/size at time of planting, and proposed locations of all landscaping shall be specified in the plan;
- All large landscaped areas shall have a minimum of three varieties of ground cover and a minimum of 25 percent of the total planting area shall be in shrubs;
- Shrubs planted shall be no smaller than 5-gallon containers at the time of planting, and 25 percent of shrubs planted shall be of flowering variety;
- Trees shall meet the following minimum requirements:
    - A minimum of one medium tree and two large trees shall be planted per every 5,000 square feet within the parking area, and a minimum of one medium tree and one large tree shall be installed for every 5,000 square feet of the remaining area of EMPS;
    - Medium trees are defined as 30 to 50 feet in height and large trees are defined as 50 feet or taller; and
    - The minimum tree size for all trees shall be 15 gallons at the time of planting;
- Species shall be chosen from those listed under the Plant Palette section of the District's Landscape Development Manual Guidelines and shall be very low- to moderate-water use species, with the very low-water use species used to the highest extent feasible; and
- No species identified on the District's invasive plant species list shall be utilized.

The applicant shall receive District approval of the landscape plan prior to installation of landscaping. Landscaping within the Bayside Performance Park shall be maintained by the applicant throughout the duration of the Real Estate Agreement with the District. Landscaping installed outside of the Bayside Performance Park within the remaining area of the Embarcadero Marina Park South shall be initially maintained by the applicant for a period of five years, or until deemed successful by the District. Initial maintenance shall include immediate replacement of any dead or dying trees and shrubs.

d. Level of Significance after Mitigation

Following mitigation, impacts to visual character would be less than significant.

Threshold 4: Light and Glare

Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

a. Impact Discussion

Less than Significant Impact. As described in Section 4.1.2, Existing Setting, the area surrounding EMPS is generally well-lit at night as it is heavily developed with the Convention Center, hotels, and other commercial and residential uses. The Tenth Avenue Marine Terminal is located less than a quarter mile southeast of the project site; as a marine industrial complex, it is brightly lit at night to ensure safe operations and loading/unloading. In addition to outside sources of light that illuminate the area, EMPS is currently illuminated on site through existing lamp posts. The project would also install the following types of lighting throughout EMPS:

- **Security Lighting**: downward-projected or shielded lighting fixtures for wayfinding and security purposes and other tasks, such as cleanup activities; some security lighting may be turned on all night, regardless if events are occurring, as is current practice at EMPS. This lighting would be mounted on architectural structures and not on lighting stands (e.g., food pavilions, ancillary space, etc.).

- **Event Lighting**: used only during nighttime event hours to light pathways and other areas such as the food pavilions. Up to 10 lighting posts would be installed, 7 of which would be co-located with speakers around the perimeter of the seating area. Other examples include accent lighting, box office lighting, internal venue pathways, and catenary lighting (e.g., stringed lights).

- **Public Art Lighting**: LED light display used during events, holiday, for periods of approximately 5 to 10 minutes, occurring up to every 30 minutes. All lighting would be installed within the stage structure to illuminate the stage shell.

The project's security lighting would not cause a substantial new source of light, as similar lighting exists at EMPS and is necessary for security and safety purposes. Security and event lighting would conform to the City of San Diego's outdoor lighting ordinance (City of San Diego Ordinance Number 20186), which requires outdoor lighting fixtures to be installed in a manner that limits light pollution, such as through the use of shielded, flat lenses to control the direction of light.

Appendix E provides a lighting plan for the project, including the locations and design for the security, event, and public art lighting (Horton Lees Brogden Lighting Design 2016). As with the temporary concert venue, during nighttime performances and events at the Bayside Performance Park, EMPS would be well-lit and brighter than nighttime conditions at EMPS on non-event days, as currently occurs at EMPS during events held at the temporary concern venue. This is because the performance stage, stage shell, and ancillary facilities, as well as the food pavilions and internal pathways, would be lit during events.

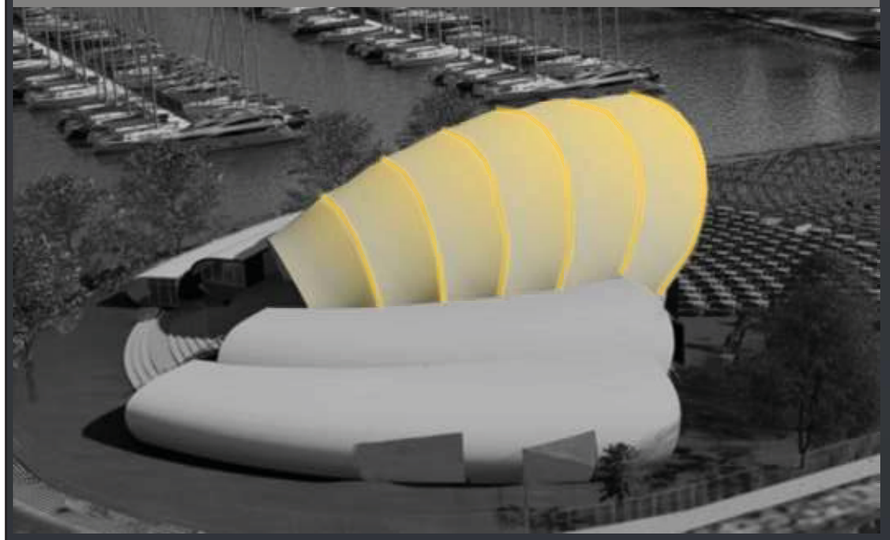
Outside of events, only the security lighting fixtures would be lit and nighttime lighting conditions would be similar to existing non-event conditions. As detailed in Appendix E, the brightest lit portions of EMPS would be the performance stage (during events only) and basketball courts (both during and outside of event hours). Most of the lighting installed throughout EMPS, including the Bayside Performance Park portion, would include lighting fixtures that are directed downward or shielded, the exceptions being some event lighting (e.g., accent lighting) and public art lighting.

The project would also include an LED light art installation on the stage shell as part of the project's public art contribution. The art installation would utilize Option 3 detailed in the lighting plan (see Appendix E), which includes LED lights installed within the stage shell rather than external light fixtures. Figure 4.1-4 provides a representative photographic simulation of the proposed light art installation. Lighting displays would be digitally programmable and automated to display a variety of artwork, images, and colors. The lighting display would not be used for advertisements or other signage as it is intended to be a public art display only. The lighting would illuminate and highlight the stage shell itself, and no projectors or lasers would be used to project light onto the exterior. Displays could be programmed to sync with music during performances at the Bayside Performance Park or coordinate with public holidays, festivals, and other events throughout the South Embarcadero and downtown area. Synchronized, active displays on the stage shell through the art installation would be short, lasting approximately 5 to 10 minutes or less at a time between intervals of approximately 30 minutes. It is anticipated that the light displays would occur on event days (though not necessarily all event days), on holidays, on weekends (though not necessarily all weekends) and other times as determined by the Symphony and District.

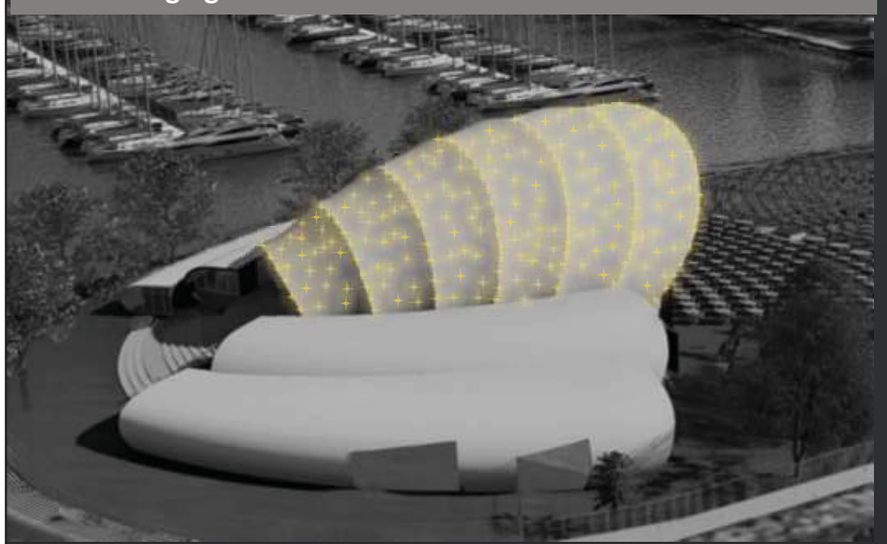
The LED light art installation is intended to meet the District's requirement for tenant projects over $5 million to provide public art, with an investment of 1 percent of the project value. Additionally, the PMP emphasizes enhancement and activation of the waterfront in the South Embarcadero. An illumination of public waterfront areas and provision of public art, such as the proposed art installation and security lighting throughout the public promenade, is anticipated to attract more visitors to EMPS after dark, furthering the District's goal of activating the waterfront. As described previously, the District's Office of Arts and Culture would review the designer qualifications and plans for the LED light art installation prior to approval. The proposed art installation would not create visual clutter or detract from the stage shell, but would rather accentuate its attractive design and add to a distinct, iconic South Embarcadero area consistent with the PMP goals for the Centre City Embarcadero Planning District. Additionally, it is not intended to diminish views of other architecture in the vicinity, such as the Convention Center and Coronado Bridge, but would rather complement the surroundings by highlighting the waterfront skyline. The lighting of the art installation would not be considered a detraction of views of the bay, as it would consist of soft artistic lighting.

Map Source: Horton Less Brogden Lightning Design

Option 3
Color Changing LED Linear Lights Along the Structure



Option 3
Color Changing LED Nodes



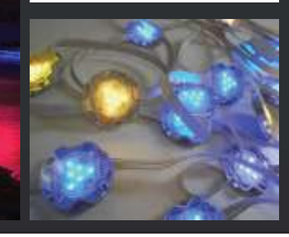


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FIGURE 4.1-4
Simulation of LED Light Art Installation

While the majority of lighting would not be directed outside of EMPS and would not substantially illuminate surrounding areas, the event and public art lighting may result in localized sky glow when events are being held. Additionally, the increase in number of events held per year would increase under the project, and therefore the number of nights in which EMPS would be more brightly lit would also increase. However, nighttime views of San Diego Bay and the San Diego skyline are already characterized by urban lighting and its reflection on the water. The existing nighttime environment of EMPS and its surroundings is well-lit by existing development, including nearby hotels and other commercial uses (e.g., San Diego Convention Center, Petco Park) and the Tenth Avenue Marine Terminal that contribute to existing levels of nighttime sky glow and light trespass. Therefore, the project's lighting would not adversely affect nighttime views and would not be out of character with the surrounding development. Nighttime views of San Diego Bay would not be affected as the existing downtown and urban lighting from San Diego and Coronado Island and their reflections over the water are already signature features of such views.

In addition, though the project area is not subject to the Downtown Lighting Plan, consistency between the City of San Diego downtown area and District lands is necessary for the San Diego waterfront to achieve a cohesive sense of place. The project would further the Downtown Lighting Plan's goal to enhance signature elements along the waterfront. The event and public art lighting would be consistent with the San Diego Downtown Lighting Plan's call for special lighting treatments of architectural elements and lighting for special or seasonal events along the waterfront.

MM GHG-3 requires PV panels to be installed within the parking lot to minimize impacts associated with greenhouse gas emissions. Installation of the PV panels would be phased and would be completed by 2030. While PV panels are often a source of glare, the project site is adjacent to San Diego Bay and downtown development, which both include considerable reflective surfaces and sources of glare (e.g., open water, glass windows, and metal building materials). Additionally, panels are typically between 10 and 12 feet tall and would not be visible from most viewpoints outside of EMPS due to the taller trees located around the perimeter of EMPS that would remain in place. The panels would be constructed within the parking lot and oriented to the south, towards the Tenth Avenue Marine Terminal, which is not a sensitive land use. Due to the project's location on San Diego Bay and in close proximity to existing downtown San Diego development (existing large sources of glare), the PV panels would not significantly increase glare within the site and its surroundings. No substantial amounts of glass or other reflective materials are proposed to be used for construction of the stage or ancillary facilities. Therefore, the project is not anticipated to create a substantial new source of glare that would adversely affect daytime or nighttime views.

In summary, the project's security lighting would be installed consistent with the City of San Diego's outdoor lighting ordinance and would not substantially increase lighting compared to existing conditions. The number of annual events would increase with the project, meaning more nights each year that the site would include event lighting; however, the event lighting would not significantly increase the lighting of the surrounding vicinity

such that nighttime views would be adversely affected. While the proposed light art installation would introduce a new source of light at EMPS, the lighting would be tasteful and artfully coordinated with the existing surrounding nighttime light and views. The light art installation would be a public amenity for all park-goers and visitors with views of the San Diego waterfront. Additionally, nighttime views of and within EMPS are already illuminated and characterized by existing urban and industrial light sources within the surrounding areas. While the event and public art lighting has the potential to result in some localized sky glow, the illumination would be generally limited to within and immediately surrounding the EMPS and would not substantially exacerbate the nighttime lighting conditions of the downtown area. Though the proposed lighting would be visible from surrounding areas, such as from Coronado Island, the existing development located both immediately adjacent and further surrounding the project site includes similar or brighter levels of lighting; therefore, nighttime views would not be significantly affected. Additionally, some of the lighting would be in the form of a public art display, approved by the District's Office of Arts and Culture, which would not adversely affect daytime or nighttime views. Therefore, less than significant impacts associated with light and glare would result from the project.

b. Level of Significance prior to Mitigation

The project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with light and glare; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with light and glare. Impacts would be less than significant.

4.2 Air Quality

4.2.1 Overview

This section describes the existing conditions and applicable laws and regulations associated with air quality, as well as an analysis related to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project) potential to result in air emissions that contribute to adverse health effects. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Information presented in this section is largely based on the Air Quality Analysis (Appendix F) prepared by RECON Environmental in December 2016. Based on the discussions provided in the following subsections, the project would have a less than significant impact on local and regional air quality.

4.2.2 Existing Conditions

4.2.1.1 Environmental Setting

a. Air Basin/Geographic Setting

The state of California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The project site is located within the western portion of the San Diego Air Basin (SDAB), which encompasses all of San Diego County. The western portions of the SDAB generally include coastal plains, which are surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas.

b. Climate

The project site is adjacent to San Diego Bay and approximately 2 miles east of the Pacific Ocean. The San Diego Bayfront, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. Based on meteorological data recorded at San Diego International Airport, which is approximately 2.2 miles northwest of the project site, the local temperature range is relatively limited, with winter low temperatures along the coast averaging about 49 degrees Fahrenheit (°F), and summer high temperatures averaging about 74°F. The average annual precipitation is 10.1 inches, falling primarily from December to March. Snowfall is infrequent (Western Regional Climate Center [WRCC] 2016).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater changes between the morning and afternoon mixing depths improve the ability of the atmosphere to disperse pollutants.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to the sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. Occasionally, Santa Ana winds blow pollution from the South Coast Air Basin (SCAB), i.e., the air basin containing Los Angeles, out over the ocean. As the high pressure weakens, prevailing northwesterly winds reassert themselves and may send this cloud of contamination ashore in the SDAB. When this event occurs, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

4.2.1.2 Existing Air Quality

a. Ozone

Ozone pollution, more commonly referred to as smog, is created by a chemical reaction between nitrogen oxides (NO_X) and various hydrocarbons (referred to as reactive organic gases [ROG] or volatile organic compounds [VOC]; for purposes of this analysis, ROG and VOC are equivalent.) in the presence of sunlight. As NO_X and VOC are prerequisites to the formation of ozone, these pollutants are known as the "chief precursors" of ozone. ROG are emitted by a wide range of paints/lacquers, paint strippers, cleaning supplies, pesticides, correction fluids, craft glues/adhesives, and photographic solutions, but about half of smog-forming emissions come from vehicles. More strict automobile emission controls, including more efficient automobile engines, have played a large role in the steady decrease in ozone levels in the SDAB since the late 1970s.

Inhaling ozone may result in a number of health effects that are observed in broad segments of the population. People may experience symptoms such as coughing, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath and chest tightness, wheezing, or shortness of breath.

b. Carbon Monoxide

Carbon monoxide (CO) is an odorless, colorless gas. It is produced as a result of incomplete combustion of carbon-containing fuels such as coal, wood, charcoal, natural gas, and fuel oil.

CO can cause harmful health effects by reducing oxygen delivery to the body's organs and tissues. Because it is impossible to see, taste, or smell the toxic fumes, CO can kill you before you are aware it is in your home. At lower levels of exposure, CO causes mild effects that are often mistaken for the flu. These symptoms include headaches, dizziness, disorientation, nausea, and fatigue. High levels of CO can cause vision problems, reduce the ability to work or learn, reduce manual dexterity, and cause difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death. The effects of CO exposure can vary greatly from person to person depending on age, overall health, and the concentration and length of exposure.

Prior to the 1990s, many urban areas in California, including the SDAB, routinely violated federal and state standards for CO. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in SDAB dropped substantially. Since 1991, CO levels have only violated federal and state standards once. The violation, which occurred on October 28, 2003, is believed to have been a result of the 2003 Cedar Fire.

c. Particulate Matter

Particulate matter is a complex mixture of microscopic solid or liquid particles including chemicals, soot, and dust. Sources of direct particulate emissions caused by humans include crushing or grinding operations, dust stirred up by vehicle traffic, and combustion sources such as motor vehicles, power plants, wood burning, forest fires, agricultural burning, and industrial processes. Additionally, indirect emissions may be formed when aerosols react with compounds found in the atmosphere.

Health studies have shown a significant association between exposure to particulate matter and premature death in people with heart or lung diseases. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (U.S. EPA 2016).

As its properties vary based on the size of suspended particles, particulate matter is generally categorized as particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}) or particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$).

Coarse Particulate Matter (PM_{10})

PM_{10}, which is occasionally referred to as “inhalable coarse particles”, has an aerodynamic diameter of about one-seventh of the diameter of a human hair. High concentrations of PM_{10} are often found near roadways, construction, mining, or agricultural operations.

Fine Particulate Matter ($PM_{2.5}$)

$PM_{2.5}$, which is occasionally referred to as "inhalable fine particles", has an aerodynamic diameter of about one-thirtieth of the diameter of a human hair. $PM_{2.5}$ is the main cause of haze in many parts of the United States. Federal standards applicable to $PM_{2.5}$ were first adopted in 1997.

d. Other Criteria Pollutants

The national and state standards for nitrogen dioxide (NO_2), oxides of sulfur (SO_x), and the previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. As discussed above, new standards for these pollutants have been adopted, and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility-reducing particulates.

e. Air Quality Monitoring Data

Air quality is expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. Environmental Protection Agency (U.S. EPA) or state standards set by the California Air Resources Board (CARB).

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the U.S. EPA. The San Diego Air Pollution Control District (SDAPCD) maintains 10 air-quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The San Diego–Beardsley monitoring station, located at 1110A Beardsley Street, approximately one mile east of the project site, is the nearest station to the project area. The San Diego–Beardsley monitoring station measures ozone, CO, NO_2, PM_{10}, and $PM_{2.5}$. Table 2 provides a summary of measurements collected at the San Diego–Beardsley monitoring station for the years 2011 through 2015.

Table 4.2-1
Air Quality Measurements—San Diego Beardsley Monitoring Station

Pollutant/Standard	2011	2012	2013	2014	2015
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	0	2	0
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	0.082	0.071	0.063	0.093	0.089
Max 8-hr (ppm)	0.061	0.065	0.053	0.072	0.067
Carbon Monoxide					
Days Federal 8-hour Standard Exceeded (35 ppm)	0	0	Na	Na	Na
Days State 8-hour Standard Exceeded (20 ppm)	0	0	Na	Na	Na
Max. 1-hr (ppm)	2.80	2.60	Na	Na	Na
Max. 8-hr (ppm)	2.44	1.81	Na	Na	Na
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.067	0.065	0.072	0.075	0.062
Annual Average (ppm)	0.014	0.013	0.014	0.013	0.014
PM_{10}*					
Measured Days State 24-hour Standard Exceeded (50 μg/m^3)	0	0	1	0	1
Calculated Days State 24-hour Standard Exceeded (50 μg/m^3)	0.0	0.0	6.0	0	5.7
Measured Days Federal 24-hour Standard Exceeded (150 μg/m^3)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 μg/m^3)	0.0	0.0	0.0	0.0	0
State Max. Daily (μg/m^3)	49.0	47.0	92.0	41.0	53.0
State Annual Average (μg/m^3)	24.0	22.2	25.4	23.8	23.2
Federal Annual Average (μg/m^3)	23.3	21.8	24.9	23.3	23.0
$PM_{2.5}$*					
Measured Days Federal 24-hour Standard Exceeded (35 μg/m^3)	0	1	1	1	0
Calculated Days Federal 24-hour Standard Exceeded (35 μg/m^3)	0.0	1.0	1.1	1.0	0.0
Federal Max. Daily (μg/m^3)	34.7	39.8	37.4	36.7	33.4
State Annual Average (μg/m^3)	10.9	Na	10.4	10.2	10.2
Federal Annual Average (μg/m^3)	10.8	11.0	10.3	10.1	9.3

SOURCE: CARB 2016a.
ppm = parts per million; μg/m^3 = micrograms per cubic meter; Na = Not available.

4.2.3 Applicable Laws and Regulations

Poor air quality results from the emission of air pollutants from both mobile and stationary sources. Mobile sources of air pollutants include motor vehicles, off-road equipment such as agricultural and construction equipment, trains, and airplanes. Mobile sources of air pollution are regulated by federal and state agencies, such as CARB and the U.S. EPA, through the establishment of emission standards and emissions reduction programs and regulations. Stationary sources include shipyards, marine terminals, gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile and stationary sources of air pollutants and

measures that are currently being taken to achieve and maintain healthful air quality in the SDAB.

4.2.3.1 Federal

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS). Six criteria pollutants of primary concern have been designated: ozone, CO, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and PM. The NAAQS "protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. NAAQS are presented in Table 4.2-2 (CARB 2016b).

The U.S. EPA issues area designations for each criteria pollutant based on local monitoring data. In California, federal area designations typically apply to the state's 15 geographic air basins. Areas that meet NAAQS are designated as attainment areas. Similarly, areas that are expected to be meeting the standard despite a lack of monitoring data are designated as "unclassifiable attainment". Areas that do not meet NAAQS may be designated as non-attainment areas. Following designation as a non-attainment area, state and local governments must develop implementation plans outlining how the area will attain and maintain NAAQS. Once a non-attainment area has achieved the NAAQS, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for a specified period and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the CAA. Areas that have been redesignated to attainment are called maintenance areas. The SDAB is a non-attainment area for the 8-hour federal ozone standard.

4.2.3.2 State

a. California Ambient Air Quality Standards

The state of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more strict standards for criteria pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the state classifies specific geographic areas (air basins) as either "attainment," "unclassified," or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB encompasses San Diego County. The SDAB is a non-attainment area for the state ozone standards, the state PM_{10} standard, and the state $PM_{2.5}$ standard. CAAQS are presented in Table 4.2-2 (CARB 2016b).

Table 4.2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chroma-tography			

See footnotes on next page.

Table 4.2-2
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standards of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016b.

b. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

Portions of the SIP are known as Air Quality Attainment Plans (AQAPs) and are specific to the region and criteria pollutant. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to attain NAAQS and CAAQS and appropriates money (including permit fees) to achieve these objectives.

c. California Air Toxics Program

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase.

The California TAC establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics Hot Spots Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics Hot Spots Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 – Chapter 731, Escutia, focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health.

Locally, toxic air pollutants are regulated through the SDAPCD Regulation XII.

Diesel Particulate Matter

Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program. Diesel emissions generated within the County and surrounding areas pose a potential hazard to residents and visitors.

Since the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles (CARB 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to DPM 85 percent by 2020.

4.2.3.3 Local

a. San Diego Air Pollution Control District

The SDAPCD prepared the Regional Air Quality Strategy (RAQS) in response to the requirements set forth in the California CAA. Included as part of the RAQS are the transportation control measures for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and transportation control measures set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding transportation control measures were adopted in 1995, 1998, 2001, 2004, 2009, and 2016. The most recent revisions to the 2016 RAQS were adopted on December 14, 2016.

4.2.4 Project Impact Analysis

4.2.4.1 Methodology

Project air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.1 (California Air Pollution Control Officers Association [CAPCOA] 2016). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basics sources: construction sources and operational sources (i.e., area and mobile sources).

Below is a brief discussion of modeling methods and assumptions. For a discussion of all air quality modeling methods, assumptions, and model inputs refer to the Air Quality Analysis (see Appendix F).

a. Construction-related Emissions

Construction-related activities are temporary, short-term sources of air emissions. Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust.

Construction-related emissions were modeled beginning in October 2018 and lasting for approximately 8 months, followed by a 1- to 2-month commissioning and site testing phase, for a total construction duration of up to 10 months. Project construction would have four distinct phases, demolition (0.5 month), grading (2 months), structural and site work (5 months), and paving (0.5 month).

b. Operation-related Emissions

Operation-related activities are long-term sources of air emissions. These air emissions would include mobile source emissions that originate from traffic generated by the project and area source emissions that would result from activities such as the use of natural gas, landscaping equipment, architectural coatings, and consumer product use.

Mobile source emissions were modeled based on vehicle trip generation rates, and trip distances were obtained from the Traffic Impact Analysis (Chen Ryan 2017). Based on trip generation rates, the project would result in up to 6,300 trips per day. Nonetheless, the analysis in this section conservatively assesses the maximum air emissions associated with the project that would occur on the day of an event with maximum attendance of 10,000 attendees.

Air emissions associated with natural gas use were modeled based on a projected natural gas use of 2,151 British thermal units (BTU) per event. Other area sources such as landscaping equipment, architectural coatings, and consumer product use were modeled based on standard CalEEMod assumptions associated with the project size.

Localized Carbon Monoxide Impacts

Localized CO concentrations are a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. Guidance for the evaluation of CO hot spots is provided in the Transportation Project-level Carbon Monoxide

Protocol (CO protocol) (University of California Davis 1997) prepared for the Environmental Program of the California Department of Transportation by the Institute of Transportation Studies, University of California Davis. Consistent with the CO protocol, detailed modeling was performed to assess CO concentrations at the three most congested intersections. CALINE4, a computer air emission dispersion model with a graphic interface (CalRoads View), was used to calculate CO concentrations at receivers located at each of the corners of these intersections. During project events, the three most congested intersections would be:

- Convention Center Court at Harbor Drive (PM Peak Hour)
- Fifth Avenue at Harbor Drive (PM Peak Hour)
- Park Boulevard at Harbor Drive (PM Peak Hour)

4.2.4.2 Thresholds of Significance

Consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, impacts related to air quality would be significant if the project would:

1. Conflict or obstruct the implementation of the applicable air quality plan;
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable NAAQS or CAAQS i.e. ozone and particulate matter;
4. Expose sensitive receptors to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

The SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under CEQA. However, the SDAPCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). These AQIA trigger levels do not generally apply to construction, mobile sources, or general land development projects; however, for comparative purposes, these levels are used to evaluate the increased emissions that would be discharged to the SDAB if the proposed project were approved. SDAPCD Rules 20.2 and 20.3 do not specify thresholds for ROG. However, rule 20.1 equates ROG and NO_X emissions and applies the same limitation on ROG and NO_X emissions in ozone non-attainment areas; therefore, the ROG threshold is set equal to the NO_X threshold. The air quality thresholds used in this analysis are shown in Table 4.2-3.

Table 4.2-3 Air Quality Impact Analysis Trigger Levels			
Pollutant	Emission Rate (pounds/hour)	Emission Rate (pounds/day)	Emission Rate (tons/year)
NO_x	25	250	40
SO_x	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
ROG	--	250	--
$PM_{2.5}$	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3			

The SDAPCD does not consider AQIA trigger levels to represent significance thresholds, because exceedances do not necessarily result in air quality impacts. Rather, AQIA trigger levels were developed to identify sources with emissions that are too small to cause or substantially contribute to violations of NAAQS or CAAQS and therefore do not warrant further air quality analysis or permitting. Where AQIA trigger levels would be exceeded the SDAPCD Rule 20.3 states that the new, modified, or relocated emission source would require air quality impact analysis to determine whether it would cause or substantially contribute to violations of NAAQS or CAAQS.

4.2.4.3 Project Impacts and Mitigation Measures

Threshold 1: Consistency with Air Quality Plans

Would the project conflict with or obstruct the implementation of the applicable air quality plan i.e., the San Diego RAQS?

a. Impact Discussion

Less than Significant. The California Clean Air Act requires areas that are designated as non-attainment areas of state ambient air quality standards for ozone, CO, SO_2, and NO_2 to prepare and implement plans to attain the standards by the earliest practicable date. The SDAB is designated as a non-attainment area for the state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standards for ozone. The two pollutants addressed in the RAQS are ROG and NOx, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS, in conjunction with the transportation control measures, were most recently adopted in 2016 as the air quality plan for the region.

The CARB mobile source emission projections and SANDAG growth projections are based on population projections, vehicle trends, and local land use plans. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the local land use plan would be consistent with the RAQS. In the event

that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is within EMPS, which is included in the Centre City Embarcadero Planning District 3 of the certified Port Master Plan (PMP). The project site is in the Marina Zone Subarea and is identified as a Park/Plaza land use designation. The PMP describes Park/Plaza as a use category designating landscaped urban type recreational developments and amenities. It states that "recreational facilities frequently associated with parks include… public art, cultural uses… and recreational program facilities and activities". It also allows for park-activating uses that are ancillary to the public uses.

As compared to the existing temporary venue, the proposed performance and event venue would increase the frequency of events. The existing temporary venue accommodates up to 37 Bayside Summer Nights performances between June and September. The project would expand programming to include year-round events. As discussed in Chapter 3, up to 110 half-day or 55 full-day paid-admission performances and event rentals would be allowed each year. The anticipated programming for the Bayside Performance Park includes up to 116 events per year (includes 100 Symphony performances, partnership performances, and event rentals that are subject to the limitation of no more than 110 events annually, plus 16 free public events and Education and Public Engagement Program events, which are not subject to limitation[1]). The increased number of events would result in greater annual trip generation and thereby result in greater annual ozone emissions. Rather than annual ozone precursor emissions, RAQS consistency is related to a project's maximum daily ozone precursor emissions.

As compared to the existing temporary venue, the proposed performance and event venue would increase the maximum event seating capacity from approximately 5,800 to 10,000 attendees; the project would thereby increase the maximum daily vehicle trips associated with Bayside Performance Park events by approximately 2,650 trips per day. Other Park/Plaza sites in the District with similar land use designations are commonly used to host events such as festivals, marches, parades, fairs, and firework shows that accommodate several tens of thousands of attendees over the course of a weekend. Thus, although the project would increase the vehicle trips and associated mobile source emissions associated with the Bayside Performance Park events, the project would remain consistent with the land use intensity anticipated by the RAQS.

Additionally, SANDAG transportation control measures from the Sustainable Communities Strategy, *San Diego Forward: The Regional Plan* (San Diego Forward), include continued helping implement streamlining for projects within transit priority areas (SANDAG 2015). Transit priority areas are areas within one-half mile of a major transit stop (i.e., rail transit

[1]See Table 3-5, Anticipated Bayside Performance Park Programming, of Chapter 3, Project Description.

station, ferry terminal served by bus or rail transit, or the intersection of major bus routes). Increased development in transit priority areas results in increased transit ridership, reduced vehicle miles traveled (VMT), and reduced air pollution (Governor's Office of Planning & Research 2014). The project is within a transit priority area as identified in *San Diego Forward* Figure C.11 and therefore supports transportation control measures referenced by the RAQS.

As the project would construct cultural and recreational facilities that are consistent with this land use designation, the project would be consistent with the land use designation and would therefore be consistent with growth anticipated by the PMP and SANDAG. As RAQS emissions forecasts are based on land use assumptions from the PMP and SANDAG growth projections, the project is also accounted for in the RAQS.

b. Level of Significance prior to Mitigation

The project would result in air emissions that would not exceed the air emission estimates used to develop the San Diego RAQS, thereby not compromising the effectiveness of the San Diego RAQS. Therefore, the project would not obstruct or conflict with implementation of the San Diego RAQS. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with air quality plans; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with air quality plans. Impacts would be less than significant.

Threshold 2: Air Quality Standards

Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

a. Impact Discussion

Less than Significant. Project air emissions were calculated using CalEEMod Version 2016.3.1. The modeling approach is summarized in Section 4.2.4.1, for complete modeling details refer to the Air Quality Analysis (see Appendix F). Tables 4.2-4 and 4.2-5 summarize the maximum daily emission levels during project construction and operation for each criteria pollutant.

Table 4.2-4 Summary of Worst-Case Construction Emissions (pounds per day)						
Phase	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	4	52	24	>1	11	3
Grading	9	106	61	>1	8	6
Structural and Site Work	6	66	40	>1	12	5
Paving	2	18	15	>1	1	1
Maximum Daily Emissions	**9**	**106**	**61**	**>1**	**12**	**6**
Screening Threshold	*250*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 4.2-5 Summary of Project Operational Emissions (pounds per day)						
Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	>1	>1	>1	>1	>1
Energy Sources	>1	>1	>1	>1	>1	>1
Mobile Sources	23	118	368	1	106	29
Total	23	118	369	1	106	29
Screening Threshold	*250*	*250*	*550*	*250*	*100*	*67*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
NOTE: Totals may vary due to independent rounding.						

As shown in Tables 4.2-4 and 4.2-5, air emissions associated with project construction and operation would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project air emissions would be below these limits, the project would not result in regional emissions exceeding the NAAQS or CAAQS or contributing to existing violations.

The project would remove air emission sources associated with the temporary concert venue. Project emissions estimates included in this analysis do not account for the air emissions offset by the removal of existing air emission sources and thus are conservative.

b. Level of Significance prior to Mitigation

As project air emissions are below applicable regional emissions thresholds, the project would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with the air quality standards; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with the air quality standards. Impacts would be less than significant.

Threshold 3: Cumulative Regional Emissions

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable NAAQS or CAAQS, i.e., ozone and particulate matter?

a. Impact Discussion

Less than Significant. The region is classified as an attainment area for all criterion pollutants except ozone, PM_{10}, and $PM_{2.5}$. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in Tables 4.2-4 and 4.2-5, emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ from construction and operation would be below SDAPCD's AQIA trigger levels. As discussed in Section4.2.4.2, AQIA trigger levels do not represent significance thresholds, because exceedances do not necessarily result in air quality impacts. The SDAPCD developed AQIA trigger levels to identify sources with emissions that are too small to cause or substantially contribute to violations of NAAQS or CAAQS and therefore do not warrant further air quality analysis or permitting. Because project emissions would not exceed SDAPCD air quality impact analysis trigger levels, the project would not generate emissions in quantities that would substantially contribute to a cumulatively considerable net increase of ozone, PM_{10}, or $PM_{2.5}$.

b. Level of Significance prior to Mitigation

The project would not generate emissions in quantities that would result in a cumulatively considerable net increase of ozone, PM_{10}, or $PM_{2.5}$. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with the cumulative regional emissions; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with cumulative regional emissions. Impacts would be less than significant.

Threshold 4: Sensitive Receptors

Would the project expose sensitive receptors to substantial pollutant concentrations?

a. Impact Discussion

The term "sensitive receptor" refers to a person in the population who is more susceptible to health effects due to exposure to an air contaminant than the population at large or to a land use that may reasonably be associated with such a person. Examples include residences, schools, playgrounds, childcare centers, athletic facilities, retirement homes, and long-term health care facilities. Because the project site, EMPS, is a public park, it is considered a sensitive receptor. Existing sensitive receptors in the vicinity of the project include Embarcadero Marina Park North (EMPN) approximately 300 feet northwest of the proposed performance and event venue, the Marriott Marquis approximately 950 feet to the northeast of the proposed performance and event venue (750 feet from the nearest construction disturbance area), the Fifth Avenue Landing Park approximately 1,450 feet from the proposed performance and event venue (800 feet from the nearest construction disturbance area), the San Diego Bayfront Park approximately 1,600 feet from the proposed performance and event venue (1,000 feet from the nearest construction disturbance area), and the Hilton San Diego Bayfront approximately 2,150 feet from the proposed performance and event venue (1,200 feet from the nearest construction disturbance area). Additionally, the Fifth Avenue Landing Project proposes additional sensitive receptors approximately 800 feet west of the proposed performance and event venue (150 feet from the nearest construction disturbance area). The Fifth Avenue Landing Project Draft Environmental Impact Report indicates that construction would last approximately 30 months. Thus, if approved, the Fifth Avenue Landing Project would not be occupied until after the completion of proposed project construction.

Construction

Less than Significant. Construction of the project would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction-related DPM emissions would occur over an approximately 8-month period during which demolition, grading, structural and site work, and paving phases would occur. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic

emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor was one year, the exposure would be 3 percent of the total exposure period used for health risk calculation.

As project construction would not be anticipated to persist for multiple years, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels, off-road diesel engine retrofits, and new low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

Operations

Less than Significant. The project itself does not include any significant sources of TACs that would potentially affect sensitive receptors. Therefore, project operations would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

Off-site Emissions – CO Hot Spots

Less than Significant. During project events, the three most congested intersections would be Convention Center Court at Harbor Drive, Fifth Avenue at Harbor Drive, and Park Boulevard at Harbor Drive. The modeling approach is summarized in Section 4.2.4.1, for complete modeling details refer to the Air Quality Analysis (see Appendix F). Table 4.2-6 summarizes the maximum one- and eight-hour CO concentrations during project events.

Table 4.2-6
Intersection Analysis – Maximum CO Concentrations (ppm)

Roadway	Long-Term Buildout Plus Event			Standard CAAQS/NAAQS	
	Hourly Volume	1-Hour Conc.	8-Hour Conc.[1]	1-Hour	8-Hour
Convention Center Court at Harbor Drive	3,229	3.3	2.3	20/35	9.0/9
Fifth Avenue at Harbor Drive	4,676	4.0	2.8		
Park Boulevard at Harbor Drive	5,343	3.9	2.7		

NOTE: CO concentrations are based on intersection turning volumes provided in a prior version of the project's Transportation Impact Analysis (TIA) which showed higher intersection volumes compared to the current TIA. Thus, the concentrations presented in this table are conservative.
[1]8-hour concentrations developed based on a 0.7 persistence factor.
ppm = parts per million.

As shown, the maximum 1-hour and 8-hour concentrations of CO would occur at the intersection of Fifth Avenue and Harbor Drive and would be 4.0 parts per million (ppm) and

2.8 ppm, respectively. These concentrations are less than the CAAQS and NAAQS. All other intersections would experience shorter delays than the intersection of Fifth Avenue and Harbor Drive. Thus, it can be concluded that CO concentrations at other intersections would be less than the CO concentrations shown in Table 4.2-6. There would be no harmful concentrations of CO, and localized air quality emissions would not exceed applicable standards with implementation of the project; therefore, sensitive receptors would not be exposed to substantial pollutant concentrations.

b. Level of Significance prior to Mitigation

Project construction and operations would not expose sensitive receptors to pollutant concentrations that exceed NAAQS, CAAQS, or OEHHA thresholds. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to sensitive receptors; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts to sensitive receptors. Impacts would be less than significant.

Threshold 5: Odors

Would the project create objectionable odors affecting a substantial number of people?

a. Impact Discussion

Less than Significant. The project would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Land uses primarily associated with operational odor impacts include wastewater treatment facilities, waste transfer stations, landfills, composting operations, refineries, and agricultural operations. The project does not propose these uses and would not include activities known to cause objectionable odors.

b. Level of Significance prior to Mitigation

The project does not propose land uses or activities known to cause objectionable odors. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with odor; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with odor. Impacts would be less than significant.

4.3 Biological Resources

4.3.1 Overview

This section describes the existing biological resources at the Bayside Performance Park Enhancement Project site; the applicable laws and regulations associated with the protection of biological resources; and an analysis of the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project's) potential impacts to such resources. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in the San Diego Unified Port District (District) tidelands. Information presented in this section is based on a biological resources survey conducted by RECON Environmental in February 2017 and documented in the Biological Resources Letter Report (Appendix G). Based on the information and analysis provided in the following subsections, the project would have less than significant impacts to biological resources with implementation of mitigation.

4.3.2 Existing Conditions

San Diego County is generally characterized by warm, dry summers and mild winters, with annual precipitation typically falling between November and March. The immediate area surrounding the project site is influenced by coastal climate weather regimes, often resulting in a marine layer during spring and early summer and milder summer temperatures than occur inland.

The project site occurs on a manufactured peninsula within San Diego Bay with the Convention Center and Downtown San Diego to the north. The surrounding area is characterized by urban development and open water, and nighttime conditions are generally lit by surrounding development. The project site is an existing public park that contains maintained lawns, mature ornamental trees, parking lots, and recreational facilities. Elevation within the project site ranges from 2 to 14 feet above mean sea level, with the higher elevation occurring within the maintained lawn in the northwest side of the project. Urban land is the soil type mapped within the survey area. This soil type occurs where the landscape has been altered by cut and fill operations. The survey area includes the project site (EMPS) plus a 100-foot buffer around the site, which consists of marine bay (open water) on all sides, with the exception of the peninsula that connects to the South Embarcadero.

4.3.2.1 Vegetation Communities and Land Cover Types

Three vegetation communities and land cover types were mapped within the survey area, including marine bay, ornamental plantings, and urban/developed land (Figure 4.3-1).

These vegetation communities and land cover types, along with their on-site acreage, are summarized in Table 4.3-1, below. A brief description of each community is also provided below.

Table 4.3-1
Vegetation Communities/Land Cover Types within the Survey Area

Community or Type	Acres
Marine bay	5.95
Ornamental plantings	7.38
Urban/developed land	7.11
Total	**20.44**
SOURCE: RECON Environmental 2017.	

a. Marine Bay

Marine bay is any body of water surrounded by land on three sides. Marine bay surrounds the project site with a depth range of approximately 2 feet immediately surrounding the peninsula, up to 44 feet along the southwestern portion of the survey area. Developed areas such as a fishing pier and additional piers with docked boats occur on top of the marine bay. The water is used by a wide variety of marine mammals [including California sea lion (*Zalophus californianus*) and coastal bottlenose dolphin (*Tursiops truncatus*)], fishes [including California halibut (*Paralichthys californicus*), topsmelt (*Atherinops affinis*), and white sea bass (*Atractoscion nobilis*)], and invertebrate species. Additionally, the water provides foraging and resting habitat for a wide variety of water birds. San Diego Bay is regulated by the U.S. Army Corps of Engineers (ACOE) and Regional Water Quality Control Board (RWQCB).

b. Plants (Ornamental Plantings)

A total of 31 plant species was observed within the survey area, with 100 percent of the plant species considered non-native and/or naturalized species (ornamental plantings). The ornamental planting community contains maintained lawn and mature ornamental trees. Dominant mature ornamental trees include paperbark tree (*Melaleuca quinquenervia*), New Zealand Christmas tree (*Metrosideros excelsus*), and coral tree (*Erythrina caffra*). The trees occur sparsely within the northwestern portion of the project area where they line the bay and a pedestrian path around a large maintained lawn. Within the center portion of the project area, the trees line the outside and middle of the parking area. The ornamental trees occur most densely within the southeastern portion of the project area and contain an understory of maintained lawn and public facilities. The maintained lawn is dominated by

Image source: Nearmap (flown January 2017)

0 Feet 200

Project Location
Vegetation Survey Area
Wildlife Survey Area

Vegetation Communities and Land Cover Types
Marine Bay
Ornamental Plantings
Urban/Developed

Sensitive Wildlife Observations
California Brown Pelican (*Pelecanus occidentalis californicus*)
Double-crested Cormorant (*Phalacrocorax auritus albociliatus*)

RECON

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FIGURE 4.3-1
Existing Biological Resources and Impacts within the Bayside Performance Park Project

blue grass (*Poa* sp.), and subdominant species include white clover (*Trifolium repens*), lesser swine cress (*Lepidium didymum*), and Australian cotula (*Cotula australis*). The maintained lawn provides low-quality habitat for mammal and reptile species due to ongoing mowing and pedestrian activities. The mature ornamental trees provide nesting habitat for avian species, and the open lawn areas may provide foraging habitat for urban-acclimated avian species. However, due to the urban setting and ongoing pedestrian and vehicle activity, the ornamental plantings vegetation community is considered low-quality habitat for wildlife. Ornamental plantings are not considered a sensitive natural community in local or regional plans, policies, regulations, or by California Department of Fish and Wildlife (CDFW), National Marine Fisheries Service, or the United States Fish and Wildlife Service (USFWS).

c. Urban/Developed Land

Urban/developed land within the survey area includes the paved parking lot, pedestrian path, public facilities, piers, and the artificial shoreline. Urban/developed land is not considered a sensitive land cover type.

4.3.2.2 Wildlife

A total of 14 animal species was detected within the survey area, including 13 bird and 1 mammal species. Yellow-rumped warbler (*Setophaga coronate*), Anna's hummingbird (*Calypte anna*), northern mockingbird (*Mimus polyglottos polyglottos*), and house finch (*Haemorhous mexicanus frontalis*) were observed foraging and calling in the mature trees. Rock doves (*Columba livia*) were observed within the maintained lawn and on the fishing pier. California gulls (*Larus californicus*) were observed scattered throughout the maintained lawn and urban/developed portions of the survey area. Two California brown pelicans (*Pelecanus occidentalis californicus*) remained perched on the fishing pier during the survey. Several avian species, including double-crested cormorant (*Phalacrocorax auritus albociliatus*), were observed using the marine bay. Additional species observed include surf scoter (*Melanitta perspicillata*), pelagic cormorant (*Phalacrocorax pelagicus resplendens*), American coot (*Fulica americana americana*), western gull (*Larus occidentalis wymani*), American crow (*Corvus brachyrhynchos hesperis*), and desert cottontail (*Sylvilagus audubonii*).

4.3.2.3 Candidate, Sensitive, and Special-Status Species

a. Sensitive Vegetation Communities

Sensitive vegetation communities are vegetation assemblages, associations, or subassociations that have cumulative losses throughout the region, have relatively limited distribution, support or potentially support sensitive species, or have particular value to other wildlife. Typically, sensitive vegetation communities are considered sensitive whether or not they have been disturbed. Sensitive vegetation communities are regulated by various local, state, and federal resource agencies.

No vegetation communities considered sensitive by the USFWS, CDFW, local or regional plans, policies, or regulations occur at the project site.

b. Sensitive Plant Species Occurring or with the Potential to Occur

For purposes of this report, sensitive plant species include those that are (1) listed as threatened or endangered or proposed for listing by federal or state agencies; (2) included on California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1 or 2 (CNPS 2017); or (3) considered rare, endangered, or threatened by CDFW (State of California 2017a) or other local conservation organizations or specialists. Other noteworthy plant species are considered to be those that are CRPR 3 or 4 (CNPS 2017).

No sensitive plant species were observed within the survey area during the biological survey. No additional sensitive plant species are expected to occur within the immediate project area, as it is an urban park.

c. Sensitive Wildlife Species Occurring or with Potential to Occur

For purposes of this report, sensitive wildlife species include those that are (1) listed as threatened or endangered or are proposed for listing by USFWS or CDFW; (2) designated as "fully protected" by CDFW; (3) considered "species of special concern" by CDFW, and/or (4) considered "taxa to watch" by CDFW (State of California 2017b and 2017c). Additionally, species that are covered by the federal Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC) 3503 and 3503.5 were considered.

No fish or marine mammals were observed during the survey; however, they are known to occur within San Diego Bay surrounding the project site. Marine mammals are protected by the Marine Mammal Protection Act. While marine mammals are likely to occur within the water, they are not expected to occur within the project area. No piers within the survey area appeared to be used as haul-out sites, i.e., resting locations, for mammals such as California sea lion.

Two sensitive wildlife species, California brown pelican and double-crested cormorant, were observed within the survey area and are discussed below. Additional birds protected by the MBTA and CFGC have a potential to nest within the project area and may include urban-acclimated species such as Anna's hummingbird, house finch, and northern mockingbird. Migratory bird species using the Pacific Flyway are likely to migrate through and adjacent to the project site.

California brown pelican (*Pelicanus occidentalis californicus*). The California brown pelican is a California fully protected species (State of California 2017b and 2017c). This species was previously listed as federal and state endangered; however, both the U.S. and California governments delisted the species in November 2009 (USFWS 2009). The California brown pelican is found in estuaries, marine subtidal waters, and pelagic waters along the Pacific coast from British Columbia south to northern South America (Shields 2002). California brown pelicans are common in San Diego County from August to October. In November, this species migrates to offshore breeding colonies on the Channel Islands in

southern California and Los Coronados Islands in Baja California, Mexico (Unitt 2004). Breeding occurs from March to April, and pairs may nest on the ground or in trees, depending on the substrate available (Shields 2002). There is only one recorded incident, in 1998, of nesting activity for this species in San Diego County (Unitt 2004). The low point of brown pelican's abundance in San Diego County is from March to May, when the breeding birds are clustered at their colonies on shore islands (Unitt 2004). The severe decline in the California brown pelican populations from the late 1950s to early 1970s can be traced directly to the contamination of their food supply with dichlorodiphenyltrichloroethane (DDT) and other contaminants. Throughout the 1980s and 1990s oil spills were also a significant threat (Shields 2002). Following the ban on the use of DDT, this species' numbers have been growing. However, the California brown pelican still faces threats, such as injuries from fish hooks and fishing lines, which are common in San Diego County. In general, this species is sensitive to human disturbance when nesting (Unitt 2004). For example, it has been documented that the presence of humans within 600 meters of nests has contributed to reduced productivity and increased nest abandonment (Shields 2002).

Two California brown pelicans were observed perched on the fishing pier approximately 20 feet southwest of the project area during the biological survey (see Figure 4.3-1). No nests or nesting behavior was detected at the time of the survey. This species is likely to forage for fish in the marine bay surrounding the project area and perch on the border of the project area, but it is not expected to nest within the project area. As mentioned above, there is only one recorded incident of nesting activity for this species in San Diego County. They typically nest on small estuarine or offshore islands (Shields 2002).

Double-crested cormorant (*Phalacrocorax auritus albociliatus*). Nesting colonies of double-crested cormorant are on CDFW's watch list (State of California 2017b). This species occurs on the seacoast and inland waters, including bays, lagoons, estuaries, and reservoirs, and was once only a non-breeding visitor in San Diego County. The double-crested cormorant breeds in isolated colonies along the coast and interior from Alaska to northern Belize (Hatch and Weseloh 1999). The pacific population breeds between South British Columbia and Sinaloa, Mexico, with most individuals nesting coastally in California (Dorr et al. 2014). As of 2002, two nesting colonies were known to occur within the county of San Diego: one in the salt works at the south end of San Diego Bay and one at the upper end of Sweetwater Reservoir (Unitt 2004). This bird is far more common in the fall and winter in San Diego County than in the spring and summer (Unitt 2004). This species' diet consists primarily of schooling fish species but expands to aquatic insects, crustaceans, and amphibians (Hatch and Weseloh 1999). The double-crested cormorant suffered a population decline from direct removal as a pest and from nesting failure due to the presence of pesticide residues in marine food chains in the 1950s and early 1960s. Since the suspension of DDT use, population recovery has been increasing (Hatch and Weseloh 1999).

One double-crested cormorant was observed diving in the marine bay approximately 100 feet southeast of the project site during the biological survey (see Figure 4.3-1). No nests or nesting behavior was detected at the time of the survey. This species is likely to fish in the bay surrounding the project area and perch on the exposed rocks surrounding the project area and/or the mature ornamental trees within the project area. The daytime

resting places available in the project area are not expected to serve as nighttime roosts, as roosts are often more remote and used by larger numbers (Dorr et al. 2014). As mentioned above, nesting colonies are not common in San Diego County. As no sign of a nesting colony was observed within the survey area, this species is not expected to nest within the project site.

4.3.2.4 Wildlife Corridors, Nursery Sites, and the Pacific Flyway

Movement of large terrestrial wildlife is not expected to occur through the survey area, which is constrained by urban development and open water and does not function as a wildlife movement corridor. The ornamental plantings within the survey area provide some wildlife habitat value and may act as "stepping stones" for flighted species but would not facilitate the movement of large terrestrial wildlife through the project area. The survey area does not support a native wildlife nursery site.

The project site falls within the Pacific Flyway, an avian migration pathway in which more than 350 species of birds migrate between nesting and wintering areas. It extends from Alaska and Canada to Mexico, and encompasses the entire state of California, though some areas (such as those bordering the ocean) are more frequented than others. San Diego is an essential link along the Pacific Flyway as a wintering location for waterfowl and an important breeding ground for seabirds. Therefore, migratory bird species using the Pacific Flyway may pass within or adjacent to the project site.

4.3.2.5 Jurisdictional Wetlands and Waters

Jurisdictional wetlands and waters are regulated by the ACOE, CDFW, California Coastal Commission (CCC), and/or RWQCB. The RWQCB takes jurisdiction over federal and state waters as mandated by both the federal Clean Water Act (CWA) and the California Porter–Cologne Water Quality Control Act.

San Diego Bay is a Traditional Navigable Water of the United States and subject to regulation by the ACOE and RWQCB under Section 10 of the Rivers and Harbors Act and Sections 401 and 404 of the CWA. No wetland or riparian vegetation was observed within the project survey area, and no hydrologic features indicating jurisdictional wetlands or waters are known to occur on-site.

4.3.3 Applicable Laws and Regulations

4.3.3.1 Federal

a. Coastal Zone Management Act

The federal Coastal Zone Management Act (CZMA) (16 United States Code [U.S.C.] § 1451-1465) was enacted in 1972 to manage coastal resources and growth within the coastal zone. The goal of the act is to preserve, protect, develop, and restore or enhance coastal zone resources. The CZMA created the National Coastal Zone Management Program, which

aims to balance competing land and water matters through state coastal management programs. The act promotes beneficial use, protection, and development of the coastal zone. It delegates regulatory authority over all federal activities and federally licensed, permitted, or assisted activities that affect coastal resources to state agencies. In California, the CZMA is administered by the CCC, Bay Conservation and Development Commission, and California Coastal Conservancy. The CCC reviews development projects in the coastal zone and are designed and sited in a manner that is consistent with coastal zone land uses, maximizes public health and safety, and protects coastal biological resources.

b. Rivers and Harbors Act

Section 10 of the Rivers and Harbors Act authorizes the ACOE to regulate any activity within or over any navigable water of the United States. Waters of the United States are those that are subject to the ebb and flow of the tide and/or have been used, will be used, or are presently used for interstate transport or foreign commerce (33 Code of Federal Regulations 322). San Diego Bay is considered a traditional navigable water regulated under Section 10 of the Rivers and Harbors Act and work activities proposed within or over the bay require Section 10 compliance and coordination with ACOE.

c. Endangered Species Act

The federal Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the USFWS and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

d. Migratory Bird Treaty Act

The MBTA (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species, including any part, egg, or nest of such a bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

e. Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act or CWA) (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board (SWRCB) and the nine RWQCBs are responsible for implementing the CWA. Important applicable sections of the CWA are discussed below:

- Section 303 requires states to develop water quality standards for inland surface and ocean waters and submit to the U.S. Environmental Protection Agency for approval. Under Section 303(d), the state is required to list waters that do not meet water quality standards and to develop action plans, called total maximum daily loads, to improve water quality.

- Section 304 provides for water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the respective Regional Water Quality Control Board.

- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. The National Pollutant Discharge Elimination System program is administered by the RWQCB. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.

- Section 404 provides for issuance of dredge/fill permits by the ACOE. Permits typically include conditions to minimize impacts on water quality. Common conditions include ACOE review and approval of sediment quality analysis before dredging, a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and required compensation for loss of waters of the United States.

f. U.S. Army Corps of Engineers

The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, the ACOE acts under two statutory

authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the CWA (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the CWA. The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. The ACOE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

4.3.3.2 State

a. California Coastal Act

The California Coastal Act of 1976 (Public Resources Code Sections 30000-30900) was enacted to manage future development along the California coastline, recognizing California ports, harbors, and coastline beaches as primary economic and coastal resources and as essential elements of the national maritime industry. The act includes specific policies that address shoreline public access and recreation, lower-cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The California Coastal Act also established a framework for the development of Port Master Plans by which to conduct discretionary project reviews and issue individual Coastal Development Permits within District jurisdictions.

b. California Endangered Species Act

Similar to the federal ESA, the California ESA of 1970 provides protection to species considered threatened or endangered by the State of California (CFGC Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

c. California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the CDFW (before January 1, 2013, California Department of Fish and Game). CDFW is responsible for regulating the take of fish and game and the establishment and management of wildlife areas and ecological reserves. The agency manages native fish, wildlife, plant species, and natural communities for their ecological value and benefits to people. Sections 3503, 3503.5, 3505, 3800, and 3801.6 of the Fish and Game Code protect all native birds, birds of prey,

and all nongame birds, including their eggs and nests, that are not already listed as fully protected and that occur naturally within the state. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, falcons), including their nests or eggs. CDFW also oversees the management of marine species through several programs, some in coordination with the National Marine Fisheries Service and other agencies. For example, the California Eelgrass Mitigation Plan is administered by CDFW, which require the effects of a project on surrounding eelgrass beds and any compensatory mitigation to be addressed.

d. Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal CWA. The state of California is divided into nine regions governed by the RWQCB. The RWQCBs implement and enforce provisions of the California Water Code and CWA under the oversight of the SWRCB, regulating actions that would involve discharge that could affect waters of the state. Waters of the state are any surface water or groundwater, including saline waters, within the boundaries of the state.

The RWQCB also regulates waters of the state under Section 401 of the CWA, requiring a Water Quality Certification or waiver if an action would result in impacts to waters of the state.

4.3.3.3 Local

a. San Diego Unified Port District Port Master Plan

The Port Master Plan guides the physical development of the lands within the District's jurisdiction and also serves as the District's coastal program for purposes of the California Coastal Act, described above. The District's jurisdiction includes the public trust lands (i.e., tidelands) bayward of the mean high-tide line and the submerged lands generally to the U.S. Pierhead Line, and other upland properties as acquired by the District. The Port Master Plan provides for the protection of biological resources and though is not subject to the regulations of other local neighboring jurisdictions, states that the District will remain sensitive to the needs of, and will cooperate with, other communities and other agencies in bay and tideland development, including the City of San Diego's Multiple Species Conservation Program or Environmentally Sensitive Lands Ordinance.

b. San Diego Bay Integrated Natural Resource Management Program

The District and U.S. Navy jointly prepared and implement the Integrated Natural Resources Management Plan (INRMP). This long-term strategy document provides

direction and planning guidance for good stewardship of the natural resources within San Diego Bay. The INRMP includes objectives and policy recommendations to guide planning, management, conservation, restoration, and enhancement of the bay ecosystem.

4.3.4 Project Impact Analysis

4.3.4.1 Methodology

This section analyzes potential impacts of the project on existing biological resources. Direct and indirect effects associated with the project were identified based on the Biological Resources Letter Report (see Appendix G) prepared for the project by RECON Environmental which was based on a biological resources survey conducted by a RECON Environmental biologist at the project site on February 7, 2017. The biologist conducted the survey on foot by meandering throughout the project site, using a 100-foot buffer for the vegetation survey area and a 300-foot buffer for the wildlife survey area. Additional details regarding survey methodology are provided in Section 2.2 of the Biological Resources Letter Report (see Appendix G).

4.3.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines provides the basis for determining impacts associated with biological resources. Impacts are considered significant if the project would result in any of the following:

1. A substantial adverse effect, either directly 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 CDFW and USFWS.
2. A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW, National Marine Fisheries Service, or USFWS.
3. A substantial adverse effect on federal protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Substantial interference 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 native wildlife nursery sites.
5. Conflict with any applicable local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approval local, regional, or state habitat conservation plan.

As analyzed in the Initial Study/Environmental Checklist (see Appendix B), project impacts related to Thresholds 2 and 5 were determined to have no or less than significant impacts.

Specifically, the project would not result in significant impacts related to a substantial adverse effect on riparian habitat or other sensitive natural community and would not conflict with the provisions of a local policy or ordinance protecting biological resources, such as a tree protection ordinance. The ornamental trees within the project area are not protected under any preservation ordinance or other policy. Tree installation and maintenance will follow the District's Tenant Landscaping Improvements and Maintenance Standards (District 2009) and the District's Landscape Development Manual (District 1984). As such, these thresholds are not included in the analysis below, though a discussion for each is provided in Chapter 6, Additional Consequences of Project Implementation. Thresholds 1, 4, and 6 are included in the impact analysis below.

4.3.4.3 Project Impacts and Mitigation Measures

Threshold 1: Special-Status Species

Would the project have substantial adverse effects, 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 CDFW or USFW?

a. Impact Discussion

Less than Significant Impact with Mitigation. As discussed in Chapter 2.0, Environmental Setting, the project site is fully developed as a public park. No sensitive plant species were identified as having a potential to occur within the project site. Therefore, no direct, indirect, or cumulative impacts to sensitive plant species are anticipated.

As stated in Section 4.3.2, Existing Conditions, two sensitive wildlife species, California brown pelican and double-crested cormorant, were detected within the survey area, 300-foot buffer surrounding the project area, during the survey. These species are not expected to nest within or adjacent to the project site. As described in Section 4.3.2.3.c, no nests or nesting behavior was detected at the time of the survey. California brown pelican is likely to forage for fish in the marine bay surrounding the project area and perch on the border of the project area, but it is not expected to nest within the project area, as they typically nest on small estuarine or offshore islands (Shields 2002). Double-crested cormorant is likely to fish in the bay surrounding the project area and perch on the exposed rocks surrounding the project area and/or the mature ornamental trees within the project area. The daytime resting places available in the project area are not expected to serve as nighttime roosts, as roosts are often more remote and used by larger numbers (Dorr et al. 2014). Nesting colonies are not common in San Diego County (Unitt 2004). As no sign of a nesting colony was observed within the survey area, this species is not expected to nest within the project area. Therefore, the project is not anticipated to have substantial adverse effects on these species.

Nesting bird species protected by the MBTA and CFGC are expected to occur and nest within the project site. As the project includes removal of ~~105~~ 116 ornamental trees

(approximately ~~81~~ 96 trees for grading and construction and approximately ~~24~~ 20 trees for implementation of MM GHG-3), the project has a potential to result in direct impacts to nesting bird species if removal of trees occurs during the avian nesting season (February 15 to September 15). Direct adverse impacts to active nests would be considered significant and would require mitigation.

While fish and marine mammals occur within San Diego Bay surrounding the project area, these species do not occur within the project site. No project-related activity is proposed within San Diego Bay. Therefore, no direct impacts to marine species are anticipated and no mitigation is required.

An indirect impact may occur when secondary effects of a project, such as an increase in lighting or noise, occurs in or near habitat for sensitive species. As previously mentioned, ornamental trees within the project have the potential to support nesting migratory birds protected by the CFGC and MBTA. Noise from construction activities associated with the project has the potential to disrupt potential nesting activities. Therefore, indirect noise impacts to nesting migratory birds would be potentially significant and would require mitigation.

Whereas the Symphony currently holds up to 37 paid-admission events each year, the project would allow the Symphony to hold up to 110 half-day events each year. Additionally, the maximum capacity would be increased from 5,800 to 10,000 (though only up to six events with attendances between 8,000 and 10,000 would be permitted each year). This increase in number of events and event attendances may result in a proportional increase in litter generated at EMPS and ultimately discharged into the San Diego Bay, potentially causing harm to sensitive marine and coastal species. Therefore, MM BIO-2 is proposed to require the installation of wildlife-proof waste and recycling receptacles (e.g., containers would be designed to prevent birds and other animals from removing and dispersing waste), as well as "no littering" signage in locations throughout EMPS. The Symphony currently cleans up the entire temporary concert venue site following events, and MM BIO-2 would require the continued implementation of cleanup practices following events held at the Bayside Performance Park. Therefore, with implementation of mitigation, the project is not anticipated to substantially increase litter within the bay or have a substantial adverse indirect effect on marine species.

b. Level of Significance prior to Mitigation

Potentially significant direct and indirect impacts to special-status bird species protected by the CFGC and MBTA would occur due to removal of trees and construction noise if these activities were to occur during the avian nesting season (February 15 to September 15).

c. Mitigation Measures

MM BIO-1: Nesting Birds (Species Covered by MBTA/CFGC)

Prior to the commencement of construction activities or tree removal within the avian nesting season (February 15 to September 15), the project applicant shall retain a qualified

biologist who shall conduct a pre-construction nesting bird survey within suitable habitat in proximity of the project construction or tree removal activities. The survey shall be conducted no more than 72 hours prior to commencement of construction or tree removal activities. The survey results will determine any necessary subsequent action, as follows:

1. If an active nest is located, the qualified biologist shall assign an appropriate no-impact buffer around the active nest. No construction activities shall occur within this buffer. The buffer distance and restrictions will depend on the bird species and site-specific conditions.
    a. A qualified biologist shall monitor the nest daily until project activities are no longer occurring adjacent to the identified buffer zone around the nest or until the nest is no longer active. The qualified biologist will monitor bird behavior to verify the buffer is sufficient.
    b. The qualified biologist shall document his/her observations in a nesting bird monitoring report each day that monitoring occurs. The reports shall identify the nest location, bird species, buffer, construction activities conducted in the vicinity of the buffer, and bird behavior observed. Nesting bird monitoring reports shall be submitted to the District on a weekly basis during construction activities adjacent to the identified buffer until the nest is no longer active.
    c. If the qualified biologist determines that the buffer implemented is not effective, the biologist will recommend additional measures (e.g., increased buffer width, noise or visual barriers, work intervals, halting construction activities, or allowing only specific work types). Recommendations will depend on the bird species and site-specific conditions and will be documented in the nesting bird monitoring reports.
    d. The project applicant or its construction contractor shall implement the additional measures recommended by the qualified biologist. The qualified biologist shall confirm the additional measures are appropriately implemented and document compliance in the nesting bird monitoring reports.
    e. A District biologist shall visit the site periodically, as needed, to ensure nesting bird monitoring is being conducted according to this measure.
2. If no active nests are found during the pre-construction nesting bird survey, construction shall be allowed to proceed. The qualified biologist shall document the findings in a nesting bird compliance memo submitted to the project applicant and the District prior to the commencement of construction or tree removal activities.

MM BIO-2: Litter Deterrence Strategies

The applicant shall install wildlife-proof waste and recycling receptacles throughout EMPS, including within the Bayside Performance Park, at strategic locations to deter littering. These locations shall include, but are not limited to: key EMPS access points along the public promenade; adjacent to the Embarcadero Marina Park Fishing Pier/bait shop and deli; gazebo/basketball court area; near the back-of-stage deck; at the sub-grade restrooms within the elevated event lawn; and at key access ways throughout the Bayside

Performance Park. The wildlife-proof waste and recycling receptacles would be designed to prevent birds and other animals from removing and dispersing waste. Additionally, "no littering" signage shall be installed at strategic locations throughout EMPS and may be co-located with the waste and recycling receptacles. The design and locations of waste and recycling receptacles and signage shall be approved by the District prior to installation.

All litter shall be removed from the Bayside Performance Park immediately following events. All cleanup activities, including emptying of waste and recycling receptacles for appropriate disposal, must be completed directly following events, on the same day/night of the event, and prior to reopening the Bayside Performance Park for public access.

d. Level of Significance after Mitigation

With the implementation of MM BIO-1 and MM BIO-2, potentially significant direct and indirect impacts to sensitive wildlife species would be reduced to less than significant.

Threshold 3: Federally Protected Wetlands

Would the project result in a substantial adverse effect on federal protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

a. Impact Discussion

Less than Significant Impacts with Mitigation. No direct impacts to jurisdictional wetlands or waters are anticipated as a result of the project. No project-related activity or development is proposed within San Diego Bay, which is subject to regulation by the ACOE and RWQCB.

Indirect impacts such as potential construction-related runoff into San Diego Bay would be potentially significant and require mitigation. However, it is anticipated that the project will adhere to the Storm Water Pollution Prevention Plan (SWPPP) and the Stormwater Quality Management Plan (SWQMP), provided as Appendices I and J, prepared for the project's construction. Appropriate storm water best management practices (BMPs) (e.g., silt fence, fiber rolls, drip pans beneath staged equipment) are incorporated in the SWPPP and are anticipated to avoid indirect impacts to adjacent jurisdictional resources that occur outside the project impact area.

Additionally, the project would include the construction of a storm water treatment and drainage system that would collect and filter storm water runoff from the project site prior to discharging into the bay via drainage pipes. While the drainage system feature is not necessary to reduce impacts to wetlands, it would provide a beneficial effect on velocity and quality of storm water leaving the project site. The existing drainage pipes at the project area would be replaced with one-way pipes that would not allow inlet of water with rising tides. No work to construct the storm water treatment and drainage system would be conducted within the water, high tide line, or rip-rap. With the installation of a storm water

treatment and drainage system throughout the Bayside Performance Park and parking lot areas, and throughout the remaining area of EMPS, the existing drainage patterns would be maintained.

As previously discussed, an increase in annual events and event attendances has the potential to significantly increase the amount of litter generated at EMPS and unintentionally discharged into San Diego Bay. Therefore, MM BIO-2 also serves to reduce impacts to federally protected wetlands by requiring the project includes wildlife-proof waste and recycling receptacles and "no littering" signage in locations throughout EMPS to reduce the potential of litter entering San Diego Bay. The Symphony would continue to implement its current cleanup practices following events, and MM BIO-2 would ensure that all clean up is completed immediately following each event. With implementation of mitigation, less than significant impacts to federally protected wetlands would occur.

b. Level of Significance prior to Mitigation

Impacts to federally protected wetlands would be potentially significant due to an increase in litter.

c. Mitigation Measures

MM BIO-2, detailed under Threshold 1, would also serve to mitigate impacts under Threshold 3.

d. Level of Significance after Mitigation

With the implementation of MM BIO-2, potentially significant impacts to federally protected wetlands would be reduced to less than significant

Threshold 4: Wildlife Corridor

Would the project 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 native wildlife nursery sites?

a. Impact Discussion

Less than Significant Impact with Mitigation. As the project area does not support a wildlife corridor or nursery site, no significant direct or indirect impacts to wildlife corridors or nursery sites would occur due to the project activities. Permanent sources of light would be installed as part of the project, which has a potential for interference with the movement of migratory birds using the Pacific Flyway. The following lighting types would be installed as part of the project:

- **Security Lighting**: downward-projected or shielded lighting fixtures for wayfinding and security purposes and other tasks, such as cleanup activities; some security

lighting may be turned on all night, regardless if events are occurring, as is current practice at EMPS. This lighting would be mounted on architectural structures and not on lighting stands (e.g., food pavilions, ancillary space, etc.).

- **Event Lighting**: used only during nighttime event hours to light pathways and other areas such as the food pavilions. Up to 10 lighting posts would be installed, 7 of which would be co-located with speakers around the perimeter of the seating area. Other examples include accent lighting, box office lighting, internal venue pathways, and catenary lighting (e.g., stringed lights).

- **Non-Performance Lighting**: lighting of the stage shell used only between dusk and 11:00 p.m. when no events are being held. The non-performance lighting would be less intense than event lighting, but more intense than security lighting, and would complement the existing park lighting to highlight the architecture of the Bayside Performance Park structures.

- **Public Art Lighting**: LED light display used during events, holidays, for periods of approximately 5 to 10 minutes, occurring up to every 30 minutes. All lighting would be installed within the stage structure to illuminate the stage shell.

As detailed in the Biological Resources Letter Report (see Appendix G), migratory bird species generally migrate northward during the months of late March through May and southward during the months of September through early November. Birds that migrate at night use the moon and stars for navigation. During clear weather, birds appear to be able to distinguish artificial lighting and light emanating from planets and stars. However, during cloudy or foggy weather, artificial lighting at night has the potential to cause night-migrating birds to collide with objects, become confused and drawn off course, and/or circle the light source becoming exhausted. These phenomena have been observed at lighted buildings, oil platforms, and athletic fields.

Substantial existing light sources are present in the project's vicinity, within the adjacent downtown development, which includes residential and commercial uses to the north and east and industrial uses to the southeast. EMPS is currently well-lit at night due to streetlights placed throughout the park and light trespass from adjacent downtown development. Additionally, Petco Park (inland location) occurs 0.33 mile northeast and Tenth Avenue Marine Terminal (waterfront location) occurs 0.22 mile southeast of the project, emitting substantial amounts of nighttime light resulting in sky glow and light trespass. While the project would increase the amount of lighting at EMPS (see Appendix E for the project's lighting plan), the majority of lighting would be installed in accordance with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186) and would illuminate only to the extent necessary for security and wayfinding purposes. The exception to this is the project's LED light art installation, which would include LED lighting to display artwork, images, and colors, and event lighting, which would increase in usage due to the increased number of events proposed by the project.

It is likely that adverse impacts to the Pacific Flyway occur under existing conditions due to existing, well-lit development, such as athletic field lighting at Petco Park or terminal lighting at the Tenth Avenue Marine Terminal, that contribute to sky glow and light trespass throughout downtown San Diego. However, the project would result in a significant increase in number of events held at EMPS each year, and the project's event and public art lighting has the potential to contribute to localized sky glow and light trespass. To ensure any effects of event and public art do not add substantial amounts of sky glow or light trespass into the surrounding environment and effects on nighttime migratory bird species are minimized, MM BIO-3 is proposed. MM BIO-3 would place limitations on the design of security, event, and public art lighting and place restrictions on event and public art lighting during peak periods of avian migration. With implementation of MM BIO-3, less than significant impacts to wildlife corridors would occur.

b. Level of Significance prior to Mitigation

The project may result in significant impacts to the Pacific Flyway due to increased lighting (e.g., event and public art) at EMPS.

c. Mitigation Measures

MM BIO-3: Limitations on Lighting

The project applicant shall design and operate security, event, and public art lighting in accordance with the following limitations:

Security Lighting

All security lighting used throughout the project site <u>from 11:00 p.m. to dawn</u> shall be directed downward and/or shielded and of low intensity and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186).

Event Lighting

All event lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of event lighting shall be limited to the number of Symphony performances and event rentals allowed each year (e.g., maximum of 110 nights annually). During the peak periods of avian migration (late March through May and September through early November), all event lighting must be shut off by 11:00 p.m.

<u>**Non-Performance Lighting**</u>

<u>All non-performance lighting used throughout the project site shall be directed downward and/or shielded and shall be compliant with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186). The use of non-performance lighting shall be at all times between dusk and 11:00 p.m. when no events are being held. Non-performance lighting shall be less intense than event lighting, but more intense than</u>

security lighting. During the peak periods of avian migration (late March through May and September through early November), all event lighting other than security lighting must be shut off by 11:00 p.m.

Public Art Lighting

Lighting utilized for the LED art installation shall not be projected into surrounding areas and shall be designed to minimize light trespass and sky glow to the highest extent feasible. The public art installation would not be utilized for advertising or signage purposes as it is intended to be a public art display. The District's Office of Arts and Culture shall approve of the public art design prior to its installation and display. The display shall last only for periods of approximately 5 to 10 minutes at a time, at a minimum interval of every 30 minutes, with multiple displays possible each evening. During the peak periods of avian migration (late March through May and September through early November), the LED art displays must end by 11:00 p.m.

d. Level of Significance after Mitigation

Following implementation of MM BIO-3, impacts to the Pacific Flyway would be less than significant.

Threshold 6: INRMP Conflicts

Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (such as the INRMP)?

a. Impact Discussion

Less than Significant Impact. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan is in place that includes the project site or surrounding vicinity; however, the San Diego Bay INRMP applies to the project area. The goal of the INRMP is to "ensure the long-term health, recovery, and protection of San Diego Bay's ecosystem in concert with the bay's economic, Naval, recreational, navigational, and fisheries needs" (U.S. Department of the Navy and Port of San Diego 2013). The intent of the INRMP is to provide direction for the good stewardship that natural resources require, while supporting the ability of the Navy and District to achieve their missions and continue functioning within San Diego Bay. The INRMP includes detailed description of the current state of the ecosystem and a pathway to change for proceeding toward the goal and vision.

The project is not expected to change the ecosystem composition or result in a net loss of resources for birds, fish, or marine mammals. Additionally, MM BIO-1 detailed above under Threshold 1 would ensure impacts to nesting birds are avoided or minimized. Therefore, the project is consistent with the INRMP and would not require additional mitigation for conservation plan conformance. Impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not conflict with the INRMP and impacts would be less than significant.

c. Mitigation Measures

The project would not conflict with the INRMP and impacts would be less than significant; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with the INRMP conflicts. Impacts would be less than significant.

4.4 Geology and Soils

4.4.1 Overview

This section describes the existing conditions and applicable laws and regulations associated with site geology and soils, as well as an analysis related to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project) potential to expose people or structures to geologic hazards. The project involves the construction of the Bayside Performance Park and enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Information presented in this section is largely based on the Geotechnical and Geologic Hazard Evaluation (Appendix H) prepared by the Bodhi Group in August 2016. Based on the discussions provided in the following subsections, the project would have less than significant impacts on geology and soils following implementation of mitigation.

4.4.2 Existing Conditions

4.4.2.1 Site Geology

The project site is adjacent to San Diego Bay, bordered by water on three sides. San Diego is located within the western, coastal portion of the Peninsular Ranges Geomorphic Province of California. In general, the Peninsular Ranges are underlain by Jurassic-age metavolcanic and metasedimentary rocks and by Cretaceous-age igneous rocks of the southern California batholith. Geologic cover over the basement rocks in the westernmost portion of the province in San Diego County generally consists of Upper Cretaceous-, Tertiary-, and Quaternary-age sedimentary rocks. The project site was completed in 1976 using dredged fill material.

Figure 2 in the Geotechnical and Geologic Hazard Evaluation depicts the regional geology. EMPS is generally underlain by unconsolidated marine sediments composed mainly of very fine- to medium-grained sand and silt. Historic topographic maps show that the site was constructed entirely of artificial fill soil in the 1970s prior to EMPS' opening in 1976. The fill is anticipated to be clean.

4.4.2.2 Faults and Seismicity

Structurally, the Peninsular Ranges are traversed by several major active faults. The Elsinore, San Jacinto, and the San Andreas faults are major active fault systems located northeast of San Diego. The Rose Canyon, San Diego Trough, Coronado Bank, and San

Clement faults are major active faults located within or west-southwest of San Diego. Major tectonic activity associated with these and other faults within this regional tectonic framework is generally right-lateral strike-slip movement. These faults, as well as other faults in the region, have the potential for generating strong ground motions in the project area.

Figure 4.4-1 shows the proximity of the project site to nearby mapped Quaternary faults, which is a fault that shows evidence of movement in the last 1.6 million years. Quaternary faults can be classified as either active faults (i.e., have ruptured in the last 11,000 years) or potentially active faults (i.e., have ruptured between 11,000 and 1.6 million years ago).

4.4.2.3 Existing Geologic Hazards

Geologic hazards that the project site is susceptible to or may be susceptible to include surface fault rupture; seismic shaking and ground motion from earthquakes; liquefaction, seismic settlement, lateral spread; and inundation by tsunamis. The project site is not susceptible to landslides, mud flows or expansive soils.

Surface fault rupture is the movement on an active fault reaching the surface. The most significant active fault near the project site is the Rose Canyon Fault, which is capable of producing a magnitude 7.2 earthquake. Mapped active portions of the Rose Canyon Fault, which trend in the direction of the project site from the south, are located within several hundred feet of the project site. EMPS is not within a State of California Earthquake Fault Zone or the City of San Diego designated “Downtown Special Fault Zone”.

EMPS is subject to hazards caused by ground shaking during seismic events on active faults in the region. Active faults in the vicinity of EMPS are shown on Figure 4.4-1. Ground shaking during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and the type of geologic material underlying the area. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments. The fill and underlying unconsolidated marine sediments of EMPS are subject to shaking hazards caused by earthquakes on regional active faults and the potential for ground motion at EMPS is high.

EMPS lies within a City of San Diego-designated liquefaction hazard zone, as shown on Figure 4.4-2. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. Based on the potentially loose nature of the artificial fill and unconsolidated marine sediments underlying EMPS, the potential for liquefaction is high.

Map Source: The Bodhi Group

0 Feet 3,000

FIGURE 4.4-1
Fault Locations

RECON

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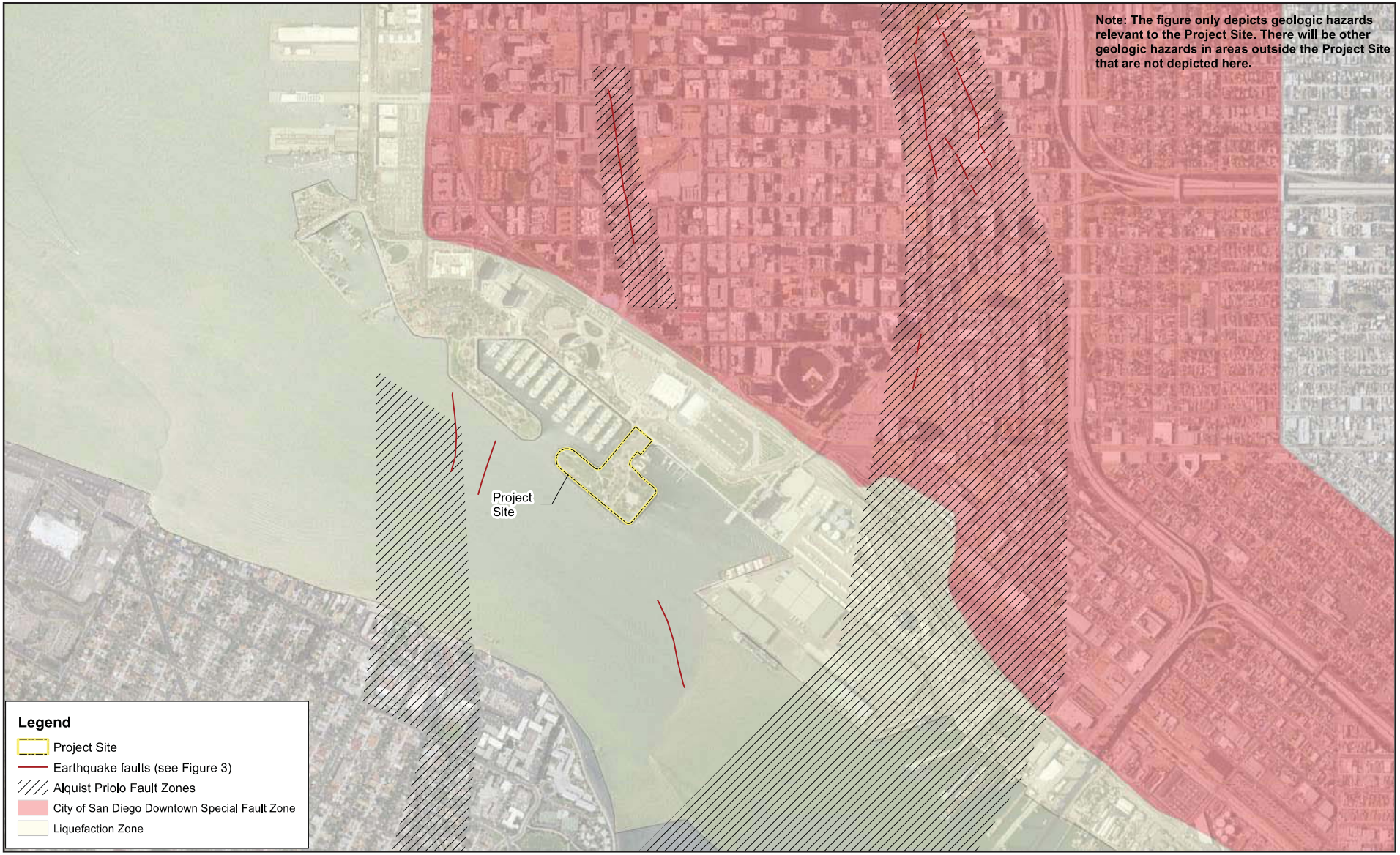
Map Source: The Bodhi Group



0 Feet 1,000

FIGURE 4.4-2
Seismic Hazards

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Among the potential hazards related to liquefaction are seismically-induced settlement and lateral spread. Seismically-induced settlement is caused by the reduction of shear strength due to loss of grain-to-grain contact during liquefaction, and may result in dynamic settlement on the order of several inches to several feet. Lateral spreading of the ground surface during an earthquake usually takes place along weak shear zones that have formed within a liquefiable soil layer. Lateral spreading has generally been observed to take place in the direction of a free-face (i.e., retaining wall, slope, channel, etc.), but has also been observed to a lesser extent on ground surfaces with gentle slopes. The existing revetments on-site may be considered a free-face; therefore, potential for lateral spread at the site is considered high.

Tsunamis are long seismic sea waves generated by sudden movements of the sea floor caused by submarine earthquakes, landslides, or volcanic activity. EMPS lies within the tsunami inundation zone mapped by the California Geologic Survey Tsunami Inundation Map for the Point Loma Quadrangle, shown on Figure 4.4-3. The potential for tsunami inundation at EMPS is high. See Section 4.5, Hydrology and Water Quality, for the project's potential impacts related to tsunamis.

4.4.3 Applicable Laws and Regulations

4.4.3.1 Federal

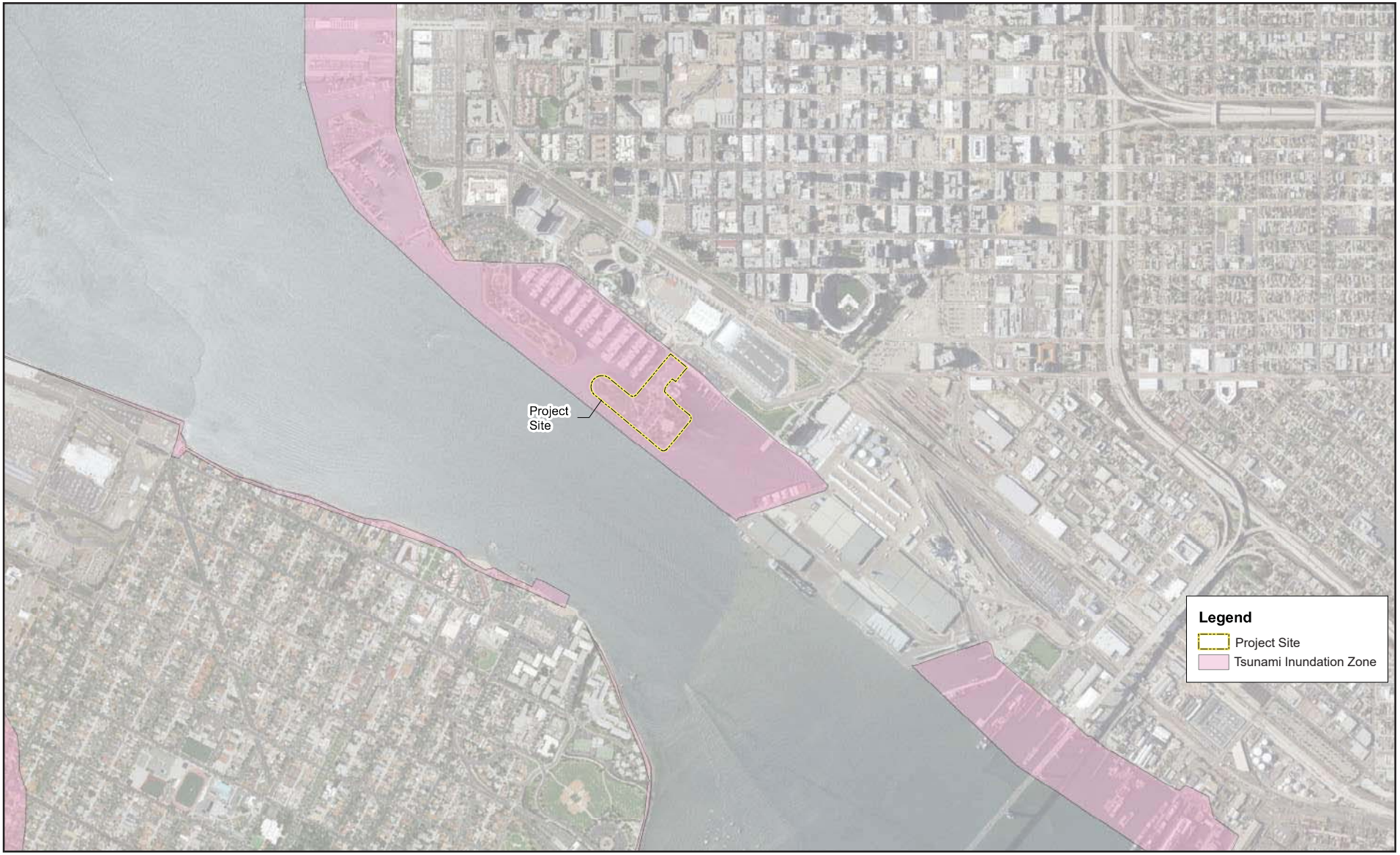
There are no regulations, plans, policies, and laws at the federal level regarding geology and soils that are relevant to the proposed project.

4.4.3.2 State

a. Alquist-Priolo Earthquake Fault Zoning Act

The 1972 California Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act), or Public Resources Code [PRC] 2621, regulates construction within active fault zones. It defines criteria for identifying active faults and established a process for reviewing building proposals within and adjacent to active faults. The Alquist-Priolo Act requires the state geologist to establish earthquake fault zones and issue appropriate maps to assist local governments with planning, zoning, and building regulation around active fault zones. The state geologist continually reviews new geologic and seismic data and existing zones to delineate additional earthquake fault zones as needed. To comply with the Alquist-Priolo Act, a geologic investigation must be prepared by a licensed geologist prior to construction. Structures for human occupancy are prohibited within the trace of an active fault and must be set back a minimum of 50 feet. Figure 4.4-2 depicts the location of Alquist-Priolo fault zones in relation to the project.

Map Source: The Bodhi Group



0 Feet 1,000

FIGURE 4.4-3
Tsunami Inundation Zone

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b. Seismic Hazards Mapping Act

The 1990 Seismic Hazards Mapping Act (PRC 2690-2699.6) was enacted to reduce damage resulting from earthquakes by addressing earthquake-related hazards such as strong ground shaking, liquefaction, and seismically-induced landslides. It requires the state to identify and map areas at risk of earthquake-related hazards and requires local governments to regulate development within these mapped hazard zones. Generally, local governments must require a geotechnical report defining the seismic hazards prior to permitting a project within a seismic hazard zone and submit a copy of the report to the State Geologist within 30 days of approval.

c. California Building Code

The California Building Code (CBC), or Title 24 of the California Code of Regulations (CCR), implements development and building standards. These standards require projects to comply with appropriate seismic design criteria in the International Building Code and other standards at a minimum for public health, safety, and general welfare. The CBD establishes seismic design standards to reduce structural problems that may result from major earthquakes. It also provides minimum standards regulating construction methods, including grading, excavation, and fill placement, relevant to site geology and geologic hazards.

4.4.3.3 Local

The project is within the District's jurisdiction and subject to a Coastal Development Permit, which could include geologic hazard conditions. Additionally, because the District does not currently process construction and building permits, the project would be required to obtain construction permits from the City of San Diego. Per the City of San Diego Land Development Code Section 129.0602 and Section 129.0202, grading permits are required for grading over one acre and building permits are required for the erection of structures unless otherwise exempt. Therefore, portions of the City of San Diego Municipal Code addressing grading and construction apply to the project. The San Diego Municipal Code includes standards for grading; geotechnical report requirements; and erosion, sedimentation, and water pollution control measures. A geotechnical investigation report is required for all new structures and where geologic hazards may exist per the City of San Diego Municipal Code Section 145.1803. The City of San Diego's Guidelines for Geotechnical Reports (2011) provides standards for geotechnical reports and an overview of the general permit process as it pertains to geotechnical investigations. Verification of compliance with City standards would be required prior to the City's issuance of the ministerial grading and building permits (or "construction permits") (City of San Diego 2011).

4.4.4 Project Impact Analysis

4.4.4.1 Methodology

This section analyzes potential impacts of the site geologic and soil conditions on the project and the project's potential to expose structures or the public to geologic hazards. Direct and indirect effects associated with the project were identified based on the Geotechnical and Geologic Hazard Evaluation (see Appendix H) prepared for the project by the Bodhi Group. The Geotechnical and Geologic Hazard Evaluation identified the geologic conditions of the site and any geologic hazards that have the potential to affect the project at EMPS. This evaluation was based on a desktop-level analysis (e.g., no field samples were taken to verify conditions). This level of reporting provides sufficient information to determine the general site conditions and what, if any, geologic hazards exist at the site. On-site geotechnical investigations would be conducted by the Symphony's construction contractor as part of final engineering and prior to application for grading and building permits. The preparers of the Geotechnical and Geologic Hazard Evaluation consulted applicable published geologic maps, State of California-issued geologic hazard maps, the City of San Diego Seismic Safety Study Geologic Hazards and Fault map, the City of San Diego Guidelines for Geotechnical Reports, as well as other state and local resources.

4.4.4.2 Thresholds of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines provides the basis for determining impacts associated with geology and soils. Impacts are considered significant if the project would result in any of the following:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. 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;
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; or
    d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. 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- of off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

5. 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.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in the Initial Study (see Appendix B), no impact would occur under Threshold 2 as the project site—a site composed of artificial fill with no natural topsoil—is completely developed and covered by either lawn area or pavement, and the project would result in a similar land cover composition. The project would implement Best Management Practices (BMPs) in accordance with the project's Storm Water Pollution Prevention Plan (SWPPP), which would prevent any erosion during grading and construction. Under Threshold 4, no impact would occur as the site was constructed of artificial fill that are not considered expansive. No impact would also occur under Threshold 5 as the project would not require the use of septic tanks or alternative disposal systems. Additionally, no impact would occur under Threshold 6 because the potential for paleontological resources to be unearthed during construction is very low, if not nonexistent, and there is no unique geologic feature as the site is comprised of artificial fill. Construction would not require excavation at depths that would impact the underlying unconsolidated marine sediments. Discussions in support of these conclusions are provided in the Initial Study (see Appendix B) and Chapter 6, Additional Consequences of Project Implementation. Therefore, Thresholds 2, 4, 5, and 6 are not further discussed in the analysis below. The analyses for Thresholds 1 and 3 are included in the following subsections.

4.4.4.3 Project Impacts and Mitigation Measures

Threshold 1: Geologic Hazards

Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic shaking, ground failure (liquefaction), and/or landslides?

a. Impact Discussion

Less than Significant Impact with Mitigation. The project site is currently developed and utilized as a recreational park, which hosts various seasonal events such as the Bayside Summer Nights series. The Bayside Summer Nights events bring thousands of visitors to the EMPS from June through September each year. Figure 4.4-1 shows the locations of known and inferred faults relative to EMPS, as well as Alquist-Priolo fault zones. The nearest mapped active fault, the Rose Canyon Fault, is located within several hundred feet of the project. Therefore, ground surface rupture, lurching, and/or cracking due to active faulting and nearby seismic events is possible at the project site. As with all properties in the seismically active southern California region, the fill and unconsolidated marine sediments that underlay the project site would be subject to shaking hazards during

seismic events on active faults in the region. Because EMPS is composed of artificial fill, the potential for ground motion at the site is high.

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes, and loose granular soils and non-plastic silts saturated by shallow groundwater table are susceptible to liquefaction. EMPS is within a City of San Diego-designated liquefaction hazard zone, and based on the potentially loose nature of the materials underlying the site and their saturated condition, the potential for liquefaction at the site is high. Hazards related to liquefaction include seismically-induced settlement and lateral spread, which can take place on gentle slopes such as those as the project site.

The project site is relatively flat, with gradual slopes and is void of steep slopes or cliffs and is not subject to landslides. Additionally, the Rain Induced Landslide Map of the County of San Diego Multi-Jurisdictional Hazards Mitigation Plan (County of San Diego 2010) does not identify the project site as a landslide area. No impact associated landslides would occur. There is some potential for tsunamis resulting from off-shore, submarine earthquakes, landslides, or volcanic activity to occur at the project site; however, potential impacts associated with tsunamis are further assessed in Section 4.5, Hydrology and Water Quality.

Though the site is currently utilized for similar purposes as proposed by the project, the project proposes to increase the number of permanent structures, attendees and events held at the site annually. This would increase the risk of exposure of people and structures to geologic hazards, resulting in a potentially significant impact and thereby potentially exacerbating an existing hazard. However, the project design has considered the geologic hazards and geotechnical conditions affecting the site and would be constructed in accordance with the California Building Code. The project stage and ancillary facilities would be better able to withstand a fault rupture and seismic shaking than the temporary performance and event venue structures as the permanent structures would be constructed upon an engineered foundation. Therefore, the project would be more structurally sound than the temporary stage, bleachers, and other temporary facilities currently used at EMPS, reducing geologic hazard risks for patrons and park goers in the event of an earthquake.

The Geotechnical and Geologic Hazard Evaluation, which is only a desktop-level geotechnical analysis, recommends that a formal geotechnical and fault rupture hazard investigation be prepared and that the project conform with City of San Diego geotechnical standards. These further geotechnical and fault rupture hazard investigations would be documented in a geotechnical investigation report according to the City of San Diego per Municipal Code Section 145.1803. As previously discussed, compliance with the City of San Diego's standards for geotechnical reports is required prior to the project receiving a City of San Diego construction permits. The findings and recommendations of the construction geotechnical investigation report would be incorporated into the final design of the project and would ensure that the project would not expose people or structure to substantial adverse effects involving geologic hazards. However, because Section 145.1803(b) of the City of San Diego Municipal Code allows the City to waive the geotechnical investigation

requirement and the Geotechnical and Geologic Hazard Evaluation recommends a formal geotechnical and fault rupture hazard investigation be prepared, MM GEO-1 is included to ensure it is completed for the project.

Project grading requirements are too shallow to influence fault movements or rupture, which cause earthquakes. While the project may experience strong seismic ground shaking due to nearby faults, the project would not exacerbate the potential for seismic events such as fault rupture to occur nor would it cause ground shaking to be more powerful. The occurrence of earthquakes in the region is common and all buildings and structures in the project vicinity will experience strong ground shaking at some point in time. However, the Geotechnical and Geologic Hazard Evaluation conducted for the project recommends that a formal geotechnical and fault rupture hazard investigation be prepared. Due to the project's location near active faults, without a geotechnical investigation and incorporation of its recommendations into the final project design, the potential for significant impacts associated with geologic hazards exists. Therefore, the project would be required to carry out recommendations of the geologic investigation report in accordance with MM GEO-1 prior to City of San Diego issuance of construction permits. Therefore, with implementation of mitigation, impacts associated with geologic hazards exposure would be less than significant.

b. Level of Significance prior to Mitigation

The project may result in a significant impact associated with geologic hazards involving rupture of a known earthquake fault, strong seismic shaking, ground failure (liquefaction), and/or landslides without implementation of recommendations identified in a geologic investigation.

c. Mitigation Measures

MM GEO-1: Geotechnical and Fault Rupture Investigation

Prior to obtaining grading and building permits, a qualified geotechnical consultant (e.g., Professional Engineer, Geotechnical Engineer, Professional Geologist, or Certified Engineering Geologist) shall conduct a formal geotechnical and fault rupture investigation in accordance with the City of San Diego's standards for geotechnical reports (City of San Diego Municipal Code Section 145.1803). All recommendations identified in the geotechnical investigation report shall be incorporated into the final project design. Evidence of incorporation of geotechnical recommendations shall be provided to the District prior to commencement of construction.

d. Level of Significance after Mitigation

With implementation of MM GEO-1, impacts associated with geologic hazards involving rupture of a known earthquake fault, strong seismic shaking, ground failure (liquefaction), and/or landslides would be less than significant.

Threshold 3: Unstable Land

Would the project 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- of off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

a. Impact Discussion

Less than Significant Impact. Factors affecting lateral displacement and liquefaction include earthquake magnitude, distance from the earthquake epicenter, thickness of liquefiable soil layer, grain size characteristics, fine grain of soil, and density of granular deposits (sand and gravel). As discussed under Threshold 1, EMPS is within a City of San Diego-designated liquefaction hazard zone, and based on the potentially loose nature of the materials underlying the site and their saturated condition, the potential for liquefaction at the site is high. This is because the artificial fill and bay sediments underlying EMPS may be subject to ground status settlement, lateral spreading, and liquefaction during a nearby seismic event. Risk for landslides at the site, however, is low due to the lack of steep slopes or cliffs.

As discussed previously, the project's Geotechnical and Geologic Hazard Evaluation is a desktop-level study that identifies the geologic conditions of the site, but does not include results of a formal, field-based geologic investigation. Per MM GEO-1, the project would be required to prepare a formal geotechnical investigation report in conformance with City of San Diego geotechnical standards prior to issuance of its construction permits from the City of San Diego, per City of San Diego Land Development Code Section 129.0202 and Municipal Code Section 145.1803. The geotechnical investigation report would include field-based investigations to further assess slope stability at the site to evaluate potential failure, lateral spread, or horizontal ground displacement during a seismic event. The report would also consider potential improvements necessary to reduce risk of slope failure and recommend design measures to minimize the effects of liquefaction-induced settlement, if necessary. The Applicant would be required to submit the geotechnical investigation report and incorporate its results and recommendations into the final project design prior to obtaining a construction permit from the City of San Diego.

EMPS would be utilized for events and by the public as a recreational resource with or without the project. The project does, however, aim to increase the number of annual events and attendance at events and to allow events to occur year-round. Permanent structures, including the performance stage and ancillary facilities, would be designed and constructed in accordance with the California Building Code, City of San Diego Land Development Code, and City of San Diego Municipal Code. Implementation of City of San Diego regulatory requirements for construction permits would ensure the field investigations are completed in accordance with City of San Diego standards and the appropriate grading and design considerations are implemented. All cut and fill—which would be relatively shallow—would be balanced on site and soil conditions would remain similar to existing conditions. Therefore, the project would not exacerbate or increase the potential for liquefaction to occur. However, because the project is located on a geologic unit that is

subject to lateral spreading and liquefaction, significant impacts may occur. Implementation of MM GEO-1, which requires a formal geotechnical investigation and implementation of its recommendations, would reduce impacts to less than significant.

b. Level of Significance prior to Mitigation

The project may result in significant impacts associated with unstable land potentially resulting in on- of off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

c. Mitigation Measures

MM GEO-1 would also apply to Threshold 3 and following mitigation: the project would result in less than significant impacts associated with unstable land potentially resulting in on- of off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

With implementation of MM GEO-1, impacts associated with unstable land potentially resulting in on- of off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

4.5 Greenhouse Gas Emissions

4.5.1 Overview

This section describes the existing conditions and applicable laws and regulations associated with global climate change, as well as an analysis related to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project) potential to result in greenhouse gas (GHG) emissions that contribute to global climate change. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Information presented in this section is largely based on the Greenhouse Gas Analysis (Appendix I) prepared by RECON Environmental in April 2017. Based on the discussions provided in the following subsections, the project would have a significant and unavoidable impact on global climate change.

4.5.2 Existing Conditions

4.5.2.1 Environmental Setting

a. Understanding Global Climate Change

To evaluate the incremental effect of the project on statewide GHG emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include: volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas and biomass. Industrial processes have also created emissions of substances not found in nature. This in turn has led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere.

Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially a global or cumulative issue.

b. Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and manmade. Table 4.5-1 summarizes some of the most common. Each GHG has variable atmospheric lifetime and global warming potential (GWP).

Table 4.5-1
Global Warming Potentials and Atmospheric Lifetimes

GHG	Atmospheric Lifetime (years)	100-Year GWP
Carbon dioxide (CO_2)	50–200	1
Methane (CH_4)	12.4	28
Nitrous oxide (N_2O)	121	265
HFC-23	222	12,400
HFC-32	5.2	677
HFC-125	28.2	3,170
HFC-134a	13.4	1,300
HFC-143a	47.1	4,800
HFC-152a	1.5	138
HFC-227ea	38.9	3,350
HFC-236fa	242	8,060
HFC-43-10mee	16.1	1,650
CF_4	50,000	6,630
C_2F_6	10,000	11,100
C_3F_8	2,600	8,900
C_4F_{10}	2,600	9,200
c-C_4F_8	3,200	9,540
C_5F_{12}	4,100	8,550
C_6F_{14}	3,100	7,910
SF_6	3,200	22,500

SOURCE: Intergovernmental Panel on Climate Change 2014.
GWP = global warming potential.

The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have a long atmospheric lifetime, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO_2). Because CO_2 is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH_4) has a shorter atmospheric

lifetime than CO_2, it has a 100-year GWP of 25; this means that CH_4 has 25 times more effect on global warming than CO_2 on a molecule-by-molecule basis.

The GWP is defined by the U.S. Environmental Protection Agency (U.S. EPA; 2010) as:

> The cumulative radiative forcing—both direct and indirect effects—integrated over a period of time from the emission of a unit mass of gas relative to some reference gas.

All of the gases in Table 4.5-1 are produced by both biogenic (natural) and anthropogenic (human) sources. These are the GHGs of primary concern in this analysis. CO_2 would be emitted by the project due to the combustion of fossil fuels in vehicles (including construction), from electricity generation and natural gas consumption, water use and from solid waste disposal. Smaller amounts of CH_4 and nitrous oxide (N_2O) would be emitted from the same project operations.

c. Implications of Climate Change

The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2 degrees Celsius (°C) per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using emission rates from the year 2000 shows that further warming will occur, which will induce further changes in the global climate system during the current century. The increase in the earth's temperature is expected to have wide-ranging effects on the environment.

Although global climate change is anticipated to affect all areas of the globe, there are numerous implications of direct importance to California. Statewide average temperatures are anticipated to increase by between 4.7 and 10.5 degrees Fahrenheit (°F) by 2100 (California Energy Commission [CEC] 2006). According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC 2016). Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts.

d. Greenhouse Gas Emissions

Statewide GHG Emissions

CARB performs statewide GHG emissions inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation.

Emissions are quantified in million metric tons of CO_2 equivalent (MMT CO_2E). Table 4.5-2 shows the estimated statewide GHG emissions for the years 1990, 2005, and 2014.

Table 4.5-2
California GHG Emissions by Sector in 1990, 2008, and 2014

Sector	1990 Emissions in MMT CO_2E (% total)[1,2]	2005 Emissions in MMT CO_2E (% total)[2,3,4]	2014 Emissions in MMT CO_2E (% total)[2,3,4]
Sources			
Agriculture	23.4 (5%)	34.45 (7%)	36.11 (8%)
Commercial	14.4 (3%)	14.27 (3%)	14.61 (3%)
Electricity Generation	110.6 (26%)	107.85 (22%)	88.24 (20%)
High GWP	--	7.70 (2%)	17.15 (4%)
Industrial	103.0 (24%)	95.41 (20%)	93.32 (21%)
Recycling and Waste	--	7.94 (2%)	8.85 (2%)
Residential	29.7 (7%)	27.98 (6%)	23.73 (5%)
Transportation	150.7 (35%)	184.21 (38%)	159.53 (36%)
Forestry (Net CO_2 flux)[5]	-6.5	--	--
Not Specified	1.3	--	--
TOTAL	**426.6**	**479.81**	**441.54**

SOURCE: CARB 2007 and 2016.
MMT CO_2E = million metric tons of CO_2 equivalent
[1]1990 data was retrieved from the CARB 2007 source.
[2]Quantities and percentages may not total properly due to rounding.
[3]2005 and 2014 data was retrieved from the CARB 2016 source.
[4]Reported emissions for key sectors. The inventory totals for 2005 and 2014 did not include Forestry or Not Specified sources.

As shown in Table 4.5-2, statewide GHG source emissions totaled about 427 MMT CO_2E in 1990, 480 MMT CO_2E in 2005, and 442 MMT CO_2E in 2014. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. However, transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

Project Site GHG Emissions

The project site is currently developed with EMPS as a 10.8-acre site that includes a lawn/park areas, walkways, two basketball courts, and a parking lot. Existing sources of GHG emissions associated EMPS include vehicle use, electricity demand (park and parking lot lighting), water use (landscaping), and area sources (landscaping equipment). The project would not substantially reduce vehicle use or electricity demand; the project would reduce existing water use and area sources by replacing 3.37 acres of grass areas with synthetic turf, decomposed granite, permeable pavers, or the performance stage structure. Other areas would remain.

4.5.3 Applicable Laws and Regulations

4.5.3.1 Federal

a. Environmental Protection Agency

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products that represent the leading edge in energy-efficient products in 2013 (U.S. EPA 2013).

b. Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the United States. Current CAFE standards require vehicle manufacturers of passenger cars and light-duty trucks to achieve an average fuel economy of 35.5 miles per gallon by 2016 and an average fuel economy of 54.5 miles per gallon by 2025. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

4.5.3.2 State

a. Statewide GHG Emission Targets

S-3-05—Statewide GHG Emissions Reduction Targets

This executive order (EO) establishes the following GHG emissions reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the Secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the

impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

B-30-15—2030 Statewide GHG Emissions Reduction Target

This EO, issued on April 29, 2015, establishes an interim GHG emissions reduction goal for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. This EO also directs all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directs CARB to update its Climate Change Scoping Plan to address the 2030 goal. CARB is expected to develop statewide inventory projection data for 2030, as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

b. Assembly Bill 32—California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

c. Senate Bill 32—California Global Warming Solutions Act of 2006

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. In implementing the 40 percent reduction target, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs, where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

d. Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Original Scoping Plan). CARB has periodically revised GHG emissions forecasts and prepared supplemental revisions to the Original Scoping Plan. Most recently, in 2014, CARB adopted the comprehensive First Update to the Climate Change Scoping Plan: Building on the Framework (First Update to the Scoping Plan) (CARB 2014). The First Update to the Scoping Plan ". . . highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050" (CARB 2014). The First

Update to the Scoping Plan found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and notes that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050, if the state realizes the expected benefits of existing policy goals (CARB 2014).

In conjunction with the First Update to the Scoping Plan, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050" (CARB 2014). Those six areas are: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050" (CARB 2014). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the First Update to the Scoping Plan, CARB recalculated statewide 1990 emissions level using more recently updated GWPs identified by the Intergovernmental Panel on Climate Change. Using the recalculated 1990 emissions level and revised 2020 emission levels projections that account for the economic downturn and laws that had taken effect between 2005 and 2010, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15.3 percent from the business as usual (BAU) conditions as of 2010.

e. Regional Emissions Targets – SB 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Original Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG emissions reduction targets and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP).

Pursuant to Government Code Section 65080(b)(2)(K), a SCS does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a City's or County's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

f. California Building Standards Code (Title 24)

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction including, plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility and so on. Of particular relevance to GHG emissions reductions are the CBC's energy efficiency and green building standards as outlined below.

Part 6 - Energy Code

The CCR, Title 24, Part 6 is the Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced. The previous Energy Code, known as the 2013 Energy Code, became effective July 1, 2014.

The current version of the Energy Code, known as the 2016 Energy Code, became effective January 1, 2017. The 2013 Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The CEC's preliminary estimates indicate that the 2016 Energy Code will achieve a 28 percent reduction in home energy use and a 5 percent reduction in non-residential energy use. The CEC has further indicated that the 2020 Energy Code will require new residential developments to achieve zero-net energy use.

Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CalGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance (MWELO) emergency standards

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring and particleboards.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CalGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing fixture water use rate.

g. Other State Measures

Other regulations adopted by California are summarized below.

- Pavley I and Low Emission Vehicle III – A set of vehicle standards that require light-duty cars and trucks to have reduced GHG emissions.
- Low Carbon Fuel Standard – A statewide goal requiring a 10 percent reduction in the carbon intensity of transportation fuels by 2020.
- Renewables Portfolio Standard (RPS) – Requires electrical providers achieve an energy mix of 33 percent renewable energy by 2020 and 50 percent renewable energy by 2050.
- AB 341 – Solid Waste Diversion – The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of measures in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that 75 percent of all solid waste generated in the state be reduced, recycled, or composted by 2020 regardless of the source.

4.5.3.3 Local

a. Sustainable Communities Strategy

San Diego Forward was adopted by the SANDAG Board of Directors on October 9, 2015, and combines and updates the region's two big picture planning documents: the Regional Comprehensive Plan and the RTP/SCS. The main goal of San Diego Forward is to provide a plan for future growth through the year 2050 based on principles of sustainability and

smart growth. CARB's targets for the SANDAG region call for a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020, and a 13 percent reduction by 2035. It is intended to result in more compact development patterns with greater emphasis on use of transit and less need to rely on private vehicle travel; it is to be updated every four years to monitor its progress. The San Diego Forward plan contains the following required elements: Policy Element; Sustainable Communities Strategy; Financial Element; and Action Element.

Relevant objectives of San Diego Forward include the following:

Healthy and Complete Communities

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types – affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

b. San Diego Unified Port District Climate Action Plan

In December 2013 the Board of Port Commissioners approved a Climate Action Plan (CAP) to reduce local GHG emissions. The CAP includes a variety of potential GHG reduction policies and measures selected to help meet the District's GHG reduction goals of 10 percent less than 2006 levels by 2020 and 25 percent less than 2006 levels by 2035. Reducing GHG emissions can slow the rate of climate change – thus reducing impacts. The District's reduction measures include those required by state and federal regulations, and District-specific policies and measures focused on the following:

- Transportation Land Use Planning: Support alternative-fueled technology and implement management systems that increase the efficiency of transportation and reduce energy consumption.
- Energy Conservation and Efficiency: Employ energy strategies in buildings and exterior spaces that save money on utility costs, reduce GHG emissions and provide other community benefits.
- Water Conservation and Recycling: Conserve, treat and re-use water to minimize GHG emissions and conserve a scarce resource.
- Alternative Energy Generation: Meet energy demands through renewable energy generation.
- Waste Reduction and Recycling: Promote behavioral changes that encourage conserving resources, reuse and recycling.
- Miscellaneous: Support other programs and outreach to reduce GHG emissions.

4.5.4 Project Impact Analysis

4.5.4.1 Methodology

Project GHG emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.1 (California Air Pollution Control Officers Association [CAPCOA] 2016). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basics sources: construction sources and operational sources.

Below is a brief discussion of modeling methods and assumptions. For a discussion of all GHG modeling methods, assumptions, and model inputs refer to the Greenhouse Gas Analysis (see Appendix I). Project emissions were assessed under the following conditions:

(1) maximum buildout of the project is achieved by 2020;
(2) anticipated buildout is achieved by 2020; and
(3) maximum/anticipated buildout of the project is achieved by 2030.

Additionally, all emissions scenarios were modeled under the BAU scenario to assess consistency with CAP GHG emissions reduction targets.

a. Construction-related Emissions

Construction activities emit GHGs primarily though combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Project construction would begin in October 2018 and would last approximately 8 months, followed by a 1- to 2-month commissioning and site testing phase, for a total construction duration of up to 10 months. Project construction would have four distinct phases, demolition (0.5 month), grading (2 months), structural and site work (5 months), and paving (0.5 month). Specific construction equipment use was modeled based on information provided by the client. Consistent with guidance from South Coast Air Quality Management District (SCAQMD) project construction are amortized over the life of the project and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009). Although the project Real Estate Agreement would have a maximum term of up to 66 years, the useful life of the project was conservatively assumed to be 30 years.

b. Operation-related Emissions

Operational activities are long-term sources of GHG emissions that occur throughout the life of a project. Operation of the project would directly or indirectly generate GHG emissions associated with mobile sources (on-road vehicle use), energy use (electricity and

natural gas), water use (supply, distribution, and treatment water and wastewater), solid waste (disposal), area sources (landscaping equipment and consumer products).

Mobile source emissions were modeled based on vehicle trip generation rates and trip distances were obtained from the Traffic Impact Analysis prepared for the project (Chen Ryan 2017). Project events are anticipated to generate approximately 186,181 trips in 2020 and 320,036 trips in 2030. Additionally, project rehearsals associated with each event may result in additional attendance of up to 150 employees on non-event days per event[1]. Thus, the project is anticipated to generate approximately 193,957 trips in 2020 and 331,036 trips in 2030. Based on a survey of Symphony patrons, an average trip distance of 21.44 miles was modeled. The same assumptions were used to model trip generation under the project and BAU scenario.

Project energy use, water use, and solid waste generation were modeled based on projected activity rates identified by the project architect, Tucker and Saddler. These estimates indicate that the project would have an approximate electricity demand of 144,004 kilowatt-hours (kWh); natural gas use of 191,464 British thermal units (BTU); water use of 886,000 gallons of water; and solid waste generation rate of 37 tons per year. GHG emissions embodied in energy use, water use, and waste generation were modeled based on published emission rates associated with regional utility providers. Other operation-related sources such as landscaping equipment use were modeled based on standard CalEEMod assumptions associated with the project size.

The energy use associated with full buildout of the project was estimated to be approximately 132,678 kWh and 176,405 BTU in 2020 and 187,691 kWh and 249,549 BTU in 2030. The modeled energy use under the BAU condition was modified to reflect historic energy use rates.

The project would not include woodstoves or fireplaces. Area source emissions from the use of consumer products were estimated based on statewide emissions data. Area source emissions from use of landscaping equipment estimated based on values from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

The project's indoor water use was estimated to be approximately 816,315 gallons in 2020 and 1,154,787 gallons in 2030. The modeled water use under the BAU scenario was modified to remove the effects of CalGreen requirements, which typically result in a 20 percent reduction in the overall indoor water use. Outdoor water use associated with lawn areas was estimated using data from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2016).

[1]Each event is allowed one rehearsal on the same day as the event plus up to 1.5 rehearsals on non-event days (based on annual programming). Rehearsals on event days do not result in additional trips from those associated with the event itself. Rehearsals on non-event days would involve 25 to 100 staff members and musicians, resulting in up to 100 trips per rehearsal.

Based on the existing venue's solid waste disposal billing for 2011 through 2016, the project's waste generation was estimated to be approximately 46.5 tons in 2020 and 65.7 tons in 2030. The modeled waste generation under the BAU scenario was modified to remove the effects of compliance with AB 341, Commercial Recycling Requirements, which mandate that uses that generate greater than 4 cubic yards of solid waste per week, institute certain waste diversion practices.

4.5.4.2 Thresholds of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines provide the basis for determining the significance of impacts associated with global climate change. Impacts are considered significant if the project would result in any of the following:

1. Generate GHG emissions that may have a significant impact on the environment; or

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Global climate change is a result of GHG emissions generated globally over many decades by a vast number of difference sources worldwide. The GHG emissions of individual projects do not generate sufficient GHG emissions to have a substantial effect on global climate change (SCAQMD 2008; San Joaquin Valley Air Pollution Control District 2009). However, continued development may contribute to the cumulative global accumulation of GHG emissions that could result in adverse effects on the current climate. In the context of CEQA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective" (CAPCOA 2008). While, the geographic extent of the cumulative contributions to GHGs and climate change is worldwide, relating the contribution of a single project to cumulative global emissions marginalizes project impacts. As GHG emissions may only be regulated by their respective jurisdictions, a project's contribution to climate change impacts on the environment are gauged based on GHG emission reduction targets established in applicable GHG reduction plans.

Specific GHG emission reduction targets for open space (parks are considered open space) were derived from the District's CAP projections. The District's CAP projections assume open space tenant-types will achieve a 23 percent reduction as compared to the BAU scenario by 2020. Project GHG emissions in 2020 were assessed against this GHG emission reduction target. For a full discussion of the methodology and assumptions used to derive this threshold, please refer to Appendix I.

The District CAP projections and associated tenant-specific GHG emissions reduction targets do not extend past 2020. In the absence of specific 2030 GHG emissions reduction targets, this analysis considers the District GHG emission reduction targets in 2020 and the additional land use-driven reductions required at the state level to determine a performance standard of the fair share of reductions needed to demonstrate progress in the post-2020 time period. Accounting for additional land use driven reductions and uncertainties associated with State programs, an emissions reduction threshold of a

64 percent reduction from the BAU scenario by 2030 was derived. Project GHG emissions in 2030 were assessed against this GHG emission reduction target. For a full discussion of the methodology and assumptions used to derive this threshold, please refer to Appendix I.

The District's GHG emission reduction goals are guided by state regulations including the 2020 state reduction goal codified by AB 32 and the 2050 emissions reduction goal established by EO S-3-05. Project consistency with plan, policy, or regulation adopted for the purpose of reducing GHG emissions was assessed based on consistency with CAP reduction targets as well as consistency with all CAP reduction measures applicable to event or open space tenant types. Project consistency with other CAP reduction measures that are not attributed to the event or open space tenant types, but may be considered relevant to the project was also assessed.

4.5.4.3 Project Impacts and Mitigation Measures

Threshold 1: GHG Emissions Through 2020

Would the project result in GHG emissions in 2020 that may have a significant impact on the environment?

a. Impact Discussion

Less than Significant with Mitigation. Of the future port development subtypes assessed in the CAP, the project proposes a land use that may be considered most similar to either the future port development tenant subtype open space. Specific CAP GHG emissions reduction target for the tenant open space subtypes is 23 percent. This analysis assesses project consistency with the 23 percent reduction from the BAU scenario for open space tenant subtypes.

An estimate of the project's maximum and anticipated 2020 buildout emissions under the BAU scenario has been prepared. Tables 4.5-3 and 4.5-4 compare the 2020 emissions associated with maximum and anticipated buildout under the BAU scenario. The complete model assumptions and outputs for the project are included in Appendix I.

Table 4.5-3
Maximum 2020 GHG Emissions
(MT CO_2E per Year)

Emission Source	BAU Emissions	Project	Reduction from BAU	
			MT CO_2E	Percent
Vehicles	3,378	2,851	527	16%
Energy Use	114	74	40	35%
Area Sources	>1	>1	>1	-
Water Use	19	12	7	37%
Solid Waste Disposal	88	33	55	63%
Construction	29	29	0	-
TOTAL	**3,629**	**3,000**	**629**	**17%**

MT CO_2E = metric tons of CO_2 equivalent; BAU = business as usual
NOTE: Quantities and percentages may not total properly due to rounding.

Table 4.5-4
Anticipated 2020 GHG Emissions
(MT CO_2E per Year)

Emission Source	BAU Emissions	Project	Reduction from BAU	
			MT CO_2E	Percent
Vehicles	1,981	1,672	309	16%
Energy Use	88	57	31	35%
Area Sources	>1	>1	>1	-
Water Use	17	11	6	36%
Solid Waste Disposal	62	23	39	62%
Construction	29	29	0	-
TOTAL	**2,177**	**1,792**	**385**	**18%**

MT CO_2E = metric tons of CO_2 equivalent; BAU = business as usual
NOTE: Quantities and percentages may not total properly due to rounding.

As shown in Tables 4.5-3 and 4.5-4, maximum and anticipated buildout would achieve an approximate 17 to 18 percent reduction as compared to the BAU scenario. As project emissions would predominately be from mobile sources, the reductions shown are largely driven by state vehicle emissions regulations such as the Advanced Clean Cars Program. Reductions in other source categories are attributable to other regulatory programs such as California RPS 2020 requirements, CalGreen, and AB 341. Based on this analysis, the project would not achieve GHG emissions reductions that are consistent with the CAP's GHG emission reduction target. Thus, project GHG emissions may contribute to an emissions increase that conflict with the District's CAP emissions reduction targets.

b. Level of Significance prior to Mitigation

As shown in Tables 4.5-3 and 4.5-4, the project would not achieve GHG emissions reductions that are consistent with the CAP target. As the project would not achieve GHG emissions reduction targets identified in the CAP, the impact of project GHG emissions in 2020 would be significant.

c. Mitigation Measures

The following mitigation measures (MM) are designed to reduce potentially significant impacts:

MM GHG-1: Subsidized Mass Transit

Requirements on Applicant

The applicant shall provide subsidies for local mass transit. Prior to ticket sale for any event or set of events, the applicant shall provide transit rebates for event attendees and event employees, including but not limited to musicians, support staff, and volunteers, that arrive via transit providers with which the applicant has not entered into an agreement. Attendees may be required to present a proof of transit ridership (i.e., transit receipt, ticket, or stub) to receive the transit rebate. The amount of available transit rebate available to

each attendee shall be equivalent to the cost of a day pass on San Diego Metropolitan Transit System (SDMTS) busses and trolleys (currently $5.00).

Alternatively, the applicant may enter into an agreement with one or more of the following transit providers to provide transit at reduced or no fee to the event attendees and event employees, including but not limited to musicians, support staff, and volunteers: local bus lines (local bus lines operated by ~~San Diego Metropolitan Transit System [~~SDMTS~~]~~), the ferry (Fifth Avenue Ferry Landing operated by Flagship Cruises and Events), the trolley (Gaslamp Quarter Station is operated by SDMTS), and the COASTER commuter train (COASTER is operated by North County Transit District). Transit subsidies need not be separate vouchers and may be associated with event tickets.

The applicant shall disclose the available subsidy to the attendee at the time of ticket purchase and shall inform attendees of the availability of the subsidy through pedestrian traffic management measures such as signs, cordons, announcements, and other measures at each event. The amount of available transit subsidy available to each attendee shall be valued at the equivalent to the cost of an SDMTS day pass (currently $5.00)~~least $5.00~~.

Enforcement

Prior to commencement of operations at the project, the applicant shall submit a Transit Subsidy Plan to the District. The Transit Subsidy Plan shall demonstrate to the satisfaction of the District that transit subsidies and rebates will be provided to event attendees and event employees. The Transit Subsidy Plan shall include a copy of any agreements with transit providers, shall identify the procedure by which transit rebates will be distributed, and other relevant materials such as sample informational items for disclosing transit subsidies to attendees. The applicant shall submit an annual update to the Transit Subsidy Plan to the District each year prior to January 1. The annual update shall demonstrate to the satisfaction of the District that transit subsidies will be provided for the upcoming year. The District must be notified of all changes to transit subsidies prior to ticket sales, if possible.

d. Level of Significance after Mitigation

Transit prices vary, one-day SDMTS regional transit passes (includes all bus and trolley lines) currently cost $5.00 (SDMTS 2017) and Coronado Ferry fees currently cost $4.75 per person per one-way trip (Flagship Cruises and Events 2017). Thus, at current fares GHG-1 would typically offer full subsidy of SDMTS transit or approximately half subsidy of roundtrip ferry.

According to CAPCOA's report Quantifying Greenhouse Gas Mitigation Measures in urban environments, transit subsidies of greater than $2.98 typically achieve at least 20 percent reduction in automotive VMT and associated GHG emissions. MM GHG-1 provides greater than the identified subsidy. Mobile source emissions would be anticipated to be reduced by 20 percent with MM GHG-1.

Tables 4.5-5 and 4.5-6 compare the mitigated 2020 emissions associated with maximum and anticipated project buildout to emissions under the BAU scenario. The complete model outputs for the project are included in Appendix I.

Table 4.5-5
Mitigated Maximum 2020 GHG Emissions
(MT CO_2E per Year)

Emission Source	Project	Mitigated Project	Mitigation Reduction		Reduction from BAU
			MT CO_2E	Percent	
Vehicles	2,851	2,281	570	20%	32%
Energy Use	74	74	-	-	35%
Area Sources	>1	>1	-	-	-
Water Use	12	12	-	-	37%
Solid Waste Disposal	33	33	-	-	63%
Construction	29	29	-	-	-
TOTAL	**3,000**	**2,429**	**570**	**19%**	**33%**

MT CO_2E = metric tons of CO_2 equivalent; BAU = business as usual
NOTE: Quantities and percentages may not total properly due to rounding.

Table 4.5-6
Mitigated Anticipated 2020 GHG Emissions
(MT CO_2E per Year)

Emission Source	Project	Mitigated Project	Mitigation Reduction		Reduction from BAU
			MT CO_2E	Percent	
Vehicles	1,672	1,338	334	20%	32%
Energy Use	57	57	-	-	35%
Area Sources	>1	>1	-	-	-
Water Use	11	11	-	-	36%
Solid Waste Disposal	23	23	-	-	63%
Construction	29	29	-	-	-
TOTAL	**1,792**	**1,458**	**334**	**19%**	**33%**

MT CO_2E = metric tons of CO_2 equivalent; BAU = business as usual
NOTE: Quantities and percentages may not total properly due to rounding.

As shown in Tables 4.5-5 and 4.5-6, both maximum and anticipated buildout would be anticipated to achieve an approximately 33 percent reduction as compared to the BAU scenario with incorporation of MM GHG-1. As the project would be anticipated to achieve greater reductions than specific CAP GHG emissions reduction target, the project would be consistent with the CAP and accounted for in District emissions budgets. With incorporation of MM GHG-1, the impact of project GHG emissions in 2020 would be less than significant.

Threshold 2: GHG Emissions After 2020

Would the project result in GHG emissions in 2030 that may have a significant impact on the environment?

a. Impact Discussion

Less than Significant with Mitigation. The District's CAP projections and associated tenant-specific GHG emissions reduction targets do not extend past 2020. As summarized in Section 4.4.4.2 and discussed in detail in Appendix I, this analysis assesses project consistency with a 64 percent reduction from the BAU scenario based on District GHG emissions reduction targets for open space and the additional land use-driven reductions required at the state level to determine a performance standard of the fair share of reductions needed to demonstrate progress in the post-2020 time period.

An estimate of the project's 2030 emissions under the BAU scenario has been prepared. Table 4.5-7 compares the 2030 project and BAU emissions. These emissions account for the effects of MM GHG-1. The complete model assumptions and outputs for the project are included in Appendix I.

Table 4.5-7
Project 2030 GHG Emissions
(MT CO_2E per Year)

Emission Source	BAU	2030 Project	Reduction from BAU	
			MT CO_2E	Percent
Vehicles	3,322	1,705	1,617	49%
Energy Use	114	60	54	47%
Area Sources	>1	>1	>1	-
Water Use	19	10	9	49%
Solid Waste Disposal	88	33	55	63%
Construction	29	29	0	-
TOTAL	**3,573**	**1,838**	**1,736**	**49%**

BAU = business as usual; MT CO_2E = metric tons of CO_2 equivalent
NOTE: Quantities and percentages may not total properly due to rounding.

In 2030, the project would generate 1,838 MT CO_2E. As shown in Table 4.5-7, this represents an approximate reduction of 49 percent as compared to the BAU scenario. The reductions achieved are primarily associated with MM GHG-1 and state vehicle emissions regulations such as the Advanced Clean Cars Program. Other reductions are attributable to regulatory programs such as California RPS 2030 requirements, CalGreen, and AB 341.

As shown, the project would not achieve the District's 2030 GHG emissions reduction target of 64 percent reduction from the BAU scenario. Thus, project emissions may contribute to an emissions increase that conflict with statewide reduction efforts.

b. Level of Significance prior to Mitigation

As shown in Table 4.5-7, the project would not achieve the District's 2030 GHG emissions reduction target of 64 percent reduction from the BAU scenario. Thus, project emissions may contribute to an emissions increase that conflict with statewide reduction efforts. The impact of project GHG emissions in 2030 would be significant.

c. Mitigation Measures

MM GHG-2 through MM GHG-9 would address emissions associated with project energy use, area source emissions, water use, solid waste disposal, and construction.

MM GHG-2: LED Lighting

Requirements on Applicant

Prior to commencement of operations, the project applicant shall install light-emitting diode (LED) light bulbs in all fixtures throughout EMPS.

Enforcement

Prior to commencement of operations, the applicant shall demonstrate to the satisfaction of the District that the required light fixtures are equipped with LED light bulbs.

MM GHG-3: Solar Photovoltaic Panels

Requirements on Applicant

Prior to January 1, 2030, the project applicant shall install solar photovoltaic (PV) systems capable of a total generation equivalent to the forecasted electricity demand, 187,691 kWh per year.

Enforcement

Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that the required solar PV panels have been installed and are in operation as required above.

MM GHG-4: High-Efficiency Water Heater

Requirements on Applicant

Prior to commencement of operations at the project, the project applicant shall install instantaneous (a.k.a. "tankless") water heater(s) that meet U.S. EPA Energy Star criteria. Tankless water heaters shall meet all water heating demands of the proposed performance and event venue including, but not limited to, the performance back-of-house facilities and subgrade restrooms.

Enforcement

Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the required tankless water heaters have been installed and meet U.S. EPA Energy Star criteria.

MM GHG-5: All-Electric Landscaping Equipment

Requirements on Applicant

The project applicant shall require through contract specifications that all landscaping within the Bayside Performance Park shall be maintained using all-electric equipment.

Enforcement

Prior to January 1, 2030, the applicant shall demonstrate to the satisfaction of the District that landscaping maintenance agreements specify the use of all-electric landscaping equipment.

MM GHG-6: Low Flow Water Fixtures

Requirements on Applicant

Prior to commencement of operations at the project, the project applicant shall install low-flow water fixtures in the project. Low-flow water fixtures shall include toilets that use less than 1.28 gallons per flush, urinals that use less than 0.5 gallon per flush, bathroom sinks that use less than 1.5 gallons per minute, showerheads that use less than 2.0 gallons per minute, kitchen sinks that include pre-rinse spray valves, and irrigation systems that are connected to weather sensors.

Enforcement

Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that the low-flow water fixtures required above have been installed.

MM GHG-7: Drought-Tolerant Landscaping

Requirements on Applicant

Prior to the removal of any existing trees, the applicant shall prepare and submit to the District for approval a landscape plan for the project site that details landscaping to be installed immediately following construction of the project and prior to reopening of EMPS. All landscaping shall use very low- to moderate-water use species, with the very low-water use species used to the highest extent feasible. Landscaping shall comply with District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713) and shall exclude any species on the District's invasive plant species list.

Enforcement

Prior to commencement of operations at the project, the applicant shall demonstrate to the satisfaction of the District that all landscaping within the Bayside Performance Park consists of drought-tolerant plants.

MM GHG-8: Increased Recycling

Requirements on Applicant

The project applicant shall implement a solid waste recycling program at every event. The program shall include arrangement of recycling hauling services at regular intervals, recycling collection bins adjacent to all waste collection bins, signs that encourage recycling adjacent to recycling collection bins, and diversion of all green waste generated by landscaping activities. The interval for recycling hauling services shall be weekly or more frequently if necessitated by limited recycling storage. Recycling collection bins shall be emptied by designated staff members when full; staff members shall not wait until after the conclusion of events to empty full recycle collection bins.

The solid waste recycling program shall achieve a 50 percent diversion of all solid waste generated on-site. The applicant shall expand the solid waste recycling measures to achieve this goal as necessary. Expansion may include, but is not limited to, selection of saleable items that include recycled materials or increased recycling collection bin signage.

Enforcement

Each year of operation, prior to January 31, the applicant shall submit to the District a description of the recycling program and documentation of contracted solid waste disposal and recycling services. The documentation shall include the weight (tons) or volume (cubic yards) of all solid waste collected by disposal and recycling collection services.

MM GHG-9: Tier IV Final CARB-Certified Construction Equipment

Requirements on Applicant

All heavy-duty diesel-powered demolition, grading, and construction equipment shall be a minimum of Tier IV Final CARB-certified.

Enforcement

Prior to issuance of grading permits, the applicant shall demonstrate to the satisfaction of the District that all contracting agreements for construction of the project require the use of Tier IV Final construction equipment.

Enforcement

Each year of operation, prior to January 31, the applicant shall submit to the District a description of the recycling program and documentation of contracted solid waste disposal and recycling services. The documentation shall include the weight (tons) or volume (cubic yards) of all solid waste collected by disposal and recycling collection services.

d. Level of Significance after Mitigation

MM GHG-2 would require that a minimum of 75 percent of light fixtures be equipped with LED light bulbs and would thereby reduce project electricity demand. As compared to traditional light bulbs, LED bulbs produce 70 to 90 percent less power to provide the same level of illumination (U.S. EPA 2017a). Thus, use of LED bulbs would reduce lighting electricity demand and associated GHG emissions by 70 to 90 percent. Consistent with MM GHG-3, project electricity demand would be supplied by renewable generation sources (solar). Thus, MM GHG-2 would not achieve quantifiable emissions reductions. Nonetheless, MM GHG-2 is required to reduce project electricity demand.

MM GHG-3 would require the installation of solar PV panels estimated to generate approximately 187,691 kWh annually and would thereby offset the project's annual electricity demand through equivalent renewable energy generation. Based on regional solar generation estimates provided in Table AE-2.1 of the CAPCOA's Quantifying Greenhouse Gas Mitigation Measures, solar PV systems in San Diego County typically generate approximately 1,700 kWh per kW installed (CAPCOA 2010). Thus, project solar panels are anticipated to have an approximate system capacity of 110.4 kW; specific orientation is likely to include 325 panels rated at 340 watts. Reductions achieved by MM GHG-3 were estimated within CalEEMod.

MM GHG-4 would require the use of high-efficiency water heaters and would thereby reduce project natural gas demand. Whereas conventional water heaters maintain a supply (tank) of hot water, instantaneous water heaters provide hot water only as it is needed. As a result, instantaneous water heaters eliminate energy loss associated with heat transfer while hot water is stored. The California Consumer Energy Center estimates that tankless water heaters reduce energy used to heat water by 10 to 20 percent for typical residences (CEC 2016). As natural gas savings are achieved through the elimination of heat loss during hot water storage, the natural gas savings associated with instantaneous water heaters correspond inversely to the frequency of use. The proposed use is likely to have highly infrequent hot water use as it is unlikely to use hot water between events. Thus, natural gas savings are anticipated to be greater than the natural gas savings that would be achieved at residences. At this time the frequency of the hot water use of the project is not known; thus, GHG reductions achieved by this mitigation measure are not quantifiable. Nonetheless, MM GHG-4 is required to reduce project natural gas use.

MM GHG-5 would require the use of all-electric landscaping equipment and would thereby reduce area source GHG emissions associated with the project. Replacement of gas-powered landscape equipment with all-electric landscape equipment would result in the elimination of direct landscaping emissions and result in indirect emissions reduction associated with electricity use. Reductions achieved by MM GHG-5 were estimated within CalEEMod.

MM GHG-6 would require the use of low-flow water fixtures and would thereby reduce project water use. Low-flow efficiency rates identified in MM GHG-6 correspond to U.S. EPA WaterSense labels. Products that achieve U.S. EPA WaterSense labels are 20 percent more efficient that average products in that category (U.S. EPA 2017b). Reductions

achieved by MM GHG-5 were estimated within CalEEMod as a 20 percent indoor water conservation strategy.

MM GHG-7 would require the use of drought-tolerant landscaping plants and would thereby reduce project water use. The water use reduction achieved by drought-tolerant landscaping plants is not known at this time. For the purposes of modeling emission reductions, drought-tolerant landscaping was estimated to achieve a 25 percent reduction in outdoor water use. Reductions achieved by MM GHG-5 were estimated within CalEEMod as a 25 percent outdoor water conservation strategy.

MM GHG-8 would require the Applicant to implement a solid waste recycling program that achieves 50 percent diversion of solid waste. Reductions achieved by MM GHG-8 were estimated within CalEEMod as 50 percent in recycling and composting services.

MM GHG-9 would require the use of Tier IV Final CARB-Certified Construction Equipment. Reductions achieved by MM GHG-5 were estimated within CalEEMod.

Table 4.5-8 compares the mitigated 2030 emissions associated with the project to emissions from the BAU scenario.

Table 4.5-8
Mitigated Anticipated 2030 GHG Emissions
(MT CO_2E per Year)

Emission Source	Project	Mitigated Project	Mitigation Reduction		Reduction from BAU
			MT CO_2E	Percent	
Vehicles	1,705	1,705	-	-	49%
Energy Use	60	26	34	57%	77%
Area Sources	>1	>1	>1	46%	46%
Water Use[1]	10	7	2	23%	61%
Solid Waste Disposal	33	17	17	50%	81%
Construction	29	24	6	19%	19%
TOTAL	**1,838**	**1,779**	**59**	**3%**	**50%**

[1]Water use include outdoor water use in portions of EMPS that would be re-oriented as part of the project. Lawn areas in EMPS that are outside of Bayside Performance Park would be maintained by the District and the project re-orientation of lawn areas would be like-for-like. Thus, the project has limited ability to reduce outdoor water use from these lawn areas.
MT CO_2E = metric tons of CO_2 equivalent; BAU = business as usual
NOTE: Quantities and percentages may not total properly due to rounding.

As shown in Table 4.5-8, feasible mitigation of project energy use, area source emissions, water use, solid waste disposal, and construction would achieve an additional 59 MT CO_2E reduction in project emissions. The overall reduction from BAU would increase from 49 to 50 percent. Thus, with all feasible mitigation the project would not achieve the District's 2030 GHG emissions reduction target of 64 percent reduction from BAU scenario.

Even the theoretical elimination of all GHG emissions, aside from mobile sources, would not achieve the District's 2030 GHG emissions reduction target[2]. Thus, the District's 2030 GHG emissions reduction target is unachievable without additional mitigation of mobile source GHG emissions. MM GHG-1 would require transit subsidies. Project design features would also include installation of an electric vehicle charging station that would service two "park visitor only" parking stalls.[3] Although the project is located in an area well-served by mass transit and conveniently accessible by pedestrians, these characteristics are not considered project design features because the project would replace an existing venue at the same location. Therefore modeling does not calculate additional GHG emission reductions achieved by site location.[4,5] The project has limited ability to influence distance which attendees travel to attend events, the efficiency of attendee vehicles, or the transportation mode choice of attendees. Thus, no additional feasible mitigation measures have been identified.

As shown in Table 4.5-8, with incorporation of all feasible mitigation the project would not achieve 64 percent reduction from BAU scenario. Therefore, the project is not anticipated to achieve a downward emissions trajectory consistent with the state's 2030 or 2050 emission targets. The impact of project GHG emissions in 2030 would remain significant and unavoidable.

In qualitatively evaluating the project's emissions for consistency with 2030 and 2050 statewide emission targets, it is important to note that some of the broad-scale shifts in how energy is produced and transportation fuels are beyond the control of the project. Measures identified in the Draft Scoping Plan do not achieve emissions reductions that support 2030 statewide GHG reduction targets without reliance on the Cap-and-Trade Program. As discussed in Section 3.4, the extension of the Cap-and-Trade Program to 2030 is uncertain, and removal these uncertain GHG reductions necessitates an additional 15 percent reduction. The changes necessitated by the state's long-term climate policy will require additional policy and regulatory changes to achieve this additional 15 percent reduction. As discussed in Section 2.2.2.4, alternative regulatory changes to the Cap-and-Trade Program may include an increased RPS, an increased low carbon fuel standard (LCFS), a renewable pipeline gas standard, a flexible demand response from residential and commercial electric appliances, increased building energy efficiency standards, additional transportation demand measures, and additional sector-specific reductions from the oil and gas extraction sector, industrial sector, and refining sector. As a consequence, the extent to which the

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[2]Theoretical elimination of the all non-mobile sources would achieve a 54 percent reduction from the BAU scenario. $(3{,}462 - 1{,}648) \div 3{,}462 \approx 52\%$; $52\% < 64\%$

[3]Reductions achieved through installation of electric vehicle charging stations are not quantifiable.

[4]The project site is in proximity to mass transit stations including the Fifth Avenue Ferry Landing (ferry) and the Gaslamp Quarter Station (trolley). Traffic control and coordination with San Diego Metropolitan Transit System (SDTMS) and ferry operators to accommodate increased ridership associated with events is already associated with the existing venue.

[5]The proposed project is accessible to pedestrians and bicyclists via marina walk, an approximately 34-foot wide walkway that is closed off to automotive traffic.

project's emissions and resulting impacts will be mitigated through implementation of such changes is not known. Furthermore, implementation of such additional policy and regulatory changes is in the jurisdiction of state-level agencies (e.g., CARB), not the District or the project. However, some of these measures (e.g., decarbonization, energy efficiency, efficiency, and reduced fossil-fuel-based vehicle miles traveled) can be facilitated, at least to some extent, through implementation of specific GHG reduction measures for developments such as the project. Under this same rationale, if the project did not implement measures to maximize energy efficiency or utilize renewable energy, the reductions may not be sufficient for an individual project to meet the aggressive 2030 and 2050 cumulative reduction goals. MM GHG-1 through MM GHG-9 are necessary to support progress toward the 2030 and 2050 GHG reduction goals of EO B-30-15 and SB 32. Nonetheless, the impact of project GHG emissions in 2030 would remain significant even after the implementation of all feasible mitigation measures.

Threshold 3: GHG Reduction Plan Consistency

Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

a. Impact Discussion

State Plans, Policies, and Regulations

Less than Significant with Mitigation. As discussed in Section 4.5.3.2, EO S-3-05 establishes an executive policy of reducing GHG emissions to 80 percent below 1990 levels by 2050. Consistent with this policy, the legislature adopted AB 32, which codifies a GHG emissions reduction target of 1990 emission levels by 2020, and SB 32, which codifies an interim reduction goal that is in line with progress towards the 2050 reduction goal, 40 percent below 1990 emission levels by 2030. The 2050 emissions reduction target of EO S-3-05 has not been codified by the Legislature.

Project consistency with statewide GHG reduction targets established in AB 32, SB 32, and EO S-3-05 are discussed under Thresholds 1 and 2. Project emissions would not demonstrate consistency with the 2030 statewide reduction target.

District Climate Action Plan Policies

As discussed in Section 4.5.4.2, the District's GHG emission reduction goals are guided by state regulations including the 2020 state reduction goal codified by AB 32 and the 2050 reduction goal established by EO S-3-05. Project consistency with plan, policy or regulation adopted for the purpose of reducing GHG emissions was assessed based consistency with CAP reduction targets as well as consistency with all CAP reduction measures applicable to event or open space tenant types. Project consistency with other CAP reduction measures that are not attributed to the event or open space tenant types, but may be considered relevant to the project was also assessed. Project consistency with all reduction measures

applicable to event or open space tenant types and other relevant measures is assessed in Table 4.5-9.

As discussed under Threshold 1, with incorporation of MM GHG-1 the project would achieve emission levels that are consistent with the CAP GHG emissions reduction targets. As discussed in Table 4.5-9, the project would not conflict with CAP strategies intended to reduce GHG emissions.

b. Level of Significance prior to Mitigation

The project would not conflict with implementation of local plans, policies, or regulations such as those identified in the District CAP. Project emissions would not demonstrate consistency with the 2030 statewide reduction target; impacts would be significant.

c. Mitigation Measures

MM GHG-1 through MM GHG-9 would address emissions associated with project-generated traffic, energy use, area source emissions, water use, solid waste disposal, and construction.

d. Level of Significance after Mitigation

MM GHG-1 through MM GHG-9 are necessary to support progress toward the 2030 and 2050 GHG reduction goals of EO B-30-15 and SB 32. Nonetheless, project GHG emissions in 2030 would conflict with achievement of GHG emissions reduction targets established by SB 32.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
(TA) Alternative Powered Vehicles and Vessels and Advanced Technologies		
TA1	Support and promote the use of alternative fueled, electric or hybrid Port owned vehicles and vessels (also includes cargo handling equipment).	The project would not involve the use of port-owned vehicles or vessels. The project would not conflict with implementation of the policy.
TA2	Support and promote non-Port owned vehicles and vessels to achieve the lowest emissions possible using a mix of alternative fueled, electric or hybrid technology.	The project site currently includes 128 parking spaces. The project would reconfigure the parking lot and add four parking spaces for a total of 132 spaces. The Tideland Use and Occupancy Permit permits the Symphony to use up to 56 spaces during events, and remaining spaces are for public use of EMPS. As the project would alter the configuration of 132 spaces, the project would be required to pre-wire dedicated circuits for four electric vehicle charging spaces per the requirements of 2016 California Green Building Standards Section 5.106.5.3.3. In addition to required pre-wiring, the project would include installation of an electric vehicle charging station that would service two "park visitor only" parking stalls. The project would not conflict with implementation of the policy.
TA2.1	New developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.	The project would include installation of an electric vehicle charging station that would service two "park visitor only" parking stalls. These two parking stalls would be designated for electric vehicle parking. The project would not conflict with implementation of the policy.
TA2.2	Encourage the use of shared electric vehicles and similar low-carbon mobility options as alternatives to the private automobile.	The project would include installation of an electric vehicle charging station that would service two "park visitor only" parking stalls. The project would not conflict with implementation of the policy.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
(TL) Land Use/Community Design and Transit System Improvements		
TL1	Promote greater linkage between land uses and transit, as well as other modes of transportation.	The project would be located proximate to the mass transit stations including the Fifth Avenue Ferry Landing (ferry) and the Gaslamp Quarter Station (trolley). The project would not conflict with implementation of the policy. Mitigation measure GHG-1 would require transit subsidies for event attendees.
TL2	Increase bicycling and walking opportunities (safe infrastructure to priority destinations) as an alternative to driving.	The project is accessible to pedestrians and bicyclists via marina walk, an approximately 34-foot wide walkway that is closed off to automotive traffic. The project would replace the existing 8-foot-wide promenade around the perimeter of the Bayside Performance Park area with a 12-foot-wide promenade and install wayfinding signage and lighting. The project would not conflict with implementation of the policy.
TL3	Restrict the locations of drive-through businesses to reduce the impacts of vehicle idling on adjacent uses, such as housing, schools, and health care facilities.	The project would not include drive-through uses. The project would not conflict with implementation of the policy.
TT1	Encourage the expansion of the transit network; both passenger transit and rail freight transportation.	The project would not conflict with implementation of the policy.
TT2	Encourage increased transit performance (e.g., frequency and speed).	The project would be located proximate to the mass transit stations including the Fifth Avenue Ferry Landing (ferry) and the Gaslamp Quarter Station (trolley). The project would not conflict with implementation of the policy.
TT3	Encourage implementation of transit access improvements.	The project would not conflict with implementation of the policy.
(TP) Parking Policy/Pricing and Trip/Vehicle Mile Reductions		
TP1	Adopt a comprehensive parking policy to unbundle the true cost of providing parking. This policy will increase economic fairness while it reduces the frequency of people choosing to drive alone to work.	Parking for existing Bayside Summer Nights performances is $30. Parking for Bayside Performance Park events is anticipated to be priced at similar rates. These parking prices would discourage private vehicle use. The project would not conflict with implementation of the policy.
TP1.1	Use parking pricing to discourage private vehicle use, especially at peak times.	

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
TP1.2	Reduce the available parking spaces for private vehicles while increasing the parking spaces for shared vehicles, bicycles, and other alternative modes of transportation.	Parking for Bayside Performance Park event attendees would be contracted at nearby locations such as the Fifth Avenue Landing Parking Lot, the Hilton Parking Garage, the Convention Center Parking Garage, Gaslamp Area Local Parking Lots, Copley Symphony Hall Area Local Parking Lots, and BAE Systems Overflow Parking Lots. The project would not construct new parking spaces to accommodate event attendees in private vehicles. Thus, the project would not increase available parking for private vehicles. Additionally, the project would ensure bicycle parking is within or adjacent to the Bayside Performance Park and would include installation of an electric vehicle charging station that would service two "park visitor only" parking stalls in the EMPS parking lot. Thus, the project would increase spaces for alternative modes of transportation. The project would not conflict with implementation of the policy.
TP1.3	Use parking pricing to discourage private vehicle use, especially at peak times.	Parking for existing Bayside Summer Nights performances is $30. Parking for Bayside Performance Park events is anticipated to be priced at similar rates. These parking prices would discourage private vehicle use. The project would not conflict with implementation of the policy.
TP2	Event Parking Policies. Use the approach outlined in "A Plan to Efficiently and Conveniently Unbundle Car Parking Costs". Car parking should be operated as a business for the people of driving age that attend the events.	
TV1	Implement trip reduction programs, such as ride sharing, telecommuting, and alternative work schedules, commute trip reduction marketing, and employer-sponsored vanpool/shuttle.	Mitigation measure (MM) GHG-1 would require Applicant to provide subsidies for local mass transit. This measure would reduce vehicle trips. The project would not conflict with implementation of the policy.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
(TR) Roadway System Management		
TR1	Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions on general roadways within Port tidelands.	The project would include a Traffic Management Plan that identifies measures to improve mobility and efficiency during events. These measures would include traffic control officers at affected intersections consistent with the event size. The project would not conflict with implementation of the policy.
TR2	Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions at maritime facilities.	The project would not conflict with implementation of the policy.
TR2.1	Promote fuel-efficient, "eco-driving" practices such as reducing idling, slower driving speeds, gently accelerating, and proper tire inflation, as new driver education program or as part of existing programs.	The project would not conflict with implementation of the policy.
TR2.2	Shift heavy duty truck operations from peak hours during daytime to off peak hours during the nighttime and weekends to reduce traffic congestion.	The project would not generate substantial truck traffic. The project would not conflict with implementation of the policy.
TR2.3	Port Trucks – Convert to two-stage terminal entry gate system (or equivalent capabilities) to segregate and handle exceptions without delaying routine transactions.	The project would not conflict with implementation of the policy.
TR2.4	Port Trucks – Implement the use of technologies, such as OCR or RFID, where feasible to automate, streamline, and routinize terminal gate processing and reduce delays.	The project would not conflict with implementation of the policy.
TR2.5	Port Trucks – Extend gate hours to accommodate peaking and reduce delays.	The project would not conflict with implementation of the policy.
TR2.6	Port Trucks – Eliminate gate closures to reduce delays and idling (e.g., lunch or other breaks).	The project would not conflict with implementation of the policy.
TR2.7	Port Trucks – Implement appointment systems to make terminal transactions more predictable and reduce gate and container yard congestion.	The project would not conflict with implementation of the policy.
TR2.8	Port Trucks – Implement terminal information systems to ensure that import containers are ready to be picked up.	The project would not conflict with implementation of the policy.
TR2.9	Port Trucks – Implement a system of neutral chassis pools or trucker-supplied chassis to streamline in-terminal chassis logistics.	The project would not conflict with implementation of the policy.
TR2.10	Port Trucks – Institute a program to proactively maintain and flag defective chassis in terminal pools.	The project would not conflict with implementation of the policy.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
TR2.11	Compliance with California Drayage truck rule engine standards for other, non-drayage heavy-duty trucks used by the Port or Port tenants.	The project would not conflict with implementation of the policy.
(EB) Building Energy Use		
EB1	Establish green building standards and/or policy for new construction	The project would be constructed consistent with 2016 Title 24 energy and water efficiency requirements. The project would not conflict with implementation of the policy.
(EA) Alternative Energy Generation		
EA1	Implement on-site renewable energy generation policy for 2020 (solar power, wind power, methane recovery, wave power etc.).	The CAP does not attribute GHG emission reductions associated with alternative energy measures to events or open space tenant types. Thus, the project would not conflict with this policy. The project would not conflict with implementation of the policy. Mitigation measure GHG-3 would require the project to include solar PV panels by 2030. These panels are anticipated to generate 187,691 kWh annually and would thereby offset the project's annual electricity energy demand. The project would support implementation of the policy beyond what is accounted for in the CAP.
EA2	Implement on-site renewable energy generation policy for 2035 (solar power, wind power, methane recovery, wave power etc.).	
EA3	Implement on-site renewable energy generation policy for 2050 (solar power, wind power, methane recovery, wave power etc.).	

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
(EH) Heat Gain and Shading		
EH1	Adopt a Heat Island Mitigation Plan that uses cool roofs, cool pavements, and strategically placed shade trees, and actively inspect and enforce state requirements for cool roofs on non-residential re-roofing projects.	The project would utilize passive cooling techniques to control the building and performance stage shell temperatures and minimize energy consumption. This would include the use of natural ventilation and wind patterns through the structures, strategically placing shading, and use of dual glazing, green roofing, light colors, and reflective coatings. The project would include removal of approximately ~~81~~ 116 trees and palms and 55 new trees would be planted throughout EMPS. Urban heat islands occur when natural land cover is replaced with dense concentrations of pavement, buildings, or other surfaces that absorb and retain heat (U.S. EPA 2017c). The project would reduce the number of shade trees in EMPS and would include construction of a building with a total building footprint of 13,015 square feet. The project is not anticipated to contribute to an urban heat island as the predominant characteristic of EMPS would remain a park with ample ornamental landscaping and minimal concentrations of pavement and buildings. The project would not conflict with implementation of the policy.
EH1.1	Shading Requirement: New development and large redevelopment or rehabilitation (for example, additions of more than 25,000 square feet commercial or 100,000 square feet industrial) to reduce exterior heat gain for 50% of non-roof impervious site landscape (roads, sidewalks, courtyards, parking lots, and driveways), including: * Paved surface shading with vegetation * Paving materials with high Solar Reflective Index * Covered parking with high Solar Reflective Index	
EH1.2	Shade Tree Planting Standards: Establish shade tree guidelines and specifications.	The landscaping would be required to comply with the District's Tenant Landscaping Improvements and Maintenance standards (BPC Policy No. 713) and the District's Landscape Development Manual Guidelines (Appendix A to BPC Policy No. 713). The project would not conflict with implementation of the policy.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
EH3	Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species that can also provide shade and reduce heat-island effects.	The majority of the project's ornamental landscaping would use "very low" water use plant species with some "low" or "moderate" water use species. The project is not anticipated to contribute to an urban heat island as the predominant characteristic of EMPS would remain a park with ample ornamental landscaping and minimal concentrations of pavement and buildings. The project would not conflict with implementation of the policy.
(EL) Lighting		
EL1	Develop and implement performance standards for exterior lighting of commercial and industrial buildings and parking lots, which include minimum and maximum lighting levels while providing a safe environment.	The project would incorporate energy efficient light-emitting diode (LED) lighting that is directed such that light does not bleed into surrounding and light pollution is minimized. The project would not conflict with implementation of the policy.
EL2	Require the replacement of traffic lights with LED traffic lights.	
EL4	Replace light fixtures in non-Port facilities with lower energy bulbs such as fluorescent, LEDs, or CFLs.	
(WC) Water Conservation		
WC1	Adopt a Water Conservation Strategy.	The project's lawn areas would be composed of commercial-grade sand-based synthetic turf to reduce water consumption and maintenance requirements. The majority of the project's ornamental landscaping would use "very low" water use plant species with some "low" or "moderate" water use species. Indoor water use would be reduced through use of sensored, low-flow water use fixtures consistent with the District's standards. The project would not conflict with implementation of the policy.
WC1.2	Ensure that building standards and permit approval processes promote and support water conservation.	
WC1.4	Adopt a policy that would exceed the Water Efficient Landscape Ordinance which became State law on January 1, 2010.	The project would be subject to the Model Water Efficiency Landscape Ordinance requirements as outlined in 2016 CalGreen Section 5.304. These requirements exceed the 2010 Water Efficient landscape Ordinance. The project would not conflict with implementation of the policy.

Table 4.5-9 Project Consistency with CAP Strategies		
CAP Strategy	Description	Project Consistency
Miscellaneous		
MP4	Require Port and encourage Port tenants to purchase goods and services that embody or create fewer GHG emissions.	The project would incorporate sustainable interior and exterior building materials that count toward Leadership in Energy & Environmental Design (LEED) credits. The project would not conflict with implementation of the policy.

4.6 Hydrology and Water Quality

4.6.1 Overview

This section describes the existing conditions and applicable laws and regulations related to hydrology and water quality, and analyzes the potential for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) to result in hydrology and water quality impacts. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Information utilized in the analysis of this section incorporates the project's Construction Stormwater Pollution Prevention Plan (SWPPP) (Appendix J) and Stormwater Quality Management Plan (SWQMP) (Appendix K) prepared in accordance with District standards. Based on the information and analysis provided in the following subsections, the project would have less than significant impacts on hydrology and water quality with mitigation incorporated.

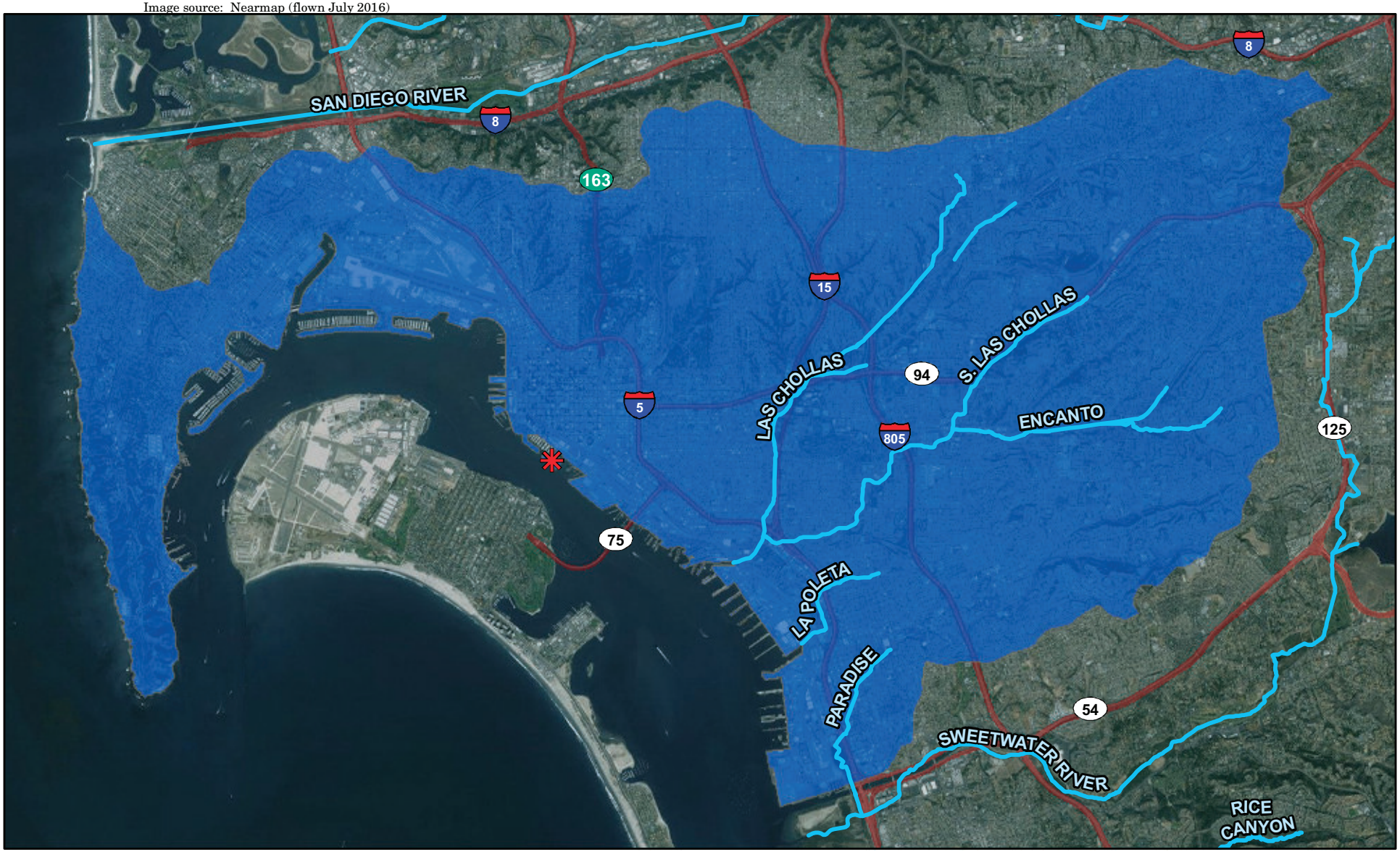
4.6.2 Existing Conditions

4.6.2.1 Surface Water Hydrology

As stated previously, the project site is located in EMPS, which has an average elevation of approximately 7.73 feet North American Vertical Datum of 1988 (NAVD88) above mean sea level. EMPS is within the Regional Water Quality Control Board's (RWQCB's) San Diego Region (Region 9) and the San Diego Hydrologic Basin Planning Area. It lies within the Pueblo San Diego Hydrologic Unit (Pueblo HU) (908), which encompasses approximately 60 square miles. The Pueblo HU, shown in Figure 4.6-1, is the most developed and most densely populated watershed in the San Diego Bay Watershed Management Area. It contains three hydrologic areas (HAs): Point Loma (908.1), San Diego Mesa (908.2), and National City (908.3). Major water features include Chollas Creek, Switzer Creek, Paleta Creek, and San Diego Bay. Most of the water from the Pueblo HU drains into San Diego Bay, although a portion of the Point Loma HA drains directly into the Pacific Ocean.

EMPS can be divided into three areas for the purposes of hydrology: the northwestern park area, the central parking lot, and the southeastern park area. The northwestern park area consists of a large, gently sloped lawn surrounded by a pedestrian path (Promenade). The elevation of this portion of EMPS ranges from +16 feet to +10 feet NAVD88. The paved basketball court located in the southeastern park area has an approximate elevation of +12 feet NAVD88. Surface drainage in EMPS consists of urban surface runoff that flows radially from the center of the northwestern park area towards the western and

Image source: Nearmap (flown July 2016)



0 Miles 2

Project Location

Rivers

Pueblo San Diego Watershed

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FIGURE 4.6-1

Regional Watershed and Tributaries

easternmost low points. The existing drainage system at the parking lot is not fitted with backflow devices at the outfalls. Storm water is conveyed through curb inlets, and is ultimately directed to San Diego Bay through two outfall pipes. Storm water discharges from the site are considered direct discharges, as defined by the State Water Resource Control Board (SWRCB), into San Diego Bay.

4.6.2.2 Surface/Storm Water Quality

The San Diego RWQCB has set region-wide and water body-specific beneficial uses and water quality objectives for certain pollutants in the San Diego Region. The San Diego RWQCB-designated beneficial uses of surface waters in the Pueblo HU include contact and non-contact recreation, warm freshwater habitat, and wildlife habitat. In San Diego Bay, the designated beneficial uses include industrial, navigation, contact recreation, non-contact recreation, commercial and sport fishing, preservation of biological habitats of special significance, marine habitat, fish migration, fish spawning, and shell fish harvesting (San Diego RWQCB 2016a). The San Diego RWQCB also lists multiple locations of San Diego Bay as an impaired water body for toxicity and bioaccumulation per the Clean Water Act Section 303(d) (San Diego RWQCB 2016b). The project's SWQMP (see Appendix K) clarifies that the pollutants within San Diego Bay include copper and polychlorinated biphenyls (PCBs). Total Maximum Daily Loads (TMDLs) have been adopted to address impairments within San Diego Bay, including for dissolved copper in the Shelter Island Yacht Basin and for dissolved copper, lead, and zinc (metals), bacteria, and diazinon within Chollas Creek.

EMPS is used for recreational purposes. While some maintenance activities would involve small amounts of hydraulic fluid or oils and grease, it is not used in large quantities. The primary potential source of contaminants is from the parking lot, which will be reconfigured with a net increase of four parking spaces. As runoff from EMPS parking lot flows directly into the bay or is channeled to the bay through the storm water conveyance system, runoff may include small amounts of oil and grease from vehicles parked at the site. However, there are no known sources of pollutants at EMPS that affect surface water/runoff quality and the site has no known historical contamination sites (Department of Toxic Substances Control 2016).

4.6.2.3 Geology and Groundwater

The project site was constructed with hydraulically placed artificial fill classified by the San Diego County Hydrology Manual as "Undetermined." Further detail on site geology is provided in Section 4.4, Geology and Soils. No known historic sources of contamination are located in EMPS. Given that the project site is adjacent to San Diego Bay, the groundwater elevation is tidal driven and varies depending on the tides.

4.6.2.4 Flooding

The project is within a Special Flood Hazard Area Zone, shown in Figure 4.6-2, identified by the Federal Emergency Management Agency (FEMA) (FEMA 2012). Special Flood Hazard Area Zones, or 100-year flood zones, have a 1 percent annual chance of inundation in any given year.

The Final Draft San Diego County Multi-Jurisdiction Hazard Mitigation Plan shows that the project site is located in an area with a low risk of flooding from dam or levee failure.

4.6.3 Applicable Laws and Regulations

4.6.3.1 Federal

a. Federal Emergency Management Agency

FEMA provides flood insurance to communities that comply with floodplain development regulations through the National Flood Insurance Program. It also issued Flood Insurance Rate Maps (FIRMs) that identify areas subject to flooding, or Special Flood Hazard Area (SFHA) zones. The minimum level of flood protection for new development is the 100-year flood event, or as previously described, a flood that has a 1 percent annual chance of occurring in any given year.

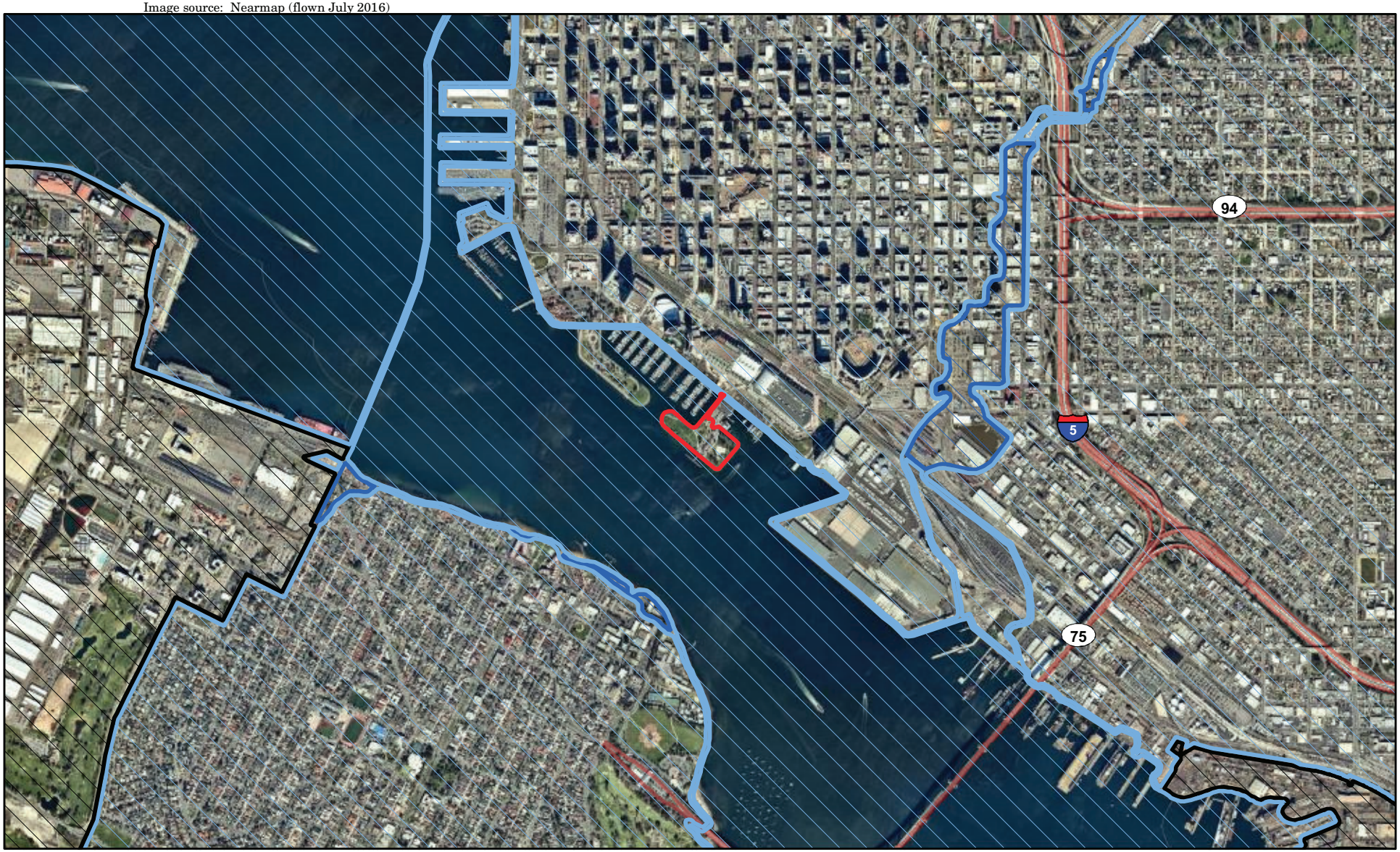
b. Clean Water Act

The Clean Water Act (CWA) (33 United States Code [USC] 1251-1387) regulates pollutant discharges into the waters of the United States. The CWA prohibits discharge of any pollutant from a point source into navigable waters unless a permit is obtained. It gives the United States Environmental Protection Agency (EPA) the authority to implement pollution control programs and set wastewater standards. The EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges from point sources such as pips and ditches.

Section 303(d) of the CWA requires states to submit lists of impaired waters that are too polluted or otherwise too degraded to meet water quality standards. The SWRCB developed TMDLs for impaired waters.

Section 401 of the CWA regulates pollutant discharge, including fill and dredged material, into navigable waters. It is administered by the SWRCB, which delegates authority to the nine RWQCBs. The SWRCB or RWQCBs issue Water Quality Certification or waivers, as applicable, and ensure that project discharges are in compliance with state water quality standards.

Image source: Nearmap (flown July 2016)



0 Feet 2,000

Project Location
500-year Flood Zone
100-year Flood Zone
Undetermined Flood Hazard

FIGURE 4.6-2

FEMA 500-year and 100-year Flood Zones

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Section 404 of the CWA regulates the placement of dredged for fill materials into wetlands, lakes, streams, rivers, estuaries, and certain other types of waters to avoid or minimize loss to wetlands and other waters. Section 404 is jointly administered by the EPA and United States Army Corps of Engineers (USACE). The USACE issues Section 404 permits and monitors compliance through on-site investigations.

4.6.3.2 State

a. Porter-Cologne Water Quality Control Act

The Porter-Cologne Act Water Quality Control Act (Porter-Cologne Act) established a program to protect water quality and the beneficial uses of water. It applies to surface waters, wetlands, and ground water and to both form point and non-point sources of pollution. It is administered by the state's nine RWQCBs. Under the Porter-Cologne Act, the state must adopt water quality policies, plans, and objectives to protect water quality for the use and enjoyment of the public. It also requires waste dischargers to notify the RWQCB and authorizes the SWRCB and RWQCBs to issue Section 401 Water Quality Certifications.

b. Construction General Permit

Projects that disturb one acre or more of soil, or projects that disturb less than one acre but are part of a larger plan of development that disturbs one acre or more, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (or Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development of a SWPPP by a qualified SWPPP Developer. Project SWPPPs must be uploaded to the Storm Water Multiple Application Report Tracking System, and permit holders must also submit pre- and post-construction notifications.

4.6.3.3 Local

a. San Diego Integrated Regional Water Management Plan

The San Diego Integrated Regional Water Management Plan (IRWMP) aims to develop long-term water supply reliability, improving water quality, and protecting natural resources. The IRWMP is an interdisciplinary effort by water retailers, wastewater agencies, storm water and flood managers, watershed groups, the business community, tribes, agriculture, and non-profit stakeholders to improve water resources planning in the San Diego region. The IRWMP is consistent with the statewide IRWMP Guidelines established by the SWRCB and California Department of Water Resources.

b. RWQCB Municipal Storm Water Permit

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). It requires owners and operators of MS4s within the San Diego Region to limit discharges of pollutants and non-storm water discharges to and from MS4s. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable. The programs specify best management practices (BMPs) to be used during construction and post-construction to address certain areas and include components for education and outreach, discharge detection and elimination, and good housekeeping for municipal operation. The District is one of 21 co-permittees regulated by the San Diego Municipal Separate Storm Sewer System (MS4) Permit Order No. R9-2013-0001 (NPDES No. CAS0109266) [MS4 Permit]) including any amendments.

c. San Diego Bay Watershed Water Quality Improvement Plan

San Diego Bay Watershed Water Quality Improvement Plan (WQIP)[1] was developed in accordance with the requirements of the RWQCB Order No. R9-2013-0001, as amended by Order No. 2015-0001. The goal is to protect, preserve, enhance, and restore water quality of San Diego Bay, a receiving water body. The plan identified high priority pollutants in the watershed and numeric goals for improving water quality; it identified Chollas Creek as high priority for metals and bacteria. The WQIP's responsible parties include the cities of Chula Vista, Coronado, Imperial Beach, La Mesa, Lemon Grove, National City, and San Diego; the County of San Diego; the San Diego County Regional Airport Authority; and the District. The WQIP guides the responsible parties' Jurisdictional Runoff Management Plans (JRMPs) in improving water quality in MS4 discharges and receiving waters.

d. Jurisdictional Runoff Management Plan

The District's JRMP[2] addresses the discharge of pollutants and urban runoff flow to the MS4 in accordance with the requirements of the San Diego RWQCB Order No. R9-2013-0001, as amended by Order No. R9-2015-0001. The JRMP serves as an informational document that provides overall account of the program during the five-year life of the MS4 Permit and aids in tracking existing development, new development, and construction activities, and in implementing to the maximum extent practicable BMPs to reduce or eliminate pollutants from reaching receiving water within the District's jurisdiction. It assists the District with addressing the highest and focused priority water quality conditions identified in the WQIP. Trash, bacteria, and metals have been identified by the District as the highest priority pollutants for the bay. The primary focus of the District's

[1]The WQIP can be found at: http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/wqip.shtml.

[2]Information regarding the District's JRMP program can be found at: www.portofsandiego.org/environment/clean-water.html.

JRMP is on controlling discharges from upstream sources and areas within the District's boundaries to the MS4 that the District owns and operates.

e. Stormwater Management and Discharge Control Ordinance

The District Stormwater Management and Discharge Control Ordinance (Article 10 of the District Code) establishes a legal authority for the District to control pollution going in and coming out of the storm drain system. The purpose of the ordinance is to establish a defined set of requirements, protocols, and procedures by which the District and users of District tideland resources may operate in compliance with the MS4 Permit including any amendments, and any other applicable state and federal law. The ordinance prohibits discharges that are not entirely stormwater either directly or indirectly into the storm water conveyance system and requires BMPs to protect water quality.

f. BMP Design Manual

In compliance with its MS4 Permit (RWQCB San Diego Region Order No. 2013-0001, as amended by Orders No. R9-2015-0001 and No. R9-2015-0100), the District developed a BMP Design Manual for post-construction storm water requirements for new development and redevelopment within District tidelands. The manual provides storm water management standards for compliance with the District's policies and the MS4 Permit. It addresses on-site post-construction stormwater requirements for Standard Projects and Priority Development Projects (PDPs) and provides procedures for the planning, preliminary design, selection, and design of permanent storm water BMPs based on the performance standards of the MS4 Permit. All new development and redevelopment projects must implement standard source control and site design BMPs.

PDPs include projects that create or replace 2,500 square feet of impervious surface adjacent to an environmentally sensitive water body such as San Diego Bay. In addition to the standard project requirements, PDPs must incorporate pollutant control BMPs into site design and if applicable, address potential hydromodification impacts from changes in flow and sediment supply. BMPs required by PDPs aim to reduce the quantity of pollutants in the site's storm water discharges through engineered facilities, biofiltration, and/or flow-through treatment. Because the project is a PDP, a SWQMP and treatment control BMPs are required.

g. Construction Storm Water BMPs

In accordance with the MS4 Permit, the District requires minimum BMPs for construction and grading projects. These BMPs aim to reduce potential pollutants from the project site to the maximum extent practicable. Non-storm water discharges are prohibited from entering the MS4. The BMPs also ensure that all construction projects on tidelands are in compliance with all applicable District ordinances and other state and federal regulations. BMPs include site-specific project planning, good site management, non-storm water management, erosion and sediment control, and run-on and run-off control. BMPs are also

designed to address the District's priority pollutants when applicable and address the goals of the WQIP.

4.6.4 Project Impact Analysis

4.6.4.1 Methodology

Impacts of the project on surface water quality were analyzed using available information on existing hydrology and water quality conditions and comparing them to potential project-related effects. The thresholds of significance described in the following subsections were used to determine whether potential impacts would be significant. The project's SWPPP (see Appendix J) and SWQMP (see Appendix K) were also utilized to determine consistency with applicable water quality standards and requirements.

4.6.4.2 Thresholds of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines provides the basis for determining impacts associated with geology and soils. Impacts are considered significant if the project would result in any of the following:

1. Violation of any water quality standards or waste discharge requirements.
2. Substantial degradation of groundwater supplies or substantial interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.
3. Substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
4. Substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- of off-site.
5. Creation or contribution of runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
6. Other substantial degradation of water quality.
7. Placement of housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other floor hazard delineation map.
8. Placement within a 100-year flood hazard area of structures which would impede or redirect flood flows.
9. Exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
10. Contribute to inundation by seiche, tsunami, or mudflow.

An analysis of whether the project would have a significant impact on hydrology and water quality under Thresholds 2, 3, 4, 5, 7, and 8 is not included in the analysis below because, as described in the Initial Study (see Appendix B), the project would result in less than significant impacts that do not warrant further discussion. Discussions for these thresholds are not included because the project would not withdraw groundwater or interfere with groundwater recharge; would not result in substantial erosion or siltation; would not result in flooding on-site or off-site; would not contribute runoff that would exceed the capacity of the existing and planned drainage systems; would not place housing within a flood hazard area; and would not place structures within a 100-year flood area that would impede or redirect flows. Discussions in support of these conclusions are provided in the Initial Study (see Appendix B) and Chapter 6, Additional Consequences of Project Implementation. Therefore, only Thresholds 1, 6, 9, and 10 are discussed in the impact analysis that follows.

4.6.4.3 Project Impacts and Mitigation Measures

Threshold 1: Water Quality Standards

Would the project violate any water quality standards or waste discharge requirements?

a. Impact Discussion

Less than Significant Impact. The project is located in EMPS, adjacent to San Diego Bay. Runoff from the existing site drains directly into the bay via sheet flow and existing drainage pipes from the parking lot as detailed in in Section 4.6.2.1, Surface Water Hydrology. The project would include the construction of a storm water treatment and drainage system that would collect and filter storm water runoff from the project site prior to discharging into the bay via drainage pipes. The existing drainage pipes at the site would be replaced with one-way pipes with backflow devices (to be installed land-side within the project boundaries) that would not allow inlet of water with rising tides. No work to construct the storm water treatment and drainage system would be conducted within the water, high tide line, or rip-rap.

Construction

Project construction would involve soil disturbance from activities such as grading, excavation, material stockpiling, and compaction. The entire 10.8-acre site would be subject to ground disturbance. As discussed in Chapter 3, Project Description, grading cut-and-fill activities would involve a total of 6,000 cubic yards to be balanced on-site (i.e., no import or export is required). There is no anticipated off-site run-on to the construction site because EMPS is surrounded by San Diego Bay and is connected to the mainland by a sliver of land in which Marina Park Way is located. Potential impacts to water quality may result from sediment and pollution runoff from the construction site.

Sediment transported into San Diego Bay through the erosion of exposed soil during construction—either directly as sheet flow or through on-site drainage conveyance system—has the potential to impact the water quality of San Diego Bay. For example, it could

increase the amount of suspended solids in storm flows, increase the sediment loads along the San Diego coast, and/or result in localized ponding or flooding during storm events. However, based on construction duration, location, and proximity to impaired receiving waters and soil conditions, and the fact that San Diego Bay is currently not listed for sediment impairment and does not have combined beneficial uses of "Cold," "Spawn," and "Migratory," the project's sediment discharge risk is low (e.g., less than 15 tons/acre). Low risk sites are subject to construction BMPs to prevent or minimize pollutants, which are included in the project's SWPPP, which is included as Appendix J in this EIR.

Construction activities and materials could contribute pollutants other than sediment, such as the following:

- oil and grease,
- synthetic organics (e.g., volatile organic compounds),
- metals,
- nutrients, and
- gross pollutants from solid waste.

The project's SWPPP includes construction BMPs specific to these potential pollutants as well as to prevent erosion and sedimentation. Additionally, non-storm water discharges may result from water used for dust control, irrigation of vegetative erosion controls, fire hydrant flushing, pipe flushing and testing, uncontaminated ground water dewatering, paving and grading, vehicle and equipment cleaning and fueling, concrete curing, stockpile management, and other construction activities. The SWPPP includes appropriate BMPs to ensure that any unauthorized discharges are eliminated, controlled, disposed of, or treated on site. Construction materials or wastes such as fuel and paint would be prohibited from directly or indirectly (e.g., through storm water runoff) entering the bay.

All construction activities would adhere to the project's SWPPP, which was prepared in accordance with NPDES requirements, District minimum construction BMPs, MS4 Permit requirements, and JRMP requirements to protect water quality during construction. With the implementation of BMPs and compliance with water quality regulatory requirements, impacts would be less than significant. The SWPPP includes specific BMPs to be implemented during certain or all phases of construction, from initial demolition/site grading to final landscaping. Major BMPs included in the project's SWPPP include those listed in Table 4.6-1. Additional information and BMP details are contained in Section 3 of the project's SWPPP (see Appendix J).

Table 4.6-1
SWPPP Construction BMPs

BMP Category	BMP
Erosion Control	Scheduling Preservation of existing vegetation Straw mulch Earth dikes and drainage swales Slope drains Soil preparation/roughening
Sediment Control	Silt fencing Sediment basin Check dams Fiber rolls Gravel bag berm Street sweeping and vacuuming Straw bale barrier Storm drain inlet protection
Tracking Control	Stabilized construction entrance/exit Stabilized construction roadway Entrance outlet tire wash
Wind Erosion	Wind erosion control (e.g., wetting down exposed surfaces)
Drainage Control	Rolling dips, water bars, crowning, drainage swales Outlet protection Slope drains
Non-Storm water Control	Paving and grinding operations measures Pesticide and fertilizer use measures Off-site vehicle and equipment fueling and maintenance Paint container and use measures
Materials and Waste Management	Materials delivery and storage measures Materials use measures Stockpile management Spill prevention and control Solid waste management measures Sanitary/septic control measures Hazardous materials and waste management Concrete waste management

The SWPPP's erosion control BMPs such as preservation of vegetation and soil roughening are intended to prevent soil particles from detaching and becoming transported to the bay in storm water runoff. Sediment controls such as silt fencing and storm drain protections have been designed to intercept and settle out soil particles that have been detached and transported by water. Additionally, drainage controls such as earth dikes and drainage swales manage all runoff within and discharged off of the site. A construction monitoring and reporting program and training of construction personnel are also required by the SWPPP to ensure appropriate implementation. The SWPPP requires project personnel to clean and dispose of any spill within 24 hours of the incident and follow specified reporting procedures. Any spills over the reportable quantities outlined in the SWPPP would be reported to the appropriate regulatory agencies.

Project construction would be required to implement the BMPs in accordance with the requirements and descriptions included in the SWPPP to ensure they function as intended. Every effort would be made to maintain storm water runoff in its natural course and direction of flow. In addition to the BMPS, the SWPPP requires that the total disturbed area not exceed 5 acres at any one time during the rainy season (e.g., October 1 through April 30) or 17 acres during the non-rainy season (e.g., May 1 through September 30). Cut-and-fill slopes would not exceed a 2:1 (horizontal to vertical) slope, nor will slopes exceed 10 feet in height from toe to top of slope.

Implementation of the SWPPP during construction activities would minimize the potential for violation of applicable water quality objectives, standards, and wastewater discharge thresholds. With SWPPP implementation and compliance with the District's storm water requirements and other applicable regulations, impacts on water quality during construction of the project would be less than significant.

Operation

Post-construction surface drainage would be directed to the localized low points as surface and/or sheet flow through storm water conveyance systems. These flows would be collected in area drains and catch basins where the runoff would be treated prior to its discharge into San Diego Bay through storm drain system outfalls. Additional detail regarding the storm drainage system is provided in Section 3.4.4, Sustainability Features, of Chapter 3, Project Description. Following construction, impervious surfaces in the project area (currently 1.7 acres, or 15 percent) would increase to 3.22 acres, or 30 percent. In total, the project would increase the paved area in EMPS by 1.52 acres for the reconfigured parking lot, paved performance venue pathways, increased promenade width, basketball and gazebo area, and permanent stage and ancillary structures. An increase in impervious surfaces can increase storm water runoff volume and velocity, which has the potential to adversely affect water quality.

The project would maintain existing topography at the central parking lot and southeastern portion of EMPS, with minor modifications to grade to accommodate the modified parking area and refurbished basketball courts. However, major modifications would be made to the existing topography within the Bayside Performance Park area in the northwestern portion of the project site. In this area, the grade would be raised from its existing elevation, which ranges between +10 and +16 NAVD88, to elevations between +16 and +21 feet NAVD88 to provide a sloped viewing area and accommodate subgrade restrooms. Following construction, from the high point in the center of the project site, the grade would slope to the northwest at a general ratio of 4 percent to an elevation of +13 feet NAVD88 and then at a grade of 1 percent until a final elevation of +11 feet NAVD88. To the southeast, the high point would slope at a general ratio of 8 percent to a final elevation of +13 feet NAVD88. Grade from here would change approximately 0.5 percent, sloping towards the center of the parking lot, which would be +11 NAVD88. The pad of the stage would be +12 feet NAVD88.

The project would generally maintain the existing surface runoff and collection points, with the exception of locations where new catch basins would be installed. The project would

connect all new subgrade drainage systems into the existing system, which outfalls into San Diego Bay. Two flap gate backflow prevention devices would be installed within the storm drain system to reverse flow during high tides. This would prevent flooding of the parking lot that occurs currently during extreme high tides and rain events. The backflow prevention device installation would not require work outside of the project limits or within the rock revetments. Ultimately, the storm drain system in EMPS would consist of City of San Diego standard catch basins, area drains, reinforced concrete pipes, flap gate backflow prevention devices, BMP features, and curbs and gutters. No natural channels exist within the project footprint and there would not be any open flow channels constructed for the project.

San Diego Bay is a 303(d) listed body of water for copper TMDL but is not listed for sediment impairment. San Diego Bay also does not satisfy the criteria for beneficial uses as defined by the Construction General Permit. Therefore, Receiving Water Risk at the project site is considered low. The project's SWQMP lists potential pollutants originating from project operations as follows:

- nutrients,
- heavy metals,
- organic compounds,
- trash and debris,
- oxygen demanding substances,
- oil and grease, and
- pesticides.

The District's Article 10 and the JRMP include requirements for post-construction BMPs. These BMPs include structural and non-structural controls that control and filter runoff or otherwise prevent the release of pollutants to surface waters during operation of development projects. Per Article 10, a post-construction SWQMP must be prepared for all PDPs. The project's SWQMP was prepared in accordance with Article 10 as well as the MS4 Permit and District BMP Design Manual to address post-construction storm water in EMPS. Operational source control (or post-construction) BMPs called for in the project's SWQMP include those listed in Table 4.6-2. Additional detail is provided in the SWQMP (see Appendix K).

Table 4.6-2 SWQMP Operational BMPs	
BMP Category	BMP
Source Control	Prevent illicit discharges into the MS4 Storm drain stenciling or signage Protect of outdoor materials staging areas Protect of outdoor work areas Protect of trash storage areas from rainfall, runoff, and wind On-site storm drain inlets measures Landscape/outdoor pesticide use measures Refuse areas measures Fire sprinkler test water measures Drain or wash water measures Plaza, sidewalk, and parking lot measures
Site Design	Conserve natural areas, soils, and vegetation Minimize impervious areas Disperse impervious areas Runoff collection Landscaping with native or drought tolerant species Harvesting and using precipitation
PDP Structural Control	Flow-through treatment control – vegetated swales Proprietary biofiltration Retention by harvest and use

Structural BMPs are intended to utilize the proposed grading to collect runoff at low points, convey the flow through BMPs, and ultimately discharge into the bay via the existing conveyance systems. The sand-based artificial turf on site would also act to reduce fertilizer and pesticide pollutant sources as it replaces the use of natural lawn. Sand-based artificial turf would be used instead of rubber-based artificial turf, avoiding the potential for rubber-based artificial turf to leach metals into storm water. The artificial turf would be designed to allow for filtration similar to the drainage characteristics of the existing natural turf, if not improved due to the modular wetland system described below. Vegetated swales would be installed on-site and designed to remove storm water pollutants and increase hydraulic residence time using check dams. Runoff from the vegetated swales would drain to catch basins equipped with media filters as the final treatment prior to discharge to the bay through the storm water conveyance system.

The project would also install a biofiltration system (or modular wetland) throughout the Bayside Performance Park and potentially within the EMPS parking lot. If installed within the parking lot, runoff from impervious surfaces would be dispersed using parking lot planters to reduce runoff velocity and maximum BMP pollutant removal efficiency. The modular wetland would treat runoff using a pretreatment chamber, biofiltration chamber, and discharge chamber. Surface planting would consist of native, drought tolerant species. The system would remove debris, sediments, total suspended solids, dissolved and particulate metals and nutrients, bacteria, oxygen demanding substances, organic compounds, and hydrocarbons. It would tie into the storm drain conveyance system for ultimate discharge of filtered storm water to San Diego Bay. Further detail on the modular wetland/storm water treatment and drainage system and other structural BMPs to be

installed or utilized on site is included in the project's SWQMP (see Appendix K). While not necessary to maintain less than significant impacts on water quality, the modular wetland/storm water treatment and drainage system would serve to further benefit the quality of storm water leaving the project site.

Project operations would not require the storage or transport of substantial quantities of source pollutants other than small quantities of those discussed previously. The implementation of the BMPs outlined in the project's SWQMP, such as the modular wetland/storm water treatment and drainage system within the Bayside Performance Park, would address storm water runoff volume/velocity and pollutants in EMPS post-construction to ensure that the project is consistent with the MS4 Permit and the District's JRMP, Article 10, and BMP Design Manual. The modular wetland may also be installed within the parking lot, providing further benefit to storm water runoff and water quality. Therefore, no violation of applicable water quality objectives, standards, and wastewater discharge thresholds would result from the project. Impacts during operation of the project would be less than significant.

b. Level of Significance prior to Mitigation

The project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with water quality standards; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with violation of water quality standards. Impacts would be less than significant.

Threshold 6: Water Quality

Would the project otherwise substantially degrade water quality?

a. Impact Discussion

Construction and Operation

Less than Significant Impact. As detailed above under Threshold 1, project compliance with the District's water quality policies and other applicable water quality regulations (e.g., Article 10, JRMP, MS4 Permit) would ensure that water quality standards are not violated and no significant short-term or long-term impacts on water quality would result from the project. Implementation of construction and post-construction/structural BMPs would reduce impacts on water quality associated with storm water transport of sediment

or other pollutants. Though small amounts of pollutant sources may be stored on site during construction and operation of the project, the project's compliance with the previously described BMPs would minimize the risk of pollutants entering San Diego Bay. For example, as discussed previously, the project's vegetated swales would slow runoff and channel it through media filters prior to entering the storm water conveyance system for discharge to the bay. Though not necessary to maintain less than significant impacts to water quality, the modular wetland/storm water treatment and drainage system included with the project would benefit quality of storm water leaving the site as it would filter runoff and remove pollutants prior to discharge to the bay.

The required construction and post-construction BMPs contained in the project's SWPPP and SWQMP discussed under Threshold 1 would minimize site runoff, erosion and sedimentation, and pollutant discharge into the bay. The project would improve storm water filtration in EMPS due to the proposed vegetated swales, media filters, and modular wetlands that would slow runoff velocity and remove pollutants prior to discharging into the bay. However, the project would increase the number of annual paid-admission events from up to 37 to up to 110 each year. Additionally, the maximum capacity would be increased from 5,800 to 10,000 (though only up to six events with attendances between 8,000 and 10,000 would be permitted each year). This increase in number and attendees of events has the potential to significantly increase the amount of litter generated at EMPS during events. Because litter at EMPS could be directly discharged to the adjacent San Diego Bay, a potentially significant water quality impact would occur. MM BIO-2, described in Section 4.3, Biological Resources, would serve to mitigate impacts by requiring the project to install waste and recycling receptacles and "no littering" signage throughout EMPS. MM BIO-2 would also require all litter to be removed from the Bayside Performance Park immediately following each event held at the site. Due to the project's compliance with applicable water quality regulations, implementation of BMPs, the proposed modular wetland/storm water treatment and drainage system, and incorporation of MM BIO-2, impacts to water quality would be less than significant.

b. Level of Significance prior to Mitigation

The project would substantially degrade water quality due to an increase in litter generated at the Bayside Performance Park. Impacts would be significant without mitigation.

c. Mitigation Measures

MM BIO-2, described in Section 4.3, Biological Resources, would serve to mitigate impacts under this threshold.

d. Level of Significance after Mitigation

With implementation of MM BIO-2 and compliance with regulatory requirements (e.g., implementation of a SWPPP and SWQMP), impacts would be less than significant.

Threshold 9: Flood Exposure

Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

a. Impact Discussion

Less than Significant Impact. As previously stated, the Final Draft San Diego County Multi-Jurisdiction Hazard Mitigation Plan shows that the project site is located in an area with a low risk of flooding from dam or levee failure. The closest reservoir to the project site is the Chollas Reservoir, which is approximately 6 miles east of the project site, and the project site is also not located within a levee failure flood area. However, the project site is located within a 100-year flood zone identified by FEMA. Per FEMA's flood zone map of the project area (FEMA Flood Map Number 06073C1885G), the project site has a base flood elevation (BFE) of 8 feet (FEMA 2012).

As previously discussed, following construction, impervious surfaces in the project area would almost double compared to existing conditions (e.g., current impervious surfaces cover 1.7 acres, or 15 percent, of EMPS and this would increase to 3.22 acres, or 30 percent). However, impervious surfaces have been limited to the highest extent possible and would be dispersed by intervening areas of lawn, and sand-based synthetic turf to maximize infiltration. Parking lot planters, which may be installed within the parking lot, would also benefit infiltration within the project site. The impervious areas include the perimeter promenade, pavilion areas, restrooms, performance stage and ancillary structures, and other select areas. The remaining approximately 70 percent of the site would be covered in pervious pavers, pervious synthetic turf, grass, or landscaping. Figure 3-1 provided in Chapter 3, Project Description, of this EIR shows the square footages and locations of each individual area of pavement and lawn/synthetic turf. Due to the dispersed placement of pavement, strategic placement of vegetated swales and barriers along the promenade, and expanses of lawn and synthetic turf area, the site would allow for inundation without substantial damage to structures. Additionally, as previously discussed, flap gate backflow prevention devices would be installed on the storm water drainage system, which is not currently outfitted with such devices, to prevent backflow and flooding of the parking lot during extreme high tides. Therefore, the project would not result in or exacerbate the risk related to exposure of people or structures flooding. Rather, the project would improve the drainage system of the project site.

The State Legislature stated in Assembly Bill 32 that global climate change may have a number of adverse effects on the environment in California, including causing or contributing to rising sea levels. The project is located on the waterfront of San Diego Bay, an area subject to the effects of anticipated sea level rise. CEQA does not require a lead agency to analyze the potential impact of projected sea level rise on a project. Specifically, CEQA requires an agency to analyze the impacts of a project on the existing environment and generally does not require that public agencies analyze the impact that existing environmental conditions might have on a project's future users or residents unless the project itself might worsen existing environmental hazards. Regardless, pursuant to the

Coastal Act and the California Coastal Commission's Sea Level Rise Policy Guidance document, a project in the California Coastal Zone, like the project, must address sea-level rise and resiliency of the project and coastal resources. Should the sea level rise to a point where EMPS would be inundated, it could result in flooding of the project site, potentially exposing people and structures to significant risk of loss and injury.

The most widely used guidance for considering sea level rise along the California coastline is the previously mentioned California Coastal Commission's Sea Level Rise Policy Guidance adopted August 12, 2015. The Sea Level Rise Policy Guidance provides sea level projections for the bench mark years of 2030, 2050, and 2100. Under the Public Trust Doctrine, Real Estate Agreements are limited to a maximum of duration of 66 years; therefore, in the event a Real Estate Agreement is executed in 2018 for the maximum duration, the project life span would end in approximately 2084. According to Appendix A of the Sea Level Rise Policy Guidance: Sea Level Rise Science and Projections for Future Change, the sea level rise projections for the California coast south of Cape Mendocino in the year 2100 (the benchmark year nearest the end of the maximum project lifespan) is between 17 and 66 inches (California Coastal Commission 2015). However, the guidance document recommends using either linear interpolation or "best fit" equation methods of Appendix B of the Sea Level Rise Policy Guidance: Developing Local Hazard Conditions Based on Regional or Local Sea Level Rise Using Best Available Science if the benchmark years would not provide adequate projections. Because the 2100 year benchmark is over 15 years after the maximum project lifespan available, the linear interpolation method was used to determine a more accurate sea level rise projection for the year 2084. Using the linear interpolation method, in year 2084, the sea level south of Cape Mendocino would rise between 13.16 and 52.56 inches (1.09 and 4.38 feet). Because the project site is located approximately 7.73 feet above mean sea level on average, the site would not be inundated at mean sea level. With an existing mean higher high water elevation in the Port of San Diego at 2.76 inches, higher high tides would reach up to 7.14 feet using the highest end of the sea level rise projection range for 2084. Because EMPS's mean elevation is at 7.73 feet, extreme high tides and storm action would likely adversely affect the project site by year 2084.

EMPS would be affected by sea level rise regardless if the project was constructed or not, and the site's existing conditions include various events and performances held at the park throughout the year. Though EMPS would continue to be utilized as a public park with or without the project, the project includes an increase in the annual number of performances and event rentals at the proposed Bayside Performance Park, which could increase exposure of people to sea level rise-induced flood. However, the project's drainage system improvements and pervious surfaces (e.g., lawn, synthetic turf, permeable pavers) would allow for inundation and drainage of the site, and would prevent back flow and flooding of the site during extreme high tides. The project would raise the elevation of EMPS in portions of the site compared to existing grade. Specifically, the Bayside Performance Park area of EMPS would be raised by approximately 5 feet at the tallest point (from +16 to +21 feet NAVD88). The elevation of EMPS outside of the Bayside Performance Park would be maintained, and no portion of EMPS would fall below an elevation of +11 feet NAVD88.

While the project would install new permanent structures to the site where currently only portable structures are utilized (e.g., temporary concert venue at EMPS), the proposed permanent performance stage and ancillary structures would be able to withstand periods of inundation. The design of the sub-grade restrooms within the Bayside Performance Park would allow for the entrance facing the bay to be closed off, preventing water from entering the restrooms. Additionally, the project would be an improvement compared to the portable structures (e.g., concert stage and stage house, bleachers, food pavilions, portable restrooms) currently utilized for the temporary concert venue at EMPS that are not designed to withstand wave action or inundation.

Per Section 7, Adaptation Strategies, of the Sea Level Rise Policy Guidance document, accommodation strategies include "elevating structures, retrofits and/or the use of materials meant to increase the strength of development, building structures that can easily be moved and relocated, or using extra setbacks." As discussed in the preceding paragraph, the project would incorporate these strategies by raising the elevation of some portions of EMPS and allowing the sub-grade restroom to be closed off to prevent inundation during extreme tide and wave events. Additionally, by the end of the maximum project life in approximately 2084, adaptive management policies are anticipated to be developed and better understood. Any redevelopment, renewal, or upgrades along the waterfront would address the sea level rise paradigm by that time and the Applicant would have to take action according to the actual conditions. Because the project would not exacerbate an existing risk of loss, injury, or death involving flooding, and the project has incorporated sea level rise accommodation strategies into its design, impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam or sea level rise. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with flooding; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with flooding. Impacts would be less than significant.

Threshold 10: Tsunami Risk

Would the project contribute to inundation by seiche, tsunami, or mudflow?

a. Impact Discussion

Less than Significant Impact. The project site's risk for seiche or mudflow is minimal. The project site would not be subject to inundation by seiche as this phenomenon is typically associated with land-locked bodies of water, none of which occur near the project site. The closest inland water body is Sweetwater Reservoir, which is located approximately 10 miles east of the project site. The project site is relatively flat with only gentle slopes, and is not located adjacent to any unstable slopes that may be subject to mudflows during large storm events. On the contrary, EMPS is within the tsunami inundation zone mapped by the California Geologic Survey Tsunami Inundation Map for the Point Loma Quadrangle, shown on Figure 4.4-3 in Section 4.4, Geology and Soils. As discussed in Section 4.4.43, Existing Geologic Hazards, potential for tsunami inundation at EMPS is high. A strong earthquake lasting 20 seconds or more near the coast may generate a tsunami. A noticeable rapid rise or fall in coastal waters is also a sign that a tsunami is approaching.

Because the project would be replacing an existing temporary performance and event venue with a permanent performance and event venue and the site is a public park, the tsunami exposure risk already exists at the site, as does much waterfront development in San Diego. However, there would be an increase in exposure to tsunami hazard from the existing conditions because the number of annual events and attendances of events held at the proposed Bayside Performance Park would increase and the events would occur year-round. The project would also be built at the same elevation as the promenade and Convention Center, which are located outside of the tsunami inundation zone, and would be somewhat protected by Coronado Island due to its placement within San Diego Bay. Should a tsunami occur, the project site allows for inundation and includes improved drainage as previously discussed under Threshold 9.

The project is in close proximity to evacuation routes to the northeast of the project site. Additionally, fatalities and injuries from tsunami inundation can be reduced through early tsunami warning system and public education and signage of actions to take in the event of a tsunami arriving at the site. The West Coast & Alaska Tsunami Warning Center is responsible for issuing warnings of potential tsunamis along the west coast of the United States. The County of San Diego Office of Emergency Services also issues tsunami warnings and provides guidelines for what to do during and after a tsunami warning, and the Port Harbor Police have a tsunami early response/warning protocol. The West Coast/Alaska Tsunami Warning Center (WC/ATWC) and the Pacific Tsunami Warning Center (PTWC) may issue the following bulletins:

- WARNING: A tsunami was or may have been generated, which could cause damage; therefore, people in the warned area are strongly advised to evacuate.

- WATCH: A tsunami was or may have been generated, but is at least 2 hours travel time to the area in watch status. Local officials should prepare for possible evacuation if their area is upgraded to a warning.
- ADVISORY: An earthquake has occurred in the Pacific basin, which might generate a tsunami. WC/ATWC and PTWC will issue hourly bulletins advising of the situation.
- INFORMATION: A message with information about an earthquake that is not expected to generate a tsunami. Usually only one bulletin is issued.

Though the project is within a tsunami inundation zone, the County of San Diego's early inundation system and close proximity to evacuation routes via downtown San Diego streets would reduce risk for fatalities and injuries. As previously discussed under Threshold 9, EMPS's drainage system would be improved following the project, and much of the site coverage would allow for inundation. Additionally, the project would not exacerbate the existing risk for tsunamis to occur at the project site as the project does not have the potential to trigger submarine earthquakes, landslides, or volcanic activity, which may result in tsunamis. Therefore, the project would not significantly contribute to risk for seiche, tsunami, or mudflow risk and impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not contribute to inundation by seiche, tsunami, or mudflow. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with tsunami risk; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with tsunami risk. Impacts would be less than significant.

4.7 Land Use and Planning

4.7.1 Overview

This section describes the land use and planning issues applicable to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project), including its compatibility with the site and surrounding land uses, and consistency with the land use plans and policies that have regulatory jurisdiction over the project site. The project involves the construction of the Bayside Performance Park and other enhancements throughout the Embarcadero Marina Park South (EMPS), which is within the coastal zone and San Diego Unified Port District (District) tidelands. As such, the project's consistency with the California Coastal Act (CCA) and Port Master Plan (PMP) is discussed as well as the project's consistency with other land use documents that are applicable. Based on the information and analysis provided in the following subsections, the project would have less than significant impacts on land use and planning with mitigation incorporated.

4.7.2 Existing Conditions

The 10.8-acre EMPS is owned by the District and is located within District tidelands. The District was created in 1962 by the state Legislature to manage San Diego Bay and surrounding waterfront land. The District has jurisdiction over 5,483 acres of land and water within the San Diego Bay tidelands, or 37 percent of all San Diego Bay tidelands. Of the District's jurisdiction, the PMP allocates approximately 15 percent for commercial uses; approximately 24 percent for industrial uses, approximately 19 percent for public recreation; approximately 28 percent for conservation; approximately 11 percent for public facilities; and approximately 3 percent for military uses. The District acts as a trustee for administration of the tidelands and has corresponding regulatory duties and proprietary responsibilities.

4.7.2.1 Project Land Use

The project site is a public park that includes open lawn space, a gazebo, basketball courts, exercise stations, a public recreational fishing pier (known as the Embarcadero Marina Park Pier), and a pedestrian promenade along the perimeter of the site. Additional amenities on-site include public restrooms and a bait shop and deli. The site is regularly used year-round for various short-term private and civic events through Special Event Permits issued by the District. However, for longer-temporary events, the District may issue a Tidelands Use and Occupancy Permit (TUOP) and/or Coastal Development Permit (CDP). The San Diego Symphony Orchestra (Symphony) operates its Bayside Summer

Nights programming between June and September each year at EMPS through a TUOP and CDP issued by the District.

The project site is within Centre City Embarcadero: Planning District 3 and, therefore, subject to the Centre City Embarcadero Precise Plan of the PMP. Figure 4.7-1 depicts the Centre City Embarcadero Precise Plan land and water uses. The majority of the project site is designated as Park/Plaza with the remaining area (within the pedestrian walkways) designated as Promenade. The Park/Plaza use category refers to urban landscaped recreational developments and amenities. The PMP states that users of Park/Plaza sites are generally drawn from the region, so adequate access via regional and statewide roadways, bicycle and pedestrian facilities, and transit systems must be provided. Parks and plazas also encourage and accommodate public access to and along the land and water interface zone. Recreational facilities typically associated with this land use include "fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, cultural uses, vista area, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, small food and beverage vending, and other park-activating uses that are ancillary to public uses." The Promenade use category refers to the shoreline public pedestrian promenade and bicycle route system. The Promenade includes landscaping, lighting, directional and informational signage and other street fixtures, works of art, and seating. The PMP encourages a variety of route locations to "extend the pedestrian and bike environment through parks, commercial development and by the working port areas" with special provision for persons with disabilities. See Section 4.6.3.3 for additional information regarding the PMP and Centre City Embarcadero Precise Plan.

4.7.2.2 Surrounding Land and Water Uses

The project site is a T-shaped park surrounded by the bay on three sides. The land adjacent to the project site to the northeast/east and beyond is urbanized and developed. The surrounding land and water uses include Embarcadero Marina Park North (EMPN) to the northwest (across the marina inlet); Marriott Marina to the north; Joe's Crab Shack and the Fifth Avenue Landing Water Transit Center and Marina to the east; and San Diego Bay to the west/southwest, south, and southeast. The San Diego Convention Center and Hilton San Diego Bayfront hotel are located on the east side of the Marriott Marina and the Fifth Avenue Landing, respectively. The area is further surrounded by the City of San Diego's Marina and Gaslamp neighborhoods on the mainland. Coronado Island is approximately 0.38 mile across the bay and west of the project site. An aerial view of the project and surrounding land is provided in Figure 2-3 of Chapter 2, Environmental Setting. The PMP land and water use designations in the vicinity of the project include Commercial/Recreation, Park/Plaza, Recreational Boat Berthing, Boat Navigation Corridor, Ship Navigation Corridor, and Specialized Berthing.

Map Source: Port of San Diego

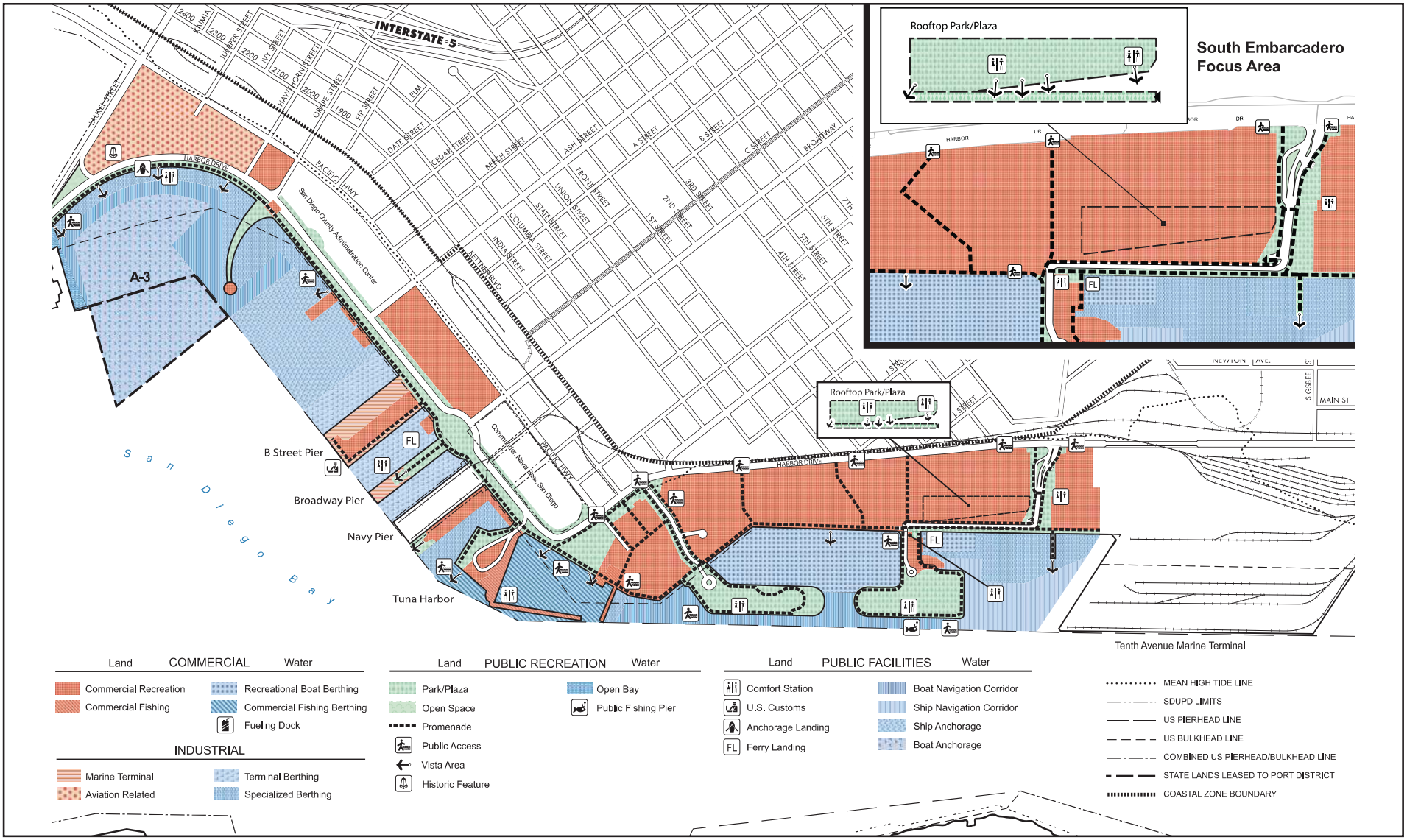

FIGURE 4.7-1
Centre City Embarcadero Land and Water Uses

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4.7.3 Applicable Laws and Regulations

4.7.3.1 Federal

Coastal Zone Management Act

The federal Coastal Zone Management Act (CZMA) (16 United States Code § 1451-1465) was enacted in 1972 to manage coastal resources and growth within the coastal zone. The CZMA created the National Coastal Zone Management Program, which aims to balance competing land and water issues through state coastal management programs. The act promotes beneficial use, protection, and development of the coastal zone. It delegates regulatory authority over all federal activities and federally licensed, permitted or assisted activities that affect coastal resources to state agencies. In California, the CZMA is administered by the California Coastal Commission (CCC), Bay Conservation and Development Commission, and California Coastal Conservancy.

4.7.3.2 State

a. California Coastal Act

The CCA was enacted in 1976 (Public Resources Code Sections 30000-30900) to manage future development along the California coastline. The act includes specific policies that address shoreline public access and recreation, lower-cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The CCA also established a framework for the development of port master plans by which to conduct discretionary project reviews and issue individual CDPs within port jurisdictions.

The CCC, which is the state agency that oversees implementation of the CCA, reviews and certifies PMPs and any PMP amendments. Projects within the District's jurisdiction must comply with the certified PMP as well as public access and other land and water use policies contained in the CCA, as applicable. Projects on District tidelands are subject to Chapter 8 policies of the CCA. Projects that are designated as "appealable projects" in the CCA or are indicated as a wetland, estuary, or existing recreational area in Part IV of the 1975 California Coastal Plan are subject to Chapter 3 policies of the CCA. The CCC also includes a Federal Consistency Unit to implement the federal CZMA by reviewing all federal agency activities affecting the coastal zone and issuing a federal consistency determination (for all federal agency activities and development projects) or a federal consistency certification (for all federal permits and licenses or federal funding).

b. Port Act

The 1962 Port Act (Appendix 1 of the California Harbor and Navigation Code) established the District and gave the District broad land management authority and powers over the

tidelands and submerged lands granted to the District through the act and other lands conveyed to or acquired by the District. The District is responsible for the development, operation, maintenance, control, regulation, and management of the tidelands and lands lying under the inland navigable waters of the San Diego Bay. As such, the District has exclusive police power over property and development within its jurisdiction. The Port Act also requires the development of a PMP to specify land and water uses within the District's jurisdiction.

4.7.3.3 Local

a. San Diego Unified Port District Port Master Plan

The PMP guides the physical development of the lands within the District's jurisdiction and also serves as the District's coastal program for purposes of the CCA, described above. The District's jurisdiction includes the public trust lands (i.e., tidelands) bayward of the mean high-tide line and the submerged lands generally to the U.S. Pierhead Line, and other upland properties as acquired by the District. The District manages these lands in trust for the people of the State of California. Amendments to the PMP require a two-thirds vote by the Board of Port Commissioners (BPC) and certification by the CCC. The PMP prepared by the District and adopted by the BPC in 1980 was originally certified by the CCC in 1981 and last amended in 2016.

The certified PMP is the governing land use plan within the District's jurisdiction. Unlike typical city or county master plans or Local Coastal Programs (LCPs) that deal with public and privately owned land, the PMP deals exclusively with public lands. The PMP designates land uses and describes the allowed uses within each land use designation, and is intended to guide future development and land use decisions within the District's jurisdiction. It establishes planning goals and policies related to development and operation of the tidelands and describes land use types and objectives. Land uses described in the PMP include commercial, industrial, recreation, conservation, military, and public facilities.

The PMP divides the tidelands under the District's jurisdiction into 10 separate planning districts. Precise Plans guide future development within each of the 10 Planning Districts. The project is within Planning District 3 – Centre City Embarcadero of the PMP, which encompasses the downtown waterfront area. Table 4.7-1 indicates the PMP allocations for land and water uses within Centre City Embarcadero Planning District.

Table 4.7-1
Centre City Embarcadero Precise Plan Land and Water Use Allocation

Land or Water Use	Subcategories	Total Acres Land	Total Acres Water	Percent of Total
Commercial	Commercial Fishing Commercial Recreation Commercial Fishing Berthing Recreation Boat Berthing	111.1	35.8	33%
Industrial	Aviation Related Industrial Marine Terminal Specialized Berthing Terminal Berthing	29.2	61.5	21%
Public Recreation	Open Space Park/Plaza Open Bay/Water	58.2	4.7	14%
Public Facilities	Streets Boat Navigation Corridor Boat Anchorage Ship Navigation Corridor Ship Anchorage	46.8	93.9	32%

The PMP's Precise Plan for the Centre City Embarcadero Planning District aims to create a unified waterfront, both visually and physically, with an overall sense of place. The Embarcadero acts as a pedestrian thoroughfare through the Centre City Embarcadero Planning District and links the two Embarcadero Marina parks (EMPS and EMPN). Within the Centre City Embarcadero District, the PMP calls for considerable effort in enhancing the amenities and people spaces of the public thoroughfare. The project site and all of EMPS falls within the Marina Zone Subarea of Planning District 3, which is planned to be intensively developed as a major public and commercial recreation complex. The Marina Zone Subarea includes commercial recreation areas such as Seaport Village, the Convention Center, and several hotels. The project site area is designated as Park/Plaza and Promenade. The Park/Plaza designation includes urban landscaped recreational developments and amenities. The Promenade designation includes public pedestrian promenades and bicycle system. A description of the Park/Plaza and Promenade designations was provided previously in Section 4.6.2.1, Project Land Use.

b. Integrated Planning Vision

In order to achieve the District's vision and goals, project concepts are reviewed to determine how they align with the Integrated Planning Vision, which includes the Assessment Report, Vision Statement and Guiding Principles, accepted by the Board in August 2014, and the Framework Report, accepted by the Board in November 2015, (collectively referred to as the "Integrated Planning Vision") as established through the Integrated Planning effort.

The Integrated Planning effort is: "The link of vision, priorities, people and the physical institution in a flexible system of evaluation, decision-making, and action." It is a multi-faceted and comprehensive approach to the District's future. Integrated Planning includes

various District initiatives, including, but not limited to, asset management, the "Port as a business" efforts, a fiscal growth and sustainability framework, environmental initiatives, leasing policies, and land and water use planning and development baywide. At this time, land and water use planning is anticipated to be developed over a multi-year process involving several phases (i.e., the Port Master Plan Update [PMPU]).

One of the aspects of the Integrated Planning effort was the Board's acceptance of the Integrated Planning Vision. This tool is intended to inform the District in all development on tidelands, as well as other Integrated Planning efforts. For example, while not binding, the Planning Principles are filters by which the District strives to: achieve synergy among partnering agencies and stakeholders; promote clean air, healthy communities and environmental justice; ensure job creation, prudent economic policies and financial sustainability; preserve the working Port as a dynamic and thriving element of the region's economy and cultural history; and incorporate state of the art sustainability practices. The Framework Report works in a similar manner and is intended to be used as a tool to inform the District in all development on tidelands, as well as other Integrated Planning efforts, during site-specific planning and development efforts.

To date, Integrated Planning has led to the formation of the Integrated Planning Vision, which was developed as a result of an extensive public engagement process. It reflects an approach that is holistic and comprehensive and describes the need to incorporate input from adjacent jurisdictions and interested stakeholders, environmental concerns, and economic analysis into planning decisions made by the District. While not binding on the District, the Integrated Planning Vision provides the basic foundation for establishing the goals, objectives and policies of the future and comprehensive PMPU. It also provides guidance in the review of development proposals that come forward during the PMPU process in accordance with the District's BPC Policy No. 752 *Guidelines for Conducting Project Consistency Review Related to the Integrated Port Master Plan Update.*

On August 12, 2014, the BPC accepted the final draft of the Integrated Planning Vision, which included a Vision Statement, Guiding Principles, and Assessment Report.

And on November 17, 2015, the BPC accepted the final draft of the Integrated Planning Framework Report. The Framework Report is intended to provide guidance and inform the preparation of a comprehensive update to the PMP (PMPU) by describing a core set of comprehensive ideas that are based upon core principles that cover a broad range of issues that will provide the basic foundation for establishing the goals, objectives and policies of a PMPU. These comprehensive ideas are not meant to be evaluated individually, but should be considered in a holistic manner.

Together, the Integrated Planning Vision Statement, Guiding Principles and Framework Report (collectively referred to as the "Integrated Planning Vision") provide a bridge between the visioning conducted for Integrated Planning to the drafting of the PMPU document.

The BPC's acceptance of Integrated Planning Vision Statement and Guiding Principles in 2014 and the Framework Report in 2015 completed the final portion of the visioning effort that informs the next phase of the Integrated Planning process.

BPC Policy No. 752 requires that projects rely on the Guiding Principles for consistency analyses while the PMPU is in progress.

c. Port Master Plan Update

One of the ongoing efforts as part of the Integrated Planning process involves drafting of the PMPU document, including the development of elements, goals and policies as presented in the proposed format and content outline endorsed by the BPC at the July 22, 2015 Integrated Planning Study Session. The proposed PMPU is anticipated to include new topical sections, or elements, that provide baywide guidance related to Land Use, Water Use, Mobility, Public Access and Recreation, Natural Resources, Safety and Resilience, and Economic Development.

In addition, the PMPU will provide policies and standards, as well as identify proposed appealable category projects for the 10 Planning Districts. The Planning Districts will include redefined Sub-District areas intended to simplify the numerous planning sub-areas currently contained in the adopted PMP. The use of sub-district areas will allow staff to establish planning goals specific to certain geographic areas and will help to organize the Planning District text and project list. For example, Planning District 3 – Embarcadero is intended to be structured with three Sub-District areas: North Embarcadero, Central Embarcadero and South Embarcadero. This structure will allow the District to establish focused planning policies specific to each area that appropriately guide redevelopment efforts being conducted on parallel tracks. A key goal of the PMPU is to streamline and add certainty to the entitlement process by setting the blueprint for sub-district redevelopment efforts through goals, objectives and policies specific to that area. Through diligent coordination, the PMPU work will provide timely direction to sub-district redevelopment projects and allow for future tiering from a future PMPU Programmatic Environmental Impact Report (EIR).

d. South Embarcadero Redevelopment Program 2

The South Embarcadero Redevelopment Project 1 (SERP 1) amended the PMP in November 1997 to change land use designations in in an approximately 33-acre area of the South Embarcadero. The SERP 1 Program approved by the BPC included redevelopment of three areas including the Hyatt Expansion, Seaport Village Expansion, and the Park Expansion projects. Associated documents—the Urban Design and Signage Guidelines, Public Access Program, and Parking Management and Monitoring Program—are described in the following subsections. EMPS is not located within the boundaries of SERP 1, though it is included in the area covered by the Urban Design and Signage Guidelines and Public Access Program.

e. South Embarcadero Urban Design and Signage Guidelines

The South Embarcadero Urban Design and Signage Guidelines were adopted in 1999 and amended in 2002 to establish a specific identity for the South Embarcadero area while enhancing the visitor's experience of the Bay. The South Embarcadero Urban Design and Signage Guidelines establish four zones to create a unified design character for the area with an overall landscape theme, way-finding signage program, and minimum design standards for site elements in order to distinguish the South Embarcadero area from other adjacent neighborhoods and districts. Zone #1, the Park Boulevard View Corridor, establishes a vision to provide visual and physical connections to the waterfront from the downtown Ballpark District along with vegetation, lighting, and unique paving to encourage pedestrian and bicycle safety. The role of Zone #2, the 8th Avenue/Convention Way Streetscape, is to create opportunities for pedestrian connections between the Embarcadero Promenade, future waterfront development, and the Ferry Terminal. Zone #3, Park/Beach, includes two options for recreation opportunities at the project site, including Option A, a park, or Option B, a beach along the Bayfront. Zone #4, Public Promenade, calls for a 35-foot-wide promenade connecting to other waterfront areas.

f. South Embarcadero Public Access Program

Adopted in 1998 and last amended November 2012 as part of the Port Master Plan Amendment (PMPA) for the Marriott Marina Terrace Activation Project, the South Embarcadero Public Access Program (PAP) defines the multi-modal circulation plan to accommodate pedestrians, bicycles, mass-transit, and automobiles in the South Embarcadero area. The program identifies existing and possible commercial recreation uses and waterfront public recreational opportunities, including public access ways and signage.

g. South Embarcadero Parking Management and Monitoring Program

The Parking Management and Monitoring Program (PMMP) was initially established in 1998 for the SERP 1 Project, in order to:

- Achieve maximum feasible reduction in automobile traffic
- Facilitate the extension and utilization of mass transit to serve the PMP Marina Zone Subarea of the South Embarcadero
- Provide and support means of non-automobile circulation to employees and guests
- Make more efficient use of existing parking lots and structures
- Help avoid significant effects associated with a lack of parking for waterfront projects
- Provide maximum feasible on site or proximate parking facilities on District and nearby City of San Diego lands
- Require participation in a tiered, legally available, off-site parking program to address peak individual and cumulative demand

Every applicant for a CDP for a *commercial use* within the Marina Zone Subarea of PMP Planning District 3, Centre City Embarcadero, must demonstrate compliance with the objectives and standards of the South Embarcadero PMMP. The PMMP is discussed in the PMP. The project is not a commercial use, however, for informational purposes, it is in compliance with the objectives and standards of the South Embarcadero PMMP.

h. Airport Land Use Compatibility Plans

San Diego International Airport

The Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA) is used as a tool to promote airport land use compatibility and orderly development of SDIA and surrounding area while protecting public health, safety, and welfare. Per SDIA's ALUCP, EMPS is located within Review Area 2 of the Airport Influence Area (AIA) for SDIA. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Therefore, airspace protection and overflight policies and standards apply to the project. San Diego County Airport Land Use Commission (ALUC) review is required for projects within Review Area 2 that propose increases in height limits and have received from the Federal Aviation Administration (FAA) a Notice of Presumed Hazard, Determination of Hazard, or Determination of No Hazard subject to conditions or would create specific hazards including glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plumes, and/or bird attractants.

Naval Air Station North Island

The project is also within one mile of Naval Air Station North Island (NASNI). An Airport Land Use Compatibility Plan for NASNI is currently being prepared and was not yet published at the time this EIR was drafted. The project is not within an identified Accident Potential Zone (APZ) per the 2011 Airport Compatible Use Zones Update for NASNI.

i. Other Plans

Although the project site is within the jurisdiction of the District and is not subject to the plans described below, these plans apply to areas in the vicinity of the project site that are within the jurisdiction of the City of San Diego.

City of San Diego General Plan

The City of San Diego General Plan, originally adopted in 1979, was most recently amended in 2015. The General Plan utilizes sustainable design principles that the City refers to as the "City of Villages" strategy, which integrated the Strategic Framework Element into the General Plan. The General Plan also includes Land Use & Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; Noise; and Historic Preservation elements. The main goal of the City General Plan is to guide development and growth within the City over the next 20 to 50 years, and balance the needs of a growing city while enhancing quality of life for current and future

San Diegans. The project site is owned by the District, and as such is under the jurisdiction of the District's PMP rather than the City's General Plan. However, areas to the northeast of the project site are under the jurisdiction of the City's General Plan.

San Diego Downtown Community Plan

The Downtown Community Plan, most recently amended in July 2016, is the plan established by the Civic San Diego to guide development in downtown San Diego, including the neighborhoods surrounding the project site. It establishes a policy framework that will shape further development. The Downtown Community Plan capitalizes on the current economic momentum of the region and seeks to ensure that intense development is complemented with livability through strategies such as the development of new parks and Neighborhood Centers, and an emphasis on the public realm. The Downtown Community Plan is consistent with the Strategic Framework Element of the City of San Diego's General Plan, accommodating in an urban environment a significant portion of the growth expected in the San Diego region over the coming years. It includes the following elements: Land Use and Housing; Parks, Open Space and Recreation; Urban Design; Neighborhoods and Districts; Mobility; Public Facilities and Amenities; Historic Preservation; Arts and Culture; Economic Development; Health and Human Services; and Health and Safety.

4.7.4 Project Impact Analysis

4.7.4.1 Methodology

This section evaluates impacts to land use and planning that would result from project implementation. For reference, a plan and policy consistency analysis is provided in Section 4.6.4.3, Project Impact Analysis, to determine project consistency with existing applicable plans and regulations. An inconsistency with an existing plan or regulation may result in a substantial adverse effect on the environment; however, an inconsistency by itself does not indicate a significant impact under California Environmental Quality Act (CEQA). Refer to the following subsection for the thresholds used to determine significance.

4.7.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines provides the basis for determining the significance of impacts associated with land use and planning. Impacts are considered significant if the project would result in any of the following:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

An analysis of whether the project would have a significant impact on land use and planning under Threshold 1 is not included in the analysis below because, as described in the Initial Study (see Appendix B), the project is situated on the bayfront and does not provide through-access or connection to or between communities. Therefore, the project has no potential to physically divide an established community. Additionally, an analysis of whether the project would have a significant impact under Threshold 3 is not included in the analysis below, because—as described in the Initial Study (see Appendix B)—the project site involves the redevelopment of an existing developed park that does not contain native habitat and would not conflict with any applicable habitat conservation plan. The analysis and conclusions under Thresholds 1 and 3 are summarized in Chapter 6, Additional Consequences of Project Implementation. Therefore, only Threshold 2 is discussed in the impact analysis that follows.

4.7.4.3 Project Impacts and Mitigation Measures

Threshold 2: Plan and Policy Consistency

Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

a. Impact Discussion

Less than Significant Impact with Mitigation. The project would construct a permanent, year-round performance venue, the Bayside Performance Park, where a temporary concert venue is currently utilized from June through September each year. The project is within the PMP's Planning District 3 – Centre City Embarcadero and the Marina Zone Subarea, and is designated as Park/Plaza land use. The project includes a PMPA to describe the use of EMPS since 2004 as a temporary concert venue for paid-admission performances and other events, to describe permanent improvements associated with the project, and to outline limitations on the future use of the permanent performance and event venue's use. These limitations would include limiting the number of paid-admission performances, partnership performances, and event rentals held within the Bayside Performance Park to 110 half-days or 55 full-days each year so that general public access within this portion of EMPS is unrestricted for a minimum of 85 percent of the year. No limit would be placed on free public events, which would be open to the general public. Additionally, no more than six events with attendances of 8,000 to 10,000 attendees would be permitted. Event day rehearsals would occur within the hours of 9:00 a.m. and 4:00 p.m. Non-event day rehearsals would occur within the hours of 9:00 a.m. and 4:00 p.m. and be limited to a maximum duration of 3 hours. Evening rehearsals would occur between 7:00 p.m. and 10:00 p.m., and would be limited to no more than 30 times per year. All rehearsals would be free-of-charge to the general public, and public access to the Bayside Performance Park would not be restricted during rehearsals. During non-event day rehearsals, all rehearsal staff and musicians would be required to park off-site to ensure the entire EMPS parking lot is available to the general public/park users.

As a permanent stage for performance arts (e.g., Symphony performances) and public forum and events, the project would continue to provide a cultural use within EMPS and park-activating uses that are ancillary to the public uses, in addition to new public art. "Culture" can be defined as "the beliefs, customs, arts, etc., of a particular society, group, place, or time" (Merriam-Webster 2016). The project would not require a change in the existing PMP land use designation of EMPS (Park/Plaza) as cultural uses, park-activating uses that are ancillary to the public uses, and public art are allowed by the PMP within the Park/Plaza land use. The project also includes a light-emitting diode (LED) light art installation as a public art contribution. The project would not preclude EMPS from being utilized for other existing uses allowed by the Park/Plaza designation and offered at the site, including: fishing pier, bicycle and pedestrian ways, recreational facilities, and small food and beverage vending. Each of these uses at EMPS would continue to occur with project implementation; however, for the events held at the Bayside Performance Park, events would be subject to the limitations included in the PMPA.

The project advances the District's efforts to enhance and activate public access along in the South Embarcadero area per the PMP's Centre City Embarcadero Precise Plan, as it would attract new visitors to EMPS through both the performance and event venue and upgraded park amenities that would remain open to the public. The Bayside Performance Park would remain open to the general public outside of event hours, whereas the exiting temporary concert venue area of EMPS is closed to the general public during the entire Bayside Summer Nights season (e.g., June through September or approximately 120 consecutive days). As described above, the project is consistent with the PMP's description of Park/Plaza uses, including recreational, cultural, public art, and other park-activating uses that are ancillary to public uses. Building off of the Park/Plaza land use description, the Symphony's vision for the Bayside Performance Park is to connect a larger, more diverse group of people with the arts. The cultural uses of the site would not be limited to paid-admission performances and events; rather, free cultural opportunities would be available at the Bayside Performance Park, including events and activities through the Symphony's Education and Public Engagement Program and open Symphony rehearsals. The project would balance the cultural use of the site with active and passive recreational facilities by enhancing the entire EMPS, including widening of the public promenade around the perimeter of the Bayside Performance Park, refurbishment of the gazebo, basketball courts and fitness equipment, and provision of a performance arts stage and public event venue. As such, the project also aligns with the PMP's description of the Marina Zone Subarea as a lively activity center for residents and visitors alike.

The PMP's description of the Marina Zone Subarea within the Centre City Embarcadero Precise Plan emphasizes the pedestrian linkages in this area through "signage, pavement markings, amenities, and public information to inform and invite the public to and along the Embarcadero". The project has incorporated each of these items in the project through the widening and repaving of the promenade around the Bayside Performance Park and installation of public access and educational signage throughout EMPS. As discussed in the PMP, access throughout the South Embarcadero is detailed in the South Embarcadero PAP, which describes existing public access amenities throughout the area as well as planned public access improvements associated with development projects such as those of

the Convention Center Expansion and Hilton San Diego Bayfront Hotel. The project does not conflict with any of the descriptions provided in the South Embarcadero PAP; rather, it would further its goals for a well-connected, multi-modal South Embarcadero area through the proposed public access enhancements (e.g., widened promenade and public access signage). The PAP would be updated to include the project's specific public access plan, as the current layout of EMPS shown in the South Embarcadero map of the PAP would no longer be accurate following project implementation. The proposed amended PAP, which includes the project's public access plan, is provided as Appendix L. See also Figures 3-5a and 3-5b of Chapter 3, Project Description, for the public access plan.

The PMP's Centre City Embarcadero Precise Plan recognizes that required parking on-site is not an ideal use of waterfront land, and instead requires new commercial development in the Marina Zone Subarea to participate in the implementation of the Parking Management and Monitoring Plan (PMMP). The PMMP is intended to reduce automobile traffic; facilitate extension and utilization of mass transit to serve the Marina Zone Subarea, provide and support means of non-automobile circulation to employees and guests, make more efficient the use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Commercial developments are required to provide maximum feasible parking on site or proximate parking facilities on District and nearby city lands. Though the project is not commercial development, the project design and parking plan required by mitigation measure (MM) TRA-2 would be in the spirit of the requirements applied to commercial development. For example, the project would reconfigure the existing parking lot, more efficient utilizing the space by adding four parking spaces. MM TRA-2 described in Section 4.11, Transportation, Circulation, and Parking, would require the project to continue its current practice of coordinating with off-site parking operators to secure adequate parking for employees and event patrons. The Symphony would also continue to provide a shuttle service to transport employees and event patrons between the off-site event parking areas and the Bayside Performance Park. Other requirements, such as encouraging patrons to utilize public transit would also further the goals of the PMMP and PMP.

As discussed in Section 4.7.3, Applicable Laws and Regulations, BPC Policy No. 752 requires project consistency analyses to rely on the Integrated Planning Vision Guiding Principles when reviewing projects while the PMPU is still in progress. To further assess the project's consistency with the PMP and other District planning documents, Table 4.7-2 provides a discussion on the project consistency with each applicable policy or goal of the PMP, Integrated Planning Vision and Framework, and South Embarcadero Urban Design and Signage Guidelines.

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
Port Master Plan, Section II: Planning Goals		
I. Provide for the present use and enjoyment of the Bay and tidelines in such a way as to maintain options and opportunities for future use and enjoyment.	The project would provide increased enjoyment of the bay and tidelands through enhancement of recreational and other public amenities throughout EMPS and provision of a performing arts and event venue (the Bayside Performance Park) within a portion of EMPS. The permanent performance stage and venue would activate the use of the public space by adding a cultural use and year-round event and performance opportunities (both free and paid admission) for residents and visitors alike.	Consistent
II. The Port District, as trustee for the people of the state of California, will administer the tidelines so as to provide the greatest economic, social, and aesthetic benefits to present and future generations. - Consider the entire San Diego Bay as a complete system when promoting the multi-purpose development of the Port District.	The project would complement ongoing improvements throughout San Diego Bay and tidelands and activate the use of the public space within EMPS. Currently, Symphony events are offered during the summer season through a temporary concert venue at the site. The multi-purpose project includes a permanent performance and event venue that would negate the need to construct and deconstruct temporary concert venue structures and facilitate year-round performances, public gatherings, and other event types. The project would provide enhanced public facilities at EMPS and maintain public access to the bay while introducing a permanent cultural use (in accordance with the PMP's Park/Plaza allowed uses). The project would also increase the District's revenue potential from use of the site, as the proposed Bayside Performance Park would be operated year-round under a Real Estate Agreement. Therefore, the project provides economic, social, and aesthetic benefits to present and future generations.	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
III. The Port District will assume leadership and initiative in determining and regulating the use of the bay and tidelands. - Encourage industry and employment generating activities which will enhance the diversity and stability of the economic base. - Encourage private enterprise to operate those necessary activities with both high and low margins of economic return. - Encourage quasi-public organizations to engage in activities which enhance public benefits. -Undertake where necessary an acquisition program to gain key parcels to protect and enhance existing developments and to provide for planned projects.	The project would increase the number of events held at EMPS each year, thus increasing the Symphony's income. This would in turn increase revenue for the District through its Real Estate Agreement with the Symphony. Additionally, Symphony patrons and visitors of EMPS would likely bring business to surrounding hotel, restaurant, and retail establishments, indirectly increasing economic return in the surrounding commercial areas. Also consistent with this goal, the Symphony, a non-profit organization, would foster activities that enhance public benefits through the proposed Education and Public Engagement Program. The fourth goal in this category regarding parcel acquisition is not applicable to this project as EMPS is already under District control.	Consistent
IV. The Port District, in recognition of the possibility that its actions may inadvertently tend to subsidize or enhance certain other activities, will emphasize the general welfare of state-wide considerations over more local ones and public benefits over private ones. - Develop the multiple purpose use of the tidelands for the benefit of all the people while giving due consideration to the unique problems presented by this area, including several separate cities and unincorporated populated areas, and the facts and circumstances related to the development of tideland and port facilities. - Foster and encourage the development of commerce, navigation, fisheries and recreation by the expenditure of public moneys for the preservation of lands in their natural state, the reclamation of tidelands, the construction of facilities, and the promotion of its use. - Encourage non-exclusory uses on tidelands.	While the Bayside Performance Park would be utilized for private revenue-generating uses, these uses already exist under current conditions through the Symphony's CDP and TUOP with the District. Private revenue-generating performances and events each year would be limited to 110 half-day or 55 full-day events so that the Bayside Performance Park would be open to the general public a minimum of 85 percent of the year. The rest of EMPS would remain open to the general public at all times, during normal park hours. However, the stage and ancillary facilities would not be open to the public at any time, and would result in a permanent loss in public park space. The total footprint of structures that would be inaccessible to the public would be 15,090 square feet due to the 13,015-square-foot performance stage and back-of-house facilities (e.g., storage, dressing rooms, waiting room, and restrooms), 85-square-foot box office, and two 995-square-feet food pavilions. To mitigate this permanent loss in public park space, MM LUP-1	Consistent with Mitigation

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	requires the applicant to provide for the acquisition or improvement of 15,090 square feet (i.e., 1:1 mitigation ratio) of public park space off site, within the District's jurisdiction. Otherwise, the project would maintain public coastal access because the public promenade would remain open to the general public at all times, including during events. The portion of the promenade around the perimeter of the Bayside Performance Park would also be widened, increasing accessibility at this portion of EMPS. The project includes the enhancement of public recreational amenities at EMPS, and would introduce a cultural use of the site, consistent with its Park/Plaza land use designation, that would bring the arts to a diverse group of people anticipated to use EMPS following construction. The project meets this goal as it is anticipated to bring multipurpose use to EMPS, benefiting a large group of residents and visitors. No public monies would be utilized for the proposed enhancements; rather, it would be privately funded by the Symphony, a non-profit organization. Additionally, EMPS' use as a public recreational resource, including the Embarcadero Marina Park Pier, would be maintained and the project would not exclude any user groups from utilizing EMPS.	
V. The Port District will take particular interest in and exercise extra caution in those uses of modifications of the bay and tidelands, which constitute irreversible action of loss of control. - Bay fills, dredging and the granting of long-term leases will be taken only when substantial public benefit is derived.	The project would not include any in-water work and would not dredge or fill the bay. Though it would include site grading at EMPS, the site consists of artificial fill and the project would not result in the irreversible loss of the bay or tidelands. The District would not lose control of EMPS, as the Real Estate Agreement between the Symphony and the District would specify a timeframe of no more than 66 years (which, under the Public Trust Doctrine, is the maximum duration term of any Real Estate Agreement) and would include	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	limitations on the private revenue-generating uses of the site (e.g., limiting the number of annual events and ensuring general public accessibility outside of events).	
VI. The Port District will integrate the tidelands into a functional regional transportation network. - Encouraging development of improved major rail, water and air systems linking the San Diego region with the rest of the nation. - Improved automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purposes. - Providing pedestrian linkages. - Encouraging development of non-automobile linkage systems to bridge the gap between pedestrian and major mass systems.	The project would include a widening of a portion of the pedestrian promenade from 8-feet-wide to 10-feet-wide, thus encouraging pedestrian linkage. Additionally, as part of MM TRA-2, the Symphony would encourage its patrons to utilize public transit by providing transit and ferry schedule information in conjunction with venue schedule and event announcements. The Symphony would also be required to participate in the Port of San Diego Shuttle Program, per MM TRA-2.	Consistent
VII. The Port District will remain sensitive to the needs, and cooperate with adjacent communities and other appropriate governmental agencies in bay and tideland development. - The Port District will at all times attempt to relate tidelands to the uplands. - The Port District will cooperate, when appropriate, with other local governmental agencies in comprehensive studies of existing financing methods and sources which relate to the physical development of the tidelands and adjacent uplands. - The Port District will attempt to avoid disproportionate impact on adjacent jurisdictions both in benefits and any possible liabilities, which might accrue through bay and tideland activities.	The District, as lead agency for the project, has reached out to public agencies and members of the general public to solicit input regarding the environmental impacts of the project. The project would not have a disproportionate impact on adjacent jurisdictions. Rather, the project would benefit members of the public from surrounding jurisdictions through enhanced cultural and park-activating uses, project design features, and mitigation measures.	Consistent
VIII. The Port District will enhance and maintain the bay and tidelines as an attractive physical and biological entity. - Each activity, development and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of	As discussed in Section 4.1, Aesthetics and Visual Resources, the project has been designed to as to provide an architecturally attractive performance stage that does not detract from the surrounding views of the bay and downtown San Diego. The stage structure would balance the downtown	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
that activity. - Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent. - Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors, excessive noise, and hazards to the health and welfare of the people of California. - Establish and foster an artworks program to promote, enhance, and enliven the waterfront experience through the public and private placement of works of art.	skyline and complement surrounding architecture. By mimicking the Convention Center roofing (sail) material, the stage shell would help create a sense of place and identity for the South Embarcadero area. The stage shell has also been designed to maximize views of the bay, providing visual transparency through the front of the stage through the back. The project also includes a public art component through the proposed LED light art installation that could be coordinated with public holidays, festivals, and other events throughout the South Embarcadero and downtown area. Therefore, the project would "enhance and maintain the bay and tidelands as an attractive physical and biological entity" in accordance with this policy.	
IX. The Port District will insure physical access to the bay except as necessary to provide for the safety and security, or to avoid the interference with waterfront activities. - Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities. - Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.	EMPS is open to the general public during hours similar to other District parks. Following project implementation, the Bayside Performance Park would be open to the general public 85 percent of the year with exception to the performance stage, back-of-house facilities, kiosks and a box office which will be unavailable to the general public at all times. The remaining two-thirds of EMPS would remain open to the general public 100 percent of the year during park hours. Use of the Bayside Performance Park for paid admission and rental events shall be limited to 15 percent of the year (equivalent to 55 full day or 110 half day events based on park hours). Continuous public access on the waterfront promenade around the Bayside Performance Park would be maintained at all times. The public accessibility of the site would be clearly marked through signage throughout EMPS. Though the project has been designed to maximum public accessibility, it would still permanently remove approximately 15,090 square feet of public park space due to the construction of the stage and back-of-	Consistent with Mitigation

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	house facilities, box office, and food pavilion area, which would not be accessible to the public at any time. MM LUP-1 would require the applicant to provide off-site mitigation for this loss at a 1:1 ratio, providing for new or improved public space at an off-site location within the District's jurisdiction. Therefore, the project would not interfere with physical access to the bay. Additionally, the project includes the enhancement of public amenities within EMPS, which would maximize public access and enjoyment of the waterfront park. These enhancements include the widening of the promenade around the Bayside Performance Park from 8 feet to 12 feet, and the refurbishment of the existing benches, basketball courts, public restrooms, a gazebo, and exercise equipment; adding 4 additional parking spaces and 4 additional public restrooms; and installing new landscaping throughout the park.	
X. The quality of water in San Diego Bay will be maintained at such a level as will permit human water contact activities. - Maintain a program of flotsam and debris cleanup. - Insure through lease agreements that Port District tenants do not contribute to water pollution. - Cooperate with the Regional Water Quality Control Board, the County Health Department, and other public agencies in a continual program of monitoring water quality and identifying source of any pollutant. - Adopt ordinances, and take other legal and remedial action to eliminate sources of pollution.	As discussed in Section 4.6, Hydrology and Water Quality, the project would not have an adverse effect on water quality of the San Diego Bay. The project would install wildlife-proof waste and recycling receptacles and install "no littering" signage throughout EMPS to prevent litter from entering the bay. The project does not include the use or transport of any substantial amount of pollutants and would involve a similar use as currently exists. Project construction and operation would comply with all applicable federal, state, and local water quality and storm water regulations.	Consistent
XIII. The Port District will maintain its master plan current, relevant, and workable, in tune with circumstances, technology, and interest of the people of California. - Provide a continual program of	The project includes a PMPA intended to keep the PMP current, relevant, and workable, in tune with circumstances, technology, and interests of the people of California. The redevelopment of EMPS and expansion of its existing	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
sequential and orderly growth while maintaining the natural resource values. - Pursue the development of its own unique assets and potentials. - Provide for the multiple purpose use of land and water to promote the advantageous development of the Port District. - Curb the misuse of land so that it will not injuriously affect the people of the State of California through the prevention of substandard construction or unnecessarily add inappropriate developments. - Prevent the abuse of land by curtailing abortive development and unfounded pollution contributors. - Regulate the non-use or disuse of land by clearing unmarketable titles, withholding land from premature development, and restraining activities that would lead to discontinued use. - Guide the reuse of land for more appropriate purposes by the clearance and redevelopment of the obsolete.	uses (e.g., enhancing recreational uses and introducing cultural use) are consistent with the District's goal to provide a continual program of sequential and orderly growth. The project would be a unique asset for the District and surrounding communities, providing for a multi-purpose use of EMPS. Construction would be required to comply with City of San Diego standards and obtain applicable construction permits; therefore injury is not anticipated to result from substandard construction. The redevelopment of EMPS would maintain its primary purpose as a recreational facility, but would add a permanent cultural use with the performance and event venue.	
Port Master Plan, Land Use Objectives		
Parks, plazas, public accessways, vista points and recreational activities on Port lands and tidelands should: • provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year. • enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public. • provide for clear and continuous multilingual information throughout Port lands and facilities to and about public accessways and recreational areas.	The project includes the enhancement of a variety of public access amenities and facilities within EMPS. These include enhanced recreational amenities, such as fitness equipment and basketball courts; enhancement of public access facilities such as the widened promenade and reconfigured and increased parking lot; and enhanced and increased public restrooms on-site. The project would not have an adverse impact on the marine environment due to its improvements to the existing storm water drainage and filtration system and would not impact natural resources due to the developed nature of the site. The previously discussed public park amenities included in the project would enhance human recreational assets. Additionally, public access signage and	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	public educational signage throughout EMPS would support multilingual information.	
Integrated Planning Vision, Planning Principles		
A. Achieve synergy among partnering agencies and stakeholders Establish a long-range Vision and Master Plan consistent with the Port Act, California Coastal Act and California State Lands Public Trust Doctrine with implementation strategies that represent the interest of all Californians, all five member jurisdictions, California State Lands Commission, California Coastal Commission, and United States Navy in a balanced, proactive, and deliberate way, which is essential to achieve long term success. As a trustee, the Port has an opportunity and an obligation to meet the needs of the public in the State of California, while protecting the Tideland resources of San Diego Bay. The role of the Port goes beyond serving as an agent to manage existing assets and extends to a leadership function on behalf of all Californians both current and future.	While this principle does not include action to be undertaken at the project level, the project would not conflict with the District's long-range planning goals by maintaining consistency with District plans and policies (as discussed in this table and Table 4.7-3). Additionally, the project would further the District's obligations to meet the needs of the public while protecting tideland resources by providing a permanent cultural use of EMPS through the redevelopment of an existing, developed park. The project would not remove any existing coastal access at EMPS as the public promenade would remain open at all times, including during events.	Consistent
B. Promote clean air, healthy communities, and environmental justice Seek to achieve environmental justice which shall be defined as: working to reduce the cumulative health burdens on neighboring communities and ensure fair treatment of people of all races, cultures, and incomes in developing, adopting, implementing, and enforcing environmental laws, regulations, and policies.	The project aims to provide access to the arts to a diverse group of people, including both paid-admission and free performances and events. It would include the redevelopment of an existing park, the construction of which would not place a burden on any residential community.	Consistent
C. Ensure job creation, prudent economic policies, and financial sustainability Balance economics, available resources and the public good. As the shepherd of public lands and water within the Tidelands, the Port shall require a strategy that acknowledges its role as a regional economic driver and outlines investment and costs that consider economic feasibility, long-term financial	The project would involve construction and operational employment. Though the Symphony does not anticipate adding to its current temporary employment pool, due to the increase in number of events proposed at the Bayside Performance Park, the Symphony's current temporary employees (approximately 175 for non-orchestra events and approximately 260 for orchestra events) would see an	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
sustainability and viability for the Port District broader State and community needs and impacts, while promoting public access, use, and enjoyment of the Bay. Utilize balanced and equitable investments in the tidelands and public realm in infrastructure improvements to create a value proposition for existing and future economic development, business attraction, growth, and public enjoyment of the Bay. Continue to increase revenues and support existing and future entrepreneurial opportunities in concert with Port operations such as. Cruise, Cargo, Ship Building and Repair, and Real Estate opportunities considering a progressive economic and business growth strategy.	increase in shifts. The project would also increase business and revenue for the District through the Real Estate Agreement. In addition, the project balances the investment with public improvements through EMPS enhancements and provision of a permanent cultural use that includes free and low-cost opportunities.	
D. Preserve the working Port as a dynamic and thriving element of the region's economy and cultural history The Port's working waterfront serves an essential role in the region as an economic engine and a job generator San Diego Bay is designated as a Strategic Port. The United States Navy is a major factor in the San Diego region both economically and for the defense of the United States. It is essential to maintain and enhance maritime capabilities for national defense and logistics support objectives. The Bay's history as a commercial center and cultural exchange, facilitated by commerce, are historically important and are reflected in the modern industrial facilities located on the Bay's working waterfront. Protecting the Bay as a shared waterway to promote commerce, navigation, fisheries, national defense, and recreation were foundational to the creation of the Port and will continue to underscore future investment in water-dependent industrial facilities.	The project would not interfere with the status of the Port of San Diego as a working waterfront. The project involves the redevelopment of EMPS, an existing, developed park, and would be consistent with the allowed uses of the site pursuant to the PMP, which include recreational and cultural uses.	Consistent
E. Incorporate state of the art sustainability practices Consider the long-term impacts of sea level rise and climate change to both land and water resources. Implement	The project has incorporated sustainable methods and materials into its design, such as modular wetland/storm water treatment and drainage system, electric vehicle	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
principles of resiliency and seek to become a national leader in thought and implementation of these practices. Implement energy conservation and sustainability practices and reduce dependency on carbon-based energy. Promote the health and sustainability of natural resources growth and proliferation of natural ecosystems. Create a sustainable fiscal budget and update it regularly.	charging station, sand-based synthetic turf, low-water use ornamental landscaping, energy-efficient LED lighting, sensored low-flow water features, passive cooling techniques, and wildlife-proof waste and recycling receptacles. MM GHG-3 would also require the project to install photovoltaic (PV) panels. The project's use of sustainable interior and exterior building materials would make the project eligible for LEED Silver or equivalent standard.	
1. Honor the water Future decisions shall consider the health of the entire Bay ecosystem as a single, multi-faceted entity. Create a water use plan comparable to a land use plan recognizing the value of land assets as a function of their adjacency to different types of water. Use this plan to maximize deep water and dredged resources, recreational opportunities, and natural resource protection. Encourage a variety of activities and entrepreneurial opportunities. Optimize infrastructure for water-dependent uses, including sustaining and growing current commercial activities, organize water transportation routes, guide future decisions regarding infrastructure need and upland uses adjacent to the Working Port, and integrate natural resources, climate change and water quality policies.	The project is consistent with the "honor the water" principle as it strives to bring a variety of uses to the waterfront EMPS, maintaining its current recreational use and adding a permanent cultural use consistent with the Park/Plaza land use designation. The open-air seating and open design of the stage emphasize the waterfront setting and maximize views of the bay. The project has considered health of the bay and water quality, and is including a modular wetland/storm water drainage and filtration system to improve site drainage and filtration of storm water prior to its discharge into the bay. Additionally, per MM REC-1, the existing Embarcadero Marina Park Pier would remain open during construction, with the exception of short periods of time when closure would be necessary to protect public safety. Following construction, Bayside Performance Park operations would not interfere with operations of the Embarcadero Marina Park Pier.	Consistent
2. Guarantee the public realm Maximize Waterfront Access. The waters of San Diego Bay are the region's previous and shared asset. The design of places along the water's edge should respond to multiple and different upland conditions and provide access to the public throughout the Bay in a manner that is meaningful and compatible with adjacent uses. These differences range from the full potential	The project would improve public access of EMPS compared to existing conditions, in which the Bayside Summer Nights series requires a closure of the northwestern portion of EMPS from June through September, equivalent to a cumulative 120 days, and temporary closures of a portion of the promenade during events. As proposed, during performances and events held at EMPS, the entire	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
of the North Embarcadero as a major destination, to neighborhood places like Shelter Island and the Chula Vista Bayfront, to the working waterfront and the United States Navy, the United States Coast Guard, and to quiet natural edges along the Silver Strand, Grand Caribe Island and South Bay National Wildlife Refuge,	promenade would remain open to the general public including during events. Public access would be restricted within the Bayside Performance Park area of EMPS only during performance and event hours, allowing for public access throughout entire EMPS during non-event hours. Symphony performances, partnership performances, and event rentals would be limited to 15 percent of the year (equivalent to 55 full-day or 110 half-day events based on park hours) in order to maintain public access and recreation opportunities within the Bayside Performance Park for the remaining 85 percent of the year. The project would increase the number of events held each year compared to the existing temporary concert venue. The Symphony's current TUOP allows for up to 37 events each year (although the event space is closed to the general public for the consecutive 120-day period), and the temporary concert venue has a maximum capacity of 5,800. The proposed Bayside Performance Park would have a capacity of 10,000 seats, though the number of 8,000- to 10,000-seat events would be limited to no more than 6 each year. Additionally, the project includes enhancements to the existing recreational amenities at EMPS, as well as the widening of a portion of the public promenade. Therefore, the project would guarantee the public realm by maximizing use of EMPS and providing public recreational, cultural, and access enhancements.	
3. Celebrate nature and ecology Establish an Environmental Stewardship Strategy. Celebrate the whole Bay as an inter-related marine, estuarine, and bay ecosystem that is valued, managed, protected, and enhanced for its overall impact on biology, economic prosperity, public use, and enjoyment. Promote the careful integration of water, natural resources, open space, and buildings and	As discussed in Section 3.2, Project Vision, the Symphony's greater goal for the project is to bring the joy of music and nature to the general public. The project celebrates the natural beauty of the bay by providing a waterfront setting for civic and private events, and open-air seating for Symphony performances and other events. The project also includes installation of educational signage throughout EMPS.	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
connectivity of both terrestrial and aquatic habitats.		
4. Create a comprehensive open space plan Establish a plan for a continuous network that connects existing and new waterfront parks, streets, and other open spaces. Integrate this network with the Bayshore Bikeway, existing waterfront streets, and any existing and future ferry routes. Consider planning, programming, maintenance, and enforcement of new parks and water access provisions when making decisions related to open space.	The current configuration of EMPS is visually and physically divided into two distinct portions by the existing parking lot. The project would redevelop EMPS and reconfigure the existing parking lot layout to create a more continuous and connected park. The project has preserved the open space of EMPS through its open-air design and removable seating. Additionally, the project allows for visual continuity throughout the park by limiting the height and design of fencing (e.g., the majority consists of a 42-inch-tall slated metal fence). Additionally, the project would enhance the pedestrian promenade network by widening a portion of the promenade within EMPS.	Consistent
5. Provide easy mobility on land and water Develop a mobility plan that addresses both land and water transportation in a manner consistent with public health and clean air Work with appropriate agencies to avoid redundant policies and facilities to create maximum efficiency. Protecting the Bay as a shared navigational waterway is fundamental to the Port and will continue to guide future investments in water transportation. Together, water and land-based transportation infra-structure will help meet the region's mobility needs as part of a single, coordinated, transportation plan that reduces air pollution and promotes access to the Bay in order to facilitate the region's commerce, navigation, fisheries, recreation, and environmental preservation needs. Water transportation should address a range from individual swimmers, kayakers, pleasure boaters, fishing vessels, commercial vessels, ferries, water taxis, cargo, cruise, and naval and public safety vessels. Land transport should address a range from pedestrians, bicyclists, shuttles, autos, buses, light rail, and passenger and freight rail.	Section 4.11, Transportation, Circulation, and Parking, describes mitigation measures that would require the Symphony to continue to prepare and implement a traffic management plan with a parking plan component. The plan would include the Symphony's commitment to encouraging their patrons to arrive via public transit such as the trolley or ferry. The project would not alter any transportation infrastructure and would not restrict ease of mobility in the vicinity.	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
6. Streamline the approval process Create certainty throughout the approval process by improving efficiency and reducing redundancy and time required for action. Create regulations that clearly define what can be achieved without an amendment process. Use the amendment process when hardship and other conditions apply when conformance cannot be achieved. A land use plan should clearly distinguish public land uses from private land use opportunities. Public land uses include streets, parks, waterfront access corridors, easements, and rights-of-way. Private land uses support leasable land opportunities, define acceptable uses, build-out capacities, development requirements, and required mitigation and environmental compliance policies. The project review and approval process should require conformance to the Master Plan. The project review process should fully coordinate with local, state and regional land and water approval agencies to minimize duplication and redundancy. The purpose of implementing a progressive Port Master Plan is to clarify requirements that are flexible, agile, and adaptive to respond to changing economic conditions and needs overtime. Implement and adopt a Port Master Plan that is consistent with the Port Act, State Lands Commission requirements, and the California Coastal Act.	While this principle does not include action to be undertaken by the Symphony, it speaks to the District's efforts to streamline the approval process. Consistent with this policy, the project includes a PMPA to add a description of EMPS' existing and continued cultural use to the Marina Zone Subarea discussion of the Centre City Embarcadero Precise Plan. This EIR has been developed in compliance with CEQA, and outlines the project's compliance with other applicable federal, state, and local environmental regulations.	Consistent
Integrated Planning Vision, Vision Framework Report		
Section B., Public Access and Recreation **II**. Parks on the Water The goal is to expand available park space or improve existing parks to provide greater opportunities for the public to access the waterfront and enjoy amenities within and adjacent to these public spaces. Consider providing a variety of gathering spaces for multiple purposes and should be situated in small, medium and large	The project maximizes the use of EMPS by adding a permanent cultural use while maintaining public access to the waterfront and EMPS' primary use as a recreational facility. The project would enhance the existing recreational facilities at EMPS by refurbishing the basketball courts, gazebo, fitness equipment, and public restrooms. A portion of the promenade at EMPS would also be widened, and the majority	Consistent with Mitigation

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
configurations, as well as within and between developed spaces, to create attractive places that appeal to a broad spectrum of users. The District may want to conduct regular assessments of existing and proposed parks and their ability to accommodate a variety of programming options that will encourage activation of these public spaces. Promenades located along the edge of the waterfront, as well as at key locations through and between buildings or structures may create connections to the water's edge, as well as linkages to and throughout public park spaces. Consider also drought resistant plantings and allow for potential opportunities to accommodate Municipal Separate Storm Sewer System (MS4) permit "Alternative Compliance" projects	of landscaping would be of "very low" water use. As previously mentioned, the redevelopment of EMPS would also increase the continuity of the entire park by reconfiguring and relocating the parking lot. As previously stated, the number of events and maximum attendance would increase compared to existing conditions. With the project, general public access throughout EMPS outside of the Bayside Performance Park would continue to be unrestricted. Within the Bayside Performance Park, general public access would be limited to non-event hours, with paid-admission events limited to 110 half-days or 55 full-days each year. This is an improvement to existing conditions as the existing temporary concert venue is closed to the general public during the entire Bayside Summer Nights season (June through September each year). To account for the portion of EMPS that would be permanently converted to non-recreational use (e.g., the footprint of the performance stage and ancillary structure, box office, and food pavilion), MM LUP-1 requires the applicant to replace the lost public parkland within the District's jurisdiction at a 1:1 ratio.	
III. Facilitate Enjoyment of the Water The goal is to support a variety of activities on the water and the waterfront. Consider a comprehensive program for support structures that provide a variety of services, all adding to the enjoyment of the waterfront. An example of supporting structures includes the addition of piers in the Bay to support "Dock and Dine" opportunities.	The project would facilitate enjoyment of the water by providing a unique, cultural use at EMPS. The open-air performance and event venue, containing a stage shell that would allow one to see through to the other side, would provide views of the bay from the removable seating and elevated event lawn. Two 9-foot-by-14-foot video screens would be located within the stage and stage shell, which would reach a height of 57 feet high at its highest point and width of 119 feet at its widest point. The total stage structure (with back-of-house facilities) would have a footprint of 13,015 square feet (0.29 acre). The Bayside Performance Park would also include back-of-stage facilities, restrooms, food	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	and event pavilions, box office, removable seating, and elevated event lawn. The project would also construct back-of-stage steps and bay viewing deck (2,017 square feet or 0.05 acre) would be open to the public during non-event hours and during some events. Public recreational amenities, including basketball courts, gazebo, fitness equipment, and public restrooms, would also be refurbished throughout EMPS. The entire Bayside Performance Park, including the elevated event lawn, would be open to the public during non-event hours for bay viewing.	
IV. View Corridors While direct access to the waterfront is important for a successful Port, there are opportunities to bring the element of the waterfront further into adjacent upland areas through a view of the Bay. A view of the Bay and of the features on or near the water can create awareness and sense of place beyond the immediate waterfront. To garner a healthy relationship with the Bay and its users, consider, where possible, extending this visibility deep into surrounding communities to create a sense of accessibility to the Bay where physical access may not be possible	The project would maximize the benefit of its waterfront location through its open-air design. An improvement to the existing temporary concert venue's screened fencing, the Bayside Performance Park would utilize mainly 42-inch-tall, slated metal fencing with only small segments of 8-foot-tall, slated metal fencing to allow for higher visibility throughout the site. The elevated event lawn within the Bayside Performance Park would also increase views of the bay from EMPS, and this area would be open for public use outside of event hours. The project would also widen a portion of the promenade within EMPS, maximizing public access to the waterfront at this location. The proposed design of the performance stage shell mimics that of the nearby Convention Center, helping to create a sense of place for the South Embarcadero area. Though the stage shell would reach a width of 119 feet at its widest point and height of 57 feet at its highest point, it is not anticipated to create a significant adverse effect on views of the waterfront. The performance stage shell design would appear streamlined in views of the San Diego skyline, and would draw the eye down to the bay from the high-rise buildings in its background.	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
South Embarcadero Urban Design and Signage Guidelines, Design Principles		
Provide public access to the waterfront. Public access is defined as a right by the community-at-large to approach, enter, or use a pathway or space.	The project would improve accessibility throughout EMPS compared to existing conditions, as the temporary concert venue restricts public access to the northwester portion of EMPS from June through September each year. As such, the temporary concert venue is closed to the general public for 120 consecutive days each year. The proposed permanent performance and event venue would remain open for general public use when events are not being held, and events would also be limited to 15 percent of the year in order to maintain public access for the remaining 85 percent of the year, during normal park hours. With project implementation, paid-admission events would be limited to 110 half-days or 55 full-days each year. As previously discussed, the project would widen a portion of the promenade, which would remain open at all times during normal park hours (even during event hours). Lastly, no changes would be made to operation of the Embarcadero Marina Park Pier, which would remain open during construction with the exception of short periods of closure in accordance with MM REC-1.	Consistent
Enhance the urban pedestrian environment. The public use areas should be inviting, safe, and attractive for visitors to the District.	As previously discussed, the promenade around the perimeter of the Bayside Performance Park would be widened. Additionally, public access wayfinding signage and educational signage would be installed throughout EMPS to enhance the pedestrian experience. Nighttime security and wayfinding lighting would also be installed to increase nighttime pedestrian safety.	Consistent
Appropriate scale. Scale of the proposed site elements should be compatible with existing elements and uses.	The project would appear more streamlined and would not be any taller than the existing temporary concert stage house. The project's reconfiguration of the parking lot and less intensive fencing would also improve site continuity and visibility throughout EMPS. All project components, which are intended for	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	public access, recreational and cultural uses, would be compatible with the existing site elements and uses.	
"Timeless" Design. The design character of the site elements should be classic, bringing Port and the South Embarcadero into the new millennium.	The timeless architectural design of the performance stage would complement the existing San Diego skyline and surrounding development. The materials used in the stage shell would mimic that of the nearby Convention Center, helping to create a distinct South Embarcadero area.	Consistent
Protect and enhance views of the bay. The views of the bay are the main attraction of the South Embarcadero and should be enhanced and improved.	As previously discussed, the elevated event lawn area would provide enhanced views of the bay from this portion of EMPS. Additionally, as detailed in Section 4.1, the project would be an aesthetic improvement compared to the existing temporary concert venue, which consists of portable, bulky metal stage house and bleachers. The stage, stage shell, and ancillary facilities, which would reach a width of 119 feet at its widest point and 57 feet at its highest point, would partially block some views of the bay from interior locations within EMPS, depending on the location and direction in which the view is facing; however, extensive views of the bay would still be visible by the general public from throughout the EMPS. Additionally, the project has been designed to be architecturally pleasing and to complement the surrounding environmental and existing development so as to not detract from views of the bay. The project would also provide a bay viewing deck at the back of the stage, which would remain open to the general public outside of events and could remain open during some events, depending on the programming.	Consistent
Integrated Design. Site elements should be internally related and integrated with surrounding external features.	The project would increase continuity throughout EMPS by reconfiguring the parking lot and connecting the north and south park areas. Additionally, the enhanced facilities throughout EMPS would be of consistent design with the Bayside Performance Park. As previously discussed, the permanent	Consistent

Table 4.7-2 District Plan and Policy Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	performance stage shell would complement the design of the Convention Center by mimicking the material used in its roof.	
Part of a background vocabulary. The site elements should not be a collection of decorated "attractions". They should not distract from the views of the bay.	The project would maximize views of the bay from within EMPS through its open-air concept and elevated event lawn. The permanent performance stage and ancillary structures would appear streamlined, and would not distract from views of the bay. Figure 4.1-3 provides visual simulations of the project from designated Vista Areas, showing the aesthetic improvement the project provides compared to the existing temporary concert venue.	Consistent
Maintainable. Site elements should be maintainable within the generally accepted resources and practice of the Port.	Maintenance of EMPS would continue to occur as it does currently, with the exception that the Bayside Performance Park portion, which would be maintained by the Symphony. Site maintenance requirements would be included in the Real Estate Agreement between the Symphony and the District.	Consistent
Budget feasibility. The costs of the site improvements should be within the generally acceptable resources of the Port and/or Tenants.	The Symphony would fund the project, including construction of the Bayside Performance Park, public art installation, and public recreational enhancements throughout EMPS. The Real Estate Agreement between the Symphony and the District would describe terms of the project and be agreed upon by both parties prior to finalization.	Consistent
South Embarcadero Urban Design and Signage Guidelines, Signage Principles		
Improve public access to/from Harbor Drive to the promenade and other waterfront destinations	The project does not include improvements outside of the boundaries of EMPS. However, it includes public access improvements within the EMPS such as widening of a portion of the promenade and public access wayfinding signage.	Consistent
Develop a distinct identity for the South Embarcadero area	As previously described, the project's performance stage shell includes materials that mimic the materials of the Convention Center roof. This would help to create a distinct identity for the South Embarcadero area.	Consistent

Table 4.7-2
District Plan and Policy Consistency Analysis

Policy, Goal, or Objective	Discussion	Finding
Create awareness and increase visitation of public parks and open spaces	The project is anticipated to attract more users to EMPS through its recreational enhancements and development of a permanent cultural use at the site. Rehearsals would be open to the public, and the Symphony's anticipated programming would include 4 free public days and 12 other free public programs each year, bringing the arts to a wider group of people.	Consistent
Encourage non-automotive pedestrian linkages within the South Embarcadero	The project would widen a portion of the promenade at EMPS from 8-feet-wide to 10-feet-wide.	Consistent
Proactively incorporate accessibility for the disabled population within the design	The project has been designed according to Americans with Disabilities Act (ADA) regulations and would be fully accessible by disabled patrons and members of the public.	Consistent
In conjunction with site and streetscape improvements, project an attractive, quality image	As discussed previously, the project would provide an aesthetic improvement compared to the temporary concert facility utilized from June through September. The architectural design of the stage shell would complement surrounding development.	Consistent

The project is within the Coastal Zone, and therefore is subject to the CCA. The project would include issuance of a non-appealable CDP as the proposed development type is not listed as an "appealable project" per Chapter 8 Ports (Pub. Res. Code §30715). Table 4.7-3 provides a discussion on the project's consistency with applicable policies of CCA, namely those included in Chapter 8 of the CCA as the project is not listed as an "appealable project" or located in an area designated as a wetland, estuary, or existing recreation area indicated in Part IV of the California Coastal Zone Conservation Plan (1975). However, a discussion of the project's consistency with Chapter 3 policies is also included for informational purposes.

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
California Coastal Act Chapter 3 (For Informational Purposes)		
Section 30210: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.	As described in Section 3.4.2, Public Access, public access to approximately two-thirds of EMPS would remain available to the general public 100 percent of the year during normal park hours. Approximately one-third portion of EMPS designated as the Bayside Performance Park would be open to the general public approximately 85 percent of the year following project construction with no limitations on access during normal park hours (other than the performance stage, back-of-house facilities, two kiosks, and a box office). Use of the Bayside Performance Park for paid admission and rental events would be limited to 15 percent of the year (equivalent to 55 full day or 110 half day events based on Park hours) with the exception that during certain events, the back-of-stage steps and deck would remain open to the public for use. Though the number of annual events would increase, public accessibility during events held at the Bayside Performance Park would be improved compared to existing conditions because the entire temporary concert venue is closed to the general public from June through September, equivalent to 120 consecutive days. The project has been designed to maximize public accessibility of the site and facilitate a continued cultural use of the site for a diverse audience. The Symphony would hold free public events as part of their Education and Public Engagement Program. A portion of the promenade around the perimeter of EMPS would be widened and the entire promenade would remain open to the general public at all times during normal park hours, including during events. The public accessibility of the site would be clearly marked through signage throughout EMPS. The project also includes the enhancement of public amenities within EMPS, which	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	would maximize public access and enjoyment of the park. These enhancements include the refurbishment of the existing benches, basketball courts, public restrooms, gazebo, and exercise equipment; widening of the promenade around the Bayside Performance Park to 12 feet; adding 4 additional parking spaces and 4 additional public restrooms; and installing new landscaping throughout EMPS. The project would increase public safety within EMPS through its redevelopment, nighttime lighting, and increased use and security (see Section 4.8, Public Services) and would not result in an overuse of natural resources as EMPS is already a developed site. Therefore, the project would be consistent with Section 30210 of the Coastal Act.	
Section 30211: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	The project would not interfere with the public's access to the sea, as access to the public promenade around the perimeter of EMPS would be maintained at all times during normal park hours, even during event hours. Compared to existing conditions, in which the temporary concert venue is closed to the general public for approximately 120 consecutive days (June through September) each year, the project's closure of this portion of EMPS for 110 half days or 55 full days each year is an improvement in accessibility. The remaining portion of EMPS would have no public access restrictions at any time, other than the normal park hours. MM REC-1 also requires that access to the Embarcadero Marina Park Pier at EMPS o remain open to the public both during construction and operation of the project, consistent with this policy. During events held at Bayside Performance Park, the majority of the parking spaces on-site would be reserved for public park users. The site currently has 132 spaces and an additional 4 are proposed with the project. The Real Estate Agreement would permit the Symphony or event rentals to utilize	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	56 parking spaces during events; the remaining parking spaces would remain open to park users. The Symphony would not be permitted to reserve these parking spaces during non-event day rehearsals. Appropriate wayfinding signage would be placed throughout EMPS to direct the public to public access points and notify of amenities open to the public, such as the promenade and back-of-stage steps and deck. Additionally, the project would introduce a unique cultural use to the waterfront site, aiming to connect a larger, more diverse group of people to the arts through Bayside Performance Park and the Symphony's Education and Public Engagement Program, which includes free public events, among other events and outreach activities described in Section 3.4.7.1, Bayside Performance Park Programming. Additionally, rehearsals would be open to the general public. Therefore, the public's right of access to the sea would not be obstructed by the project; and the project has been designed to maximum waterfront opportunities.	
Section 30212 New development projects (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private associated agrees to accept responsibility for maintenance and liability of the accessway. (b) For purposes of this section, "new development" does not include: (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610. (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed	Access to the waterfront from the nearest public roadway, Marina Park Way, currently exists at EMPS and would not be altered by the project. The project would reconfigure the parking lot layout and add 4 new parking stalls, creating a more connected park and maintaining public access to the waterfront along the promenade that travels the entire perimeter of the site. As part of the project, the promenade around the perimeter of the Bayside Performance Park would be widened from 8 feet to 12 feet. Additionally, as discussed previously, MM REC-1 requires public access to the Embarcadero Marina Park Pier at EMPS to be maintained during construction and operation.	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure. (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure. (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure. (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determined that the activity will have an adverse impact on lateral public access along the beach. As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure. (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.		
Section 30212.5 Public facilities; distribution Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	The project would redevelop an existing park (EMPS) by enhancing existing recreational facilities, as described in the discussion for CCA Section 30210 of this table. The District maintains numerous waterfront parks along the San Diego Bay and does not have a disproportionate concentration of parks in any one area. While the EMPS is located just across the Marriot Marina inlet from EMPN, the two parks are located in an otherwise densely developed area with surrounding commercial and residential uses in downtown San Diego. Additionally, there is no permanent, outdoor, waterfront	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	performance and event venue located in the project vicinity, which the project would provide.	
Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facility.	As part of the annual operation of the Bayside Performance Park, low-cost visitor serving opportunities would be provided, as feasible, including reduced admission pricing, free admission to rehearsal performances, concerts, public events, and public educational programming. Specifically, the Symphony's anticipated programming projects that it would host 4 free public performance events and 12 other free Education and Public Engagement Program events each year in addition to the open rehearsals, in which the Bayside Performance Park would be open to the public free of charge. This is a substantial increase from the one free public performance currently held each year during the Bayside Summer Nights season and would further the District's goals of activating the waterfront. Additionally, the project would provide the public with a free public art display in the form of an LED light art installation on the stage shell.	Consistent
Section 30214 Implementation of public access policies; legislative intent (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to	The proposed site of the Bayside Performance Park, a 3.68-acre portion of EMPS, has been used since 2004 as a temporary performance and event venue between June and September each year for paid admission and rental events. Proposed improvements to the Bayside Performance Park include a permanent performance and event venue with ancillary facilities to be operated year-round. While EMPS is open to the general public during hours similar to other Port parks, the Bayside Performance Park would be open to the general public 85 percent of the year with exception to the performance stage, back-of-house facilities, kiosks and a box office which will be unavailable to the public at all times. The remaining two-thirds of EMPS would remain open to the general public 100 percent of the year. Use of the Bayside Performance Park for paid	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution. (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.	admission and rental events shall be limited to 15 percent of the year (equivalent to 55 full day or 110 half day events based on Park hours). Continuous public access on the waterfront promenade around the Bayside Performance Park would be maintained at all times during normal park hours. The project would enhance existing amenities within EMPS by refurbishing the existing facilities with new materials, as described previously under CCA Section 30210 of this table. The Symphony would be responsible for maintaining the area within Bayside Performance Park in accordance with the Real Estate Agreement with the District. The District would continue to maintain the portion of the EMPS outside of the Bayside Performance Park.	
Section 30220 Protection of certain water-oriented activities Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.	The existing recreational Embarcadero Marina Park Pier would not be affected by the project, and public access to the waterfront would be maintained. The project would not result in a use of a coastal area that restricts water-oriented recreational activities.	Consistent
Section 30221 Oceanfront land; protection for recreational use and development Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.	EMPS is surrounded by the San Diego Bay and is not “oceanfront” land. The entire EMPS would continue to be used for recreational purposes upon completion of the project, with the exception of the stage and back-of-house facilities, box office, and food pavilions, which would not be open to public access at any time. To mitigate this permanent loss in public parkland, MM LUP-1 requires a 1:1 replacement through acquisition or improvement off-site. In accordance with MM LUP-1, the applicant would provide for the acquisition or improvement of 15,090 square feet of public park space within the District’s jurisdiction.	Consistent with Mitigation

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	As discussed for several policy discussions preceding this discussion, only the Bayside Performance Park portion of EMPS would be closed during events, and paid admission and rental events would be limited to 15 percent of the year. At all times, the entire promenade would be open for public access, including along the perimeter of the Bayside Performance Park. The project also includes multiple public park enhancements including the widening of the public promenade around the perimeter of the Bayside Performance Park, refurbishment of recreational facilities and provision of additional parking and public restrooms. Therefore, the project would not preclude the use of EMPS for recreational purposes.	
Section 30231 Biological productivity; water quality The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	As discussed in Section 4.5, Hydrology and Water Quality, storm water best management practices (BMPs) would be employed during both construction and operation of the project in accordance with applicable District and state storm water policies to control and filter runoff prior to its entering the bay. The project would improve the drainage system of the site by introducing vegetated swales and media filters and a modular wetland/stormwater treatment and drainage system, as well as other drainage and filtration improvements such as flap gate backflow prevention devices on the storm water conveyance pipes, to be installed landward within the project boundaries. Lawn and sand-based synthetic turf areas have also been strategically designed to provide maximum filtration and reduce the volume and velocity of storm water runoff on-site. Therefore, the project design has taken means to protect water quality of the San Diego Bay.	Consistent
Section 30234.5 Economic, commercial, and recreation importance of fishing The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.	As previously discussed, the existing Embarcadero Marina Park Pier would not be affected by the project and public access to the pier would be maintained both during construction (per MM REC-1) and during operation of the project, with the exception of possible brief access	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	closures to maintain public safety during construction. The project also would not result in a use of a coastal area that restricts the economic or commercial importance of fishing activities.	
Section 30250 Location; existing developed area (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.	The project is located on the edge of the densely developed downtown San Diego. The site is completely developed and would not result in an impact to coastal resources. As detailed in Section 4.5, Hydrology and Water Quality, the project would not significantly impact water quality of San Diego Bay. The project would maintain the use of the site as a waterfront recreational park but with an added cultural use. Therefore, the project would not have a significant adverse effect on coastal resources.	Consistent
Section 30251 Scenic and visual qualities The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	The project has been designed so as not to detract from the scenic views of the bay. For example, the stage shell would be open so that one could see through the back of the stage to the water. The stage shell has also been designed to mimic the Convention Center roof to create an overall sense of place for the South Embarcadero area, consistent with the PMP's Centre City Embarcadero Precise Plan. The project would not detract from views of the bay (see Figure 4.1-3 in Section 4.1, Aesthetics and Visual Resources), and the stage's low profile when compared to the greater San Diego skyline would draw the eye down to the bay. Additionally, the project's architectural stage design would improve the aesthetic condition of EMPS when compared to the existing temporary performance and event venue, which includes a bulky, metal stage, stage house and bleachers. The exterior shell of the Bayside Performance Park would be of	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	consistent height as the temporary stage house set up. Two 9-foot-by-14-foot video screens collocated with the performance stage and an elevated lawn would slightly obstruct views of the bay from interior locations within EMPS, depending on direction of the viewpoint. Two 9-foot-by-14-foot video screens would be located within the stage and stage shell, which would have a footprint of 13,015 square feet (0.29 acre). The exterior shell would be a maximum height of 57 feet and maximum width of 119 feet and would be sited and designed to protect and enhance public views towards the bay, as well as the overall visual character of EMPS. Additionally, a new bay viewing deck (concrete steps and deck encompass 2,017 square feet or 0.05 acre) would be open to the public during non-event hours, improving coastal visual access in the park. Amenities such as decorative paving, signage, public art features and low-level lighting to improve access and safety would also be included. The proposed project would ensure that the existing public promenade would remain open at all times. 42-inch-tall perimeter fencing between the Bayside Performance Park and public promenade would be rolled in during events, with a one-foot-wide planter area on either side and large removable portions to provide public access throughout the Bayside Performance Park during non-event hours Therefore, the project would both be compatible with the character of the surrounding area and protect and enhance views of the bay.	
Section 30252 Maintenance and enhancement of public access The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation	EMPS is accessible via multiple modes of transportation, including by foot, vehicle, bicycle, and transit and ferry service. EMPS includes a parking lot for park users, and the project would increase the number of parking stalls on site by 4. During events, 56 parking stalls may be utilized by the Symphony in accordance with a Real Estate Agreement with the District. The Symphony may allow external parties to utilize these parking	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
within the development, (4) providing adequate parking facilities or providing substitute means or serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.	spaces during event rentals as well, though they would not be permitted to reserve the parking spaces during rehearsals. The remaining 76 parking stalls at EMPS would be reserved for the general public/park users during events. Outside of events, all parking spaces would be available to the general public. Additionally, the Symphony would continue to prepare and implement a parking plan as described in Section 4.10, Transportation, Circulation, and Parking, including securement of off-site parking and shuttle service, which would mitigate impacts to parking availability during events. The portion of the pedestrian promenade around the perimeter of the Bayside Performance Park would also be widened, increasing pedestrian circulation of EMPS. Therefore, adequate public access to the waterfront at EMPS would be maintained and facilitated by the project.	
Section 30253 Minimization of adverse impacts New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	As discussed in Section 4.3, Geology and Soils, the project site does not have high potential for erosion, cliff/bluff failure, or landslides. There is also low risk for fire hazards at the site. However, the project site is subject to seismic ground shaking and liquefaction due to its composition of artificial fill placed over bay sediments. The project would be required to prepare a geotechnical investigation report prior to obtaining construction permits from the City of San Diego per Municipal Code Section 145.1803. This report would include a detailed, field-based assessment of geologic hazards on-site and recommendations for mitigating such hazards. The project would minimize risk to life and property resulting from geologic hazards as a result of implementation of these recommendations. Additionally, the project would result in a lower-risk, more structurally sound performance and event venue and ancillary facilities compared to the existing temporary venue structures currently utilized at EMPS. As discussed in Section 4.2, Air Quality, the project would be consistent with	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
	California Air Resources Board requirements. The project's energy consumption would be minimized through the sustainability features incorporated in the project design, including energy-efficient LED lighting, passive air cooling techniques within the project structures, and wildlife-proof waste and recycling receptacles. MM GHG-3 would also require the installation of photovoltaic panels within the parking lot to increase renewable energy usage. The project would protect the unique characteristics of the downtown San Diego waterfront as a popular visitor destination by providing enhanced public amenities at EMPS. The project would also help activate the waterfront by enhancing EMPS's recreational amenities and constructing a permanent performance and event venue to facilitate the continued cultural use of the site. The project is anticipated to increase visitors to EMPS and enhance the quality of the adjacent areas. It is anticipated to be utilized by the Symphony for orchestra and other performances as well as other civic and private event holders, such as the nearby Convention Center, charitable fundraising organizations, and community groups.	
California Coastal Act Chapter 8		
Section 30708 Location, design and construction of port-related developments All port-related developments shall be located, designed, and constructed so as to: (a) Minimize substantial adverse environmental impacts. (b) Minimize potential traffic conflicts between vessels. (c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities. (d) Provide for other beneficial uses	Any significant environmental impacts resulting from the project would be mitigated to less than significant levels in accordance with this EIR, with the exception of GHG emissions, for which the project would result in a significant and unavoidable impact following mitigation for year 2030. The project also includes sustainability features (see Section 3.4.3 Sustainability Features) to conserve energy and water. The project would not interfere with vessel traffic or other port activities such as shipping industries. Additionally, the project site is an existing park (EMPS) and would not be utilized for navigational facilities, shipping industries, and necessary support and	Consistent with Mitigation

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. (e) Encourage rail service to port areas and multicompany use of facilities.	access facilities with or without the project. The project would have no impact on wildlife habitat as it is located within the completely developed EMPS, which contains only developed areas and non-native landscaping. The project would maintain the existing recreational use of EMPS while constructing a permanent performance and event venue to facilitate the continued cultural use of the EMPS. However, the performance stage and back-of-house facilities, box office, and food pavilions would not be open to public access at any time and therefore result in a permanent loss in public parkland. To mitigate this loss, MM LUP-1 requires the applicant would provide for the acquisition or improvement of 15,090 square feet of public park space within the District's jurisdiction (i.e., a 1:1 replacement).	
Section 30715 Permit authority; appealable approvals (a) Until such time as a port master plan or any portion thereof has been certified, the commission shall permit developments within ports as provided for in Chapter 7 (commencing with Section 30600). After a port master plan or any portion thereof has been certified, the permit authority of the commission provided in Chapter 7 (commencing with Section 30600) shall no longer be exercised by the commission over any new development contained in the certified plan or any portion thereof and shall at that time be delegated to the appropriate port governing body, except that approvals of any of the following categories of development by the port governing body may be appealed to the commission: (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation. A development which has a	The project involves construction of a permanent outdoor performance and event venue and enhancement of recreational amenities within an existing park (EMPS) to activate its recreational uses and introduce a permanent cultural use. EMPS is currently utilized for performances and events, similar to those proposed by the project, through the temporary concert venue that is constructed and deconstructed each season. The project does not meet the categories listed in this policy (e.g., natural gas and crude oil development; wastewater treatment facility; roads/highways; office and residential buildings, hotels, shopping facilities, commercial fishing facilities, and recreational small craft marina; oil refineries; petrochemical production plants; or maintenance dredging). Therefore, pursuant to Chapter 8 Port, Article 3 Implementation: Master Plan §30715, the project may not be appealed to the CCC and the project requires a non-appealable Coastal Development Permit pursuant to the District's authority.	Consistent

Table 4.7-3 California Coastal Act Consistency Analysis		
Policy, Goal, or Objective	**Discussion**	**Finding**
significant impact shall be defined in the master plans. (2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels. (3) Roads or highways which are not principally for internal circulation within the port boundaries. (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities. (5) Oil refineries. (6) Petrochemical production plants. (b) If maintenance dredging is part of, or is associated with, any category of development specified in paragraphs (1) to (6), inclusive, of subdivision (a), the commission shall not consider that maintenance dredging in its review and approval of those categories.		

The project is not within an identified APZ for NASNI, and no ALUCP current exists for NASNI. Per the SDIA ALUCP, San Diego County ALUC consultation is required for projects within Review Area 2 that would increase height limits and have also received a Notice of Presumed Hazard, Determination of Hazard, or Determination of No Hazard subject to conditions from the FAA and/or would create hazards. The project would place permanent structures in EMPS where no permanent structures exist; however, the project's stage would not increase the maximum height (57 feet) from the top of the temporary concert stage house that exists at the site from June through September. Additionally, the stage is located near much taller development in downtown San Diego and at the edge of the waterfront approximately 1.75 miles from SDIA. Therefore, the project is not anticipated to cause a hazard to SDIA operations per Section 4.4, Compatibility of Structures and Objects, of the SDIA ALUCP. However, the project triggers the need for FAA filing per the FAA's online Notice Criteria Tool (FAA Notice of Proposed Construction or Alteration, Form 7460-1), and the FAA would make the final determination regarding hazard to air navigation (e.g., Notice of Presumed Hazard, Determination of Hazard, Determination of No Hazard subject to conditions or, alternatively, Determination of No Hazard). The determination would be necessary to determine whether San Diego County ALUP consultation is required, in accordance with the SDIA ALUCP. Because existing

regulation requires the project to be filed with the FAA, the project would complete the filing within the required timeline of at least 45 days prior to construction commencing. Should the FAA confirm that the project would not result in hazards; no consultation with the San Diego County ALUC would be required. If the FAA determines a hazard exists, San Diego County ALUC consultation would be required to maintain consistency with the SDIA ALUCP. Therefore, because the project would not increase the net height of structures at EMPS, and compliance with existing regulation addresses the SDIA ALUCP requirements, the project would not conflict with an applicable airport land use plan.

As discussed above in Tables 4.7-2 and 4.7-3, the project would permanently remove approximately 15,090 square feet of public parkland within EMPS for installation of the performance stage and back-of-house facilities, box office, and food pavilion area, all of which would not be accessible by the public. This removal in public parkland would be potentially inconsistent with PMP Section IV and Section IX, Integrated Planning Vision Section B., Public Access and Recreation II., and CCA Section 30221 and 30708. Therefore, MM LUP-1 is required to mitigate the loss in parkland through a 1:1 replacement at an off-site location within the District's jurisdiction. With mitigation, the project would be consistent with all applicable land use plans and policies and impacts would be less than significant.

b. Level of Significance prior to Mitigation

Due to a permanent loss in public parkland, the project would be inconsistent with the PMP, and CCA, Integrated Planning Vision. Impacts would be significant without mitigation. Otherwise, with implementation of the PMPA, the project does not conflict with the Integrated Planning Framework Report, South Embarcadero Urban Design and Signage Guidelines, or South Embarcadero Public Access Plan. Additionally, compliance with existing law or regulation would ensure consistency with the requirements of the SDIA ALUCP.

c. Mitigation Measures

MM LUP-1: Off-Site Public Park Space

The applicant shall replace the loss of the permanent use of existing parkland within the EMPS resulting from the project on a 1:1 basis by paying to the District a financial contribution to acquire, create, or improve approximately 15,090 square feet (0.35 acre) of land at or adjacent to Pepper Park in the National City Bayfront for recreational purposes consistent with the Park/Plaza designation in the Port Master Plan. The financial contribution shall be in an amount equal to the cost of converting approximately 15,090 square feet (0.35 acre) of unimproved space into improved park/plaza space. The applicant shall pay the financial contribution prior to the commencement of grading or construction activities on the project site. Priority of the expenditure of the contribution shall first be toward the acquisition and/or the creation of new park/plaza space adjacent to Pepper Park as part of a future expansion; and second toward improvements at Pepper Park. ~~Prior to the commencement of grading or construction activities on the project site,~~

~~the applicant, in consultation with and subject to the approval of the District, shall provide for the acquisition, creation, or improvement of land for recreational purposes. The acquisition, creation, or improvement shall total 15,090 square feet, or a 1:1 replacement ratio, at an off-site location within the District's jurisdiction to replace the loss of existing parkland resulting from the project.~~

d. Level of Significance after Mitigation

With implementation of MM LUP-1, impacts to land use and planning would be less than significant.

4.8 Noise

4.8.1 Overview

This section describes the existing conditions and applicable laws and regulations associated with noise, as well as an analysis related to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project) potential to result in noise that have adverse effects on the surrounding community. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in San Diego Unified Port District (District) tidelands. Information presented in this section is largely based on the Noise Analysis (Appendix M) prepared by RECON Environmental in February 2017. Based on the discussions provided in the following subsections, the project-generated noise would have a less than significant impact on the surrounding community.

4.8.2 Existing Conditions

4.8.2.1 Fundamentals of Noise and Vibration

a. Fundamentals of Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called "A-weighting" is used to filter noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the "A-weighted" levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted and "dB(A)" is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1,000-fold increase, etc. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dB(A) or in terms of acoustical energy. Two equivalent

noise sources do not sound twice as loud as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A), increase or decrease; that a change of 5 dB(A) is readily perceptible; and that an increase (decrease) of 10 dB(A) sounds twice (half) as loud (California Department of Transportation [Caltrans] 2013).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

- The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. For example, $L_{eq(1h)}$ is the equivalent noise level over a 1-hour period and $L_{eq(8h)}$ is the equivalent noise level over a 8-hour period. $L_{eq(1h)}$ is a common metric for limiting nuisance noise whereas $L_{eq(8h)}$ is a common metric for evaluating construction noise.

- The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. Over some time interval, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

b. Fundamentals of Vibration

Vibration consists of energy waves transmitted through solid material (Federal Transit Administration [FTA]). Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz (FTA 2006a).

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Instantaneous groundborne vibration is measured by its peak particle velocity (PPV). The PPV is normally described in inches per second (inch/sec). Excessive groundborne vibration has potential to result in structural damage.

Continued vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hertz), or when foundations or utilities, such as sewer and water pipes, connect the structure and the vibration source.

c. Noise-Sensitive Receptors

Noise-sensitive receptors are associated with land uses wherein indoor and/or outdoor human activities may be subject to stress and/or significant interference from noise. They include residential (single- and multi-family dwellings, mobile home parks, dormitories and similar uses); transient lodging (which are sensitive at night including hotels, motels and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and other places of public gathering. In addition to buildings, exterior use areas may also be considered noise-sensitive receptors. Exterior use areas are areas where frequent human use for prolonged periods (at least an hour) may reasonably occur. Common examples of exterior use areas include residential backyards, multi-family communal areas, patios, picnic areas, recreation areas, playgrounds, active sports areas, and parks.

d. Vibration-Sensitive Uses

The FTA has identified the following three categories of vibration-sensitive uses:

Category 1 – High Sensitivity Uses:
Buildings where ambient vibration well below levels associated with human annoyance is essential for equipment or operations within the building. Typically uses covered in Category 1 include vibration-sensitive research and manufacturing facilities, hospitals, and university research operations.

Category 2 – Residential Uses:
Buildings where people sleep. Typical uses covered in Category 2 include residential, hotels, and hospitals.

Category 3 – Institutional Uses:
Buildings that do not have vibration-sensitive equipment, but still have the potential for activity interference. Typical uses covered in Category 3 include schools, churches, other institutions, and quiet offices.

e. Detrimental Effects of Noise Pollution

Noise pollution may have a detrimental effect on health and quality of life and may also result in health impacts. At extremely high noise levels, short-term detrimental health effects may include pain and temporary or permanent hearing loss; however, in general short-term exposure to noise is not considered a health risk (U.S. EPA 1981). The U.S. EPA has identified a protective level for hearing of 75 dB over an 8 hour period (U.S. EPA 1981). Numerous studies have documented correlation between long-term exposure to excessive noise levels, hearing impairment, and stress-induced health effects such as hypertension and other cardiovascular disorders (U.S. EPA 1981). Effects on quality of life include sleep disturbance, impairment of classroom learning, speech interference, task interference, and general annoyance.

As discussed in the U.S. EPA's Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with and Adequate Margin of Safety, evaluation of detrimental effects of noise pollution must recognize the setting of noise exposure (U.S. EPA 1974). The noise exposure setting of may be characterized as:

> Places where people are exposed to environmental noise for extended periods of time, such as dwellings;
>
> Places where people spend are exposed to environmental noise for extended periods of time that are usually less than twenty-four hours, such as school classrooms or occupational settings; or
>
> Noise exposure of an individual irrespective of area of condition.

Most noise environments are characterized by repetitive behavior from day to day, with some variation imposed by differences between weekday and weekend activity. The natural choice of duration for assessing detrimental effects of chronic noise exposure in residential areas is the 24-hour day (U.S. EPA 1974). Exposure at other areas where people spend extended periods of time such as classrooms or occupational settings are related to the typical 8-hour workday.

Adequate protection of the public against involuntary exposure to environmental noise requires special consideration of physical setting and the communication needs associated with each (U.S. EPA 1974). It is important to note the distinction between voluntary and involuntary exposures. For recreational areas noise exposure is voluntary. Exposures to high levels of environmental noise are often produced or sought by the individual (U.S. EPA 1974). For example, voluntary exposures to loud music are common. Consequently, the detrimental effects of noise pollution with regard to annoyance (i.e., quality of life) must be applied only to involuntary exposure (U.S. EPA 1974).

4.8.2.2 Environmental Setting

a. Existing Noise Levels

Existing noise levels in the vicinity of the project site were measured on September 16, 2016. Six measurements were made in the vicinity of the project site, as described below. These ambient noise measurements were made on a night when no event was occurring but during typical event hours (between 7:00 p.m. and 10:00 p.m.). The locations of the measurements are shown on Figure 4.8-1 and a summary of the measurements is provided in Table 4.8-1. Noise measurement locations were selected based on input from the community and with consultation from District staff and include both noise-sensitive land uses and outdoor use areas. For a more complete discussion of measurements methods and observations, and model inputs refer to the Noise Analysis (see Appendix M) prepared by RECON Environmental in February 2017.

The Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component Final Environmental Impact Report analysis included long-term ambient noise measurements at EMPS (District 2016). These long-term ambient noise measurements were conducted between April 6 and April 7, 2015. The long-term measurements location is also shown on Figure 4.8-1. The measured CNEL at EMPS was 61.1 dB(A). Measured daytime and evening noise levels (7:00 a.m. to 10:00 p.m.) ranged from 53.0 to 61.4 dB(A) L_{eq}. The loudest hourly noise level was recorded between 6:00 p.m. and 7:00 p.m. Measured nighttime noise levels (10:00 p.m. to 7:00 a.m.) ranged from 52.2 to 56.6 dB(A) L_{eq}.

The San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events Project Environmental Impact Report analysis included long-term ambient noise measurements at locations including Shelter Island, B Street Pier, Coronado Municipal Golf Course, along 31st Street in National City, Chula Vista Wildlife Reserve, and at a lifeguard tower at Imperial Beach (District 2017). These long-term ambient noise measurements were conducted between August 3 and 6, 2016. Excluding a 20-minute portion of the measurements that overlapped with the fireworks display, the noise level at the B Street Pier was 62.6 CNEL and the noise level measured at the Coronado Municipal Golf Course was 65.6 CNEL. Hourly noise levels at the B Street Pier ranged from 55.8 to 65.8 dB(A) L_{eq} during daytime hours, from 55.2 to 64.5 dB(A) L_{eq} during evening hours, and from 41.4 to 59.2 dB(A) L_{eq} during nighttime hours. Hourly noise levels at the Coronado Municipal Golf Course ranged from 49.2 to 75.4 dB(A) L_{eq} during daytime hours, from 49.9 to 70.1 dB(A) L_{eq} during evening hours, and from 41.3 to 59.5 dB(A) L_{eq} during nighttime hours. Average daytime and evening noise levels varied by less than a decibel at both locations.

No ambient noise level measurements were taken at EMPN. The acoustic environment at EMPN is similar to the acoustic environment at EMPS. Thus, ambient noise levels at EMPN would be expected to be similar to ambient noise levels at EMPS.

Image Source: Nearmap (flown July 2016)

0 Feet 650

Project Location

Noise Measurement Location

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FIGURE 4.8-1

Noise Measurement Locations

Table 4.8-1 Ambient Noise Measurements				
I.D.	Location	Average Noise Level [dB(A) L_{eq}]	Noise Level Range [dB(A) L_{eq}]	Notes/ Noise Sources
1	In the City of Coronado at the grass area immediately southeast of the Coronado Ferry Landing, approximately 2,250 feet south from the project site.	59.1	58.7 - 59.4	Pedestrians; ferry; airplanes
2	In the City of Coronado at the northeastern fence of the Coronado Point Condominium Complex, approximately 2,400 feet south from the project site.	60.3	55.7 – 64.2	Pedestrians; ferry; airplanes
3	In the City of San Diego, within Ruocco Park, approximately 2,850 feet northwest from the project site.	55.4	54.4 – 56.1	Pedestrians; Harbor Drive; Mechanical Equipment
4	In the City of San Diego, at the rear of the Marriott Marquis along the marina, approximately 1,200 feet north from the project site.	56.4	53.8 – 58.0	Pedestrians; Mechanical Equipment
5	In the City of San Diego, northwest of the Hilton San Diego Bayfront, approximately 2,050 feet east from the proposed performance stage.	51.9	49.8 – 53.6	Pedestrians; Hilton San Diego Bayfront
6	In the City of San Diego, south of The New Children's Museum, across West Island Avenue and approximately 2,000 feet north from the project site.	60.4	54.9 – 63.7	Vehicle Traffic; Trolleys; Pedestrians;

4.8.3 Applicable Laws and Regulations

4.8.3.1 Federal

There are no federal noise regulations applicable to the project.

4.8.3.2 State

There are no state noise regulations applicable to the project.

4.8.3.3 Local

a. City of San Diego Noise Abatement and Control Ordinance

Construction Noise Level Limits

Section 59.5.0404 of the City of San Diego (City) Noise Abatement and Control Ordinance states that:

> A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect,

construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . .

B. . . .it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

The project construction would be restricted to between the hours of 7:00 a.m. and 7:00 p.m. and construction noise levels may not exceed 75 dB(A) 12-hour L_{eq} as assessed at or beyond the property line of a property zoned residential.

Operational Noise Level Limits

Stationary noise sources are also regulated by the City's Noise Abatement and Control Ordinance. Section 59.5.0401 of the City's Noise Abatement and Control Ordinance states that:

A. It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit.

B. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts…

The applicable noise limits are summarized in Table 4.8-2.

Table 4.8-2
Stationary Source Noise Level Limits

Land Use	Time of Day	Sound Level [dB(A) L_{eq}]
Single-family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Multi-family Residential (up to a maximum density of 1 unit/2,000 square feet)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All Other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Industrial or Agricultural	Anytime	75
dB(A) L_{eq} = one-hour equivalent A-weighted decibels.		

The project site is part of the District's Planning District 3 – Centre City Embarcadero. The Precise Plan for Planning District 3 indicates the project site is intended to support Public Recreation by providing park/plaza space. Noise level limits at the interface between the project and other parts of the Embarcadero Marina Park South are not restricted by the noise ordinance.

The areas across Marina Park Way/Convention Way (Marriott Marquis and Hilton San Diego Bayfront) are intended to support Commercial Recreation. Therefore, the applicable noise level limits at the boundary of these properties are 65 dB(A) L_{eq} during daytime hours and 60 dB(A) during evening and nighttime hours.

b. City of San Diego General Plan

The City's Noise Element of the General Plan specifies compatibility standards for different categories of land use. The noise land use compatibility guidelines are intended to be used for future development within San Diego to prevent future incompatibilities. The City's land use/noise compatibility guidelines indicate that community parks are considered "compatible" with exterior noise levels up to 70 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL. There is no interior noise level standard for such uses. The City's land use/noise compatibility guidelines are shown in Table 4.8-3.

Table 4.8-3
City of San Diego – Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure [dB(A) CNEL]				
	60	65	70	75	
Parks and Recreational					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
Agricultural					
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses, Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		45	45*		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		45			
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities)		45	45		
Cemeteries					
Retail Sales					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50	
Commercial Services					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
Offices					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego General Plan 2015.
dB(A) = A-weighted decibels; CNEL = community noise equivalent level

c. City of Coronado Noise Abatement and Control Regulations

Construction Noise Level Limits

Sections 41.10.040 and 41.10.050 of the City of Coronado Noise Ordinance restricts noise from construction. These sections state that:

A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays to erect, construct, demolish, excavate, or alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . .

B. . . .it shall be unlawful for any person, including the City of Coronado, to conduct any construction activity so as to cause, at or within the property lines of any property zoned residential, an average sound level greater than 75 decibels during a one-hour period any time between the hours of 7:00 a.m. to 7:00 p.m. unless a variance has been applied for and granted by the Noise Control Officer.

Operational Noise Level Limits

Section 41.10.010 of the City of Coronado Noise Ordinance restricts noise from stationary noise sources. These restrictions are shown in Table 4.8-4.

Table 4.8-4
Property Line Noise Limits

Land Use	Time of Day	Sound Level [dB(A) L_{eq}]
Residential: All R-1A; R-1B	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
All R-4; R-4; R-PCD; and R-5	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
Commercial (C); Commercial Recreation (C-R); Hotel/Motel (H-M); Civic Use (C-U); Open Space (SO); Parking Overlay (P-1)	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	50
dB(A) L_{eq} = one-hour equivalent A-weighted decibels		

d. City of Coronado General Plan

The City's Noise Element of the General Plan specifies compatibility standards for different categories of land use. The noise sensitivity guidelines are intended to be used for future development within Coronado to prevent future incompatibilities. The City's sensitivity guidelines indicate that noise levels up to 60 CNEL are clearly acceptable at parks and that noise levels up to 70 CNEL are normally acceptable. The City's noise sensitivity guidelines are shown in Table 4.8-5.

Table 4.8-5
City of Coronado – Noise Sensitivity Land Use Guidelines

Land Use	Exterior Noise Exposure [dB(A) CNEL]										
	45		55		65		75		85		95
Mobile Homes											
Single Family, Townhouses, Apartments											
High Rise Residence											
Hotels, Motels											
Schools, Churches, Libraries											
Auditoriums, Concert Halls											
Parks, Playgrounds											
Golf Courses, Riding Stables											
Offices											
Commercial-Retail, Movie Theaters, Restaurants											
Commercial-Wholesale, Some Retail, Manufacturing											
Livestock Farming											
Other Farming											

Clearly Acceptable | Normally Acceptable | Normally Unacceptable | Clearly Unacceptable

SOURCE: City of Coronado General Plan Noise Element 1999.
dB(A) = A-weighted decibels; CNEL = community noise equivalent level

4.8.4 Project Impact Analysis

4.8.4.1 Degradation of the Ambient Community Noise Environment

In addition to the laws and regulations described in Section 4.8.3.3, another consideration in defining impact criteria is based on the degradation of the existing ambient noise environment. In community noise assessments, it is generally not significant if no noise sensitive sites are located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the project would not exceed 3 dB at noise sensitive locations in the project vicinity. A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response (U.S. EPA 1974). As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance. Based on published guidance from the U.S. EPA, Federal Interagency Committee on Noise, Caltrans, and the Governor's Office of Planning and Research, a readily noticeable change in the existing noise environment may be considered a significant impact and that a doubling of sound energy at an existing noisy location may be considered a significant impact. A readily perceivable change is considered to be a change of 5 dB(A) and a doubling, or halving, of sound energy is equivalent to a 3 dB(A) change. A documented noisy site is assumed to be a location that currently exceeds a community's noise and land use compatibility standards. Thus, for this analysis, a substantial permanent increase in the ambient noise levels is defined as a 5 dB(A) increase, or greater, over existing noise levels when existing and future noise levels are equal to, or below, the local jurisdiction's noise and land use compatibility standard, or a 3 dB(A)

increase when existing or future noise levels equal or exceed the jurisdiction's compatibility standards. As permanent noise level increases of lower than 3 dB(A) would not exceed either threshold, consistency with the local jurisdiction's noise and land use compatibility standards is assessed where noise level increases would be 3 dB(A) or greater.

4.8.4.2 Methodology

Below is a brief discussion of modeling methods and assumptions. For a discussion of all noise modeling methods, assumptions, and model inputs refer to the Noise Analysis (see Appendix M) prepared by RECON Environmental in February 2017.

a. Construction Noise Analysis

Noise associated with the demolition, grading, building, and paving for the project would potentially result in short-term impacts to surrounding properties. Based on the anticipated construction equipment associated with the project and reference noise levels published by FTA, if all project construction equipment were operated simultaneously, average hourly noise levels would reach up to 91 dB(A) L_{eq} at 50 feet (FTA 2006b). Due to the limited size of the project site it is anticipated that up to three pieces of equipment would be in simultaneous use. Assuming that the three loudest pieces of construction equipment (the dozer, grader, and scrapers) were operated simultaneously, average hourly noise levels would reach up to 86 dB(A) L_{eq} at 50 feet.

Noise generated by project construction was modeled using SoundPLAN. The SoundPLAN program (Navcon Engineering 2015) uses noise propagation following the International Organization for Standardization method ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors. The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Topography, roadways, and receivers were input into the model using three-dimensional coordinates.

b. Operations Noise Analysis

When no events or rehearsals are occurring, noise sources associated with the site would include pedestrians traversing the project site walkways, and activities associated with site features such as the basketball courts. The project would not substantially increase noise associated with these existing park activities. During events and rehearsals, noise sources would include vehicles arriving at or leaving from the project parking lot and amplified sound such as announcements and music associated with the event.

Noise from parking lot activities was assessed based on screening procedure from the FTA's guidance manual (FTA 2006a). Following the screening procedure, a parking facility warrants detailed analysis if it would be sited within 125 feet of a noise-sensitive land use. This screening procedure is based on a theoretical 1,000-car parking lot and a 50 dB noise level threshold. The FTA assessment is based on a theoretical 1,000-car parking lot and a

50 dB threshold. Use of FTA guidance is conservative as FTA guidance is based on a larger parking lot than is proposed by the project and a more stringent noise level threshold than the applicable daytime and nighttime noise level limits from the City's Noise Abatement and Control Ordinance (65 and 60 dB[A] L_{eq}).

The performance stage shell would be a steel-framed structure with an opaque plastic material, either polyvinyl chloride (PVC) or polytetrafluoroethylene (PTFE), exterior. The performance shell is a horn shape directed at the audience (see Section 4.1 Aesthetics). The back of the performance stage shell would be constructed using a transparent plastic material, ethylene tetrafluoroethylene (ETFE), that allows views of the waterfront and EMPN from the audience seating area. During events and rehearsals, amplified sound generated on the stage would reflect off the performance stage shell and transparent back and would be directed toward the audience.

Additionally, the project would include seven "satellite" speakers along the audience periphery of the event seating area. Satellite speakers would be Meyer Sound Leopard Compact Linear Array Loudspeakers. Three satellite speakers would be located along the sides of the audience and one satellite speaker would be located at the rear of the audience. Each satellite speaker would be approximately 2 feet wide and would be mounted to a frame at heights of approximately 24 feet above grade. The satellite speakers would be independently oriented toward the audience. The project acoustic design firm, Soundforms PLC, modeled sound propagation across the project site. Noise bleed-through to adjacent land uses was assessed based on this noise map (sound isopleths).

c. Groundborne Noise and Vibration Analysis

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Representative vibration source levels were obtained from the FTA (2006a) and were evaluated at the nearest structure to the project site. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. The ground vibration levels associated with various types of construction equipment are summarized in Table 4.8-6.

Table 4.8-6
Representative Vibration Source Levels for Equipment

Equipment	PPV at 25 feet (in/sec)
Pile Drive (impact)	Upper range – 1.518 Typical – 0.644
Pile Driver (sonic)	Upper range – 0.734 Typical – 0.170
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

SOURCE: FTA 2006a.
PPV = peak particle velocity

Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration. However, neither the District nor the City has established specific groundborne noise and vibration standards. Therefore, there are no federal, state, or local vibration regulations or guidelines directly applicable to the project.

The publications of the FTA and Caltrans are two of the most significant works for the analysis of environmental impacts due to groundborne noise and vibration relating to transportation and construction project. Thus, these guidelines serve as a useful tool to evaluate vibration impacts.

Caltrans guidelines recommend that a standard of 0.2 inch per second (inch/sec) PPV not be exceeded for the protection of normal residential buildings, and that 0.08 inch/sec PPV not be exceeded for the protection of old or historically significant structures (Caltrans 2004). With respect to human response within residential uses (i.e., annoyance, sleep disruption), FTA recommends a maximum acceptable vibration standard of 80 VdB (FTA 2006a). Project-generated vibration was assessed against these thresholds.

d. Traffic Noise Increase

Project-generated traffic would result in an increase in volumes on local roadways and would thereby increase traffic noise levels. As identified in the project Traffic Impact Analysis, roadways utilized by a substantial portion of project-generated traffic would include Harbor Drive and Pacific Highway (Chen Ryan 2017). The project would not substantially alter the vehicle classifications mix on local or regional roadways nor would it alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Algorithms and reference levels established in the Federal Highway Administration's (FHWA's) Traffic Noise Model were used to calculate noise levels along these roadways with and without project-generated traffic.

Noise level contours were calculated using the FHWA's Traffic Noise Prediction Model based on the average daily traffic (ADT) volumes and speed limits. Typically, the predicted CNEL and the calculated maximum daytime hourly L_{eq} are equal. A typical vehicle classification mix of 96 percent passenger vehicles, 3 percent medium trucks, and 1 percent heavy trucks was assumed. Future traffic volumes with and without project events are summarized in Table 4.8-7. Traffic volumes shown in Table 4.8-7 reflect trip generation would occur on the day of an event with maximum attendance, 10,000 attendees. Lesser traffic volume increases would occur on the day of event or rehearsal with fewer than 10,000 attendees.

Table 4.8-7
Future Traffic Volumes

Roadway	Speed Limit (mph)[1]	Future Traffic Volume (ADT)[2]	
		Long Term (2035) No Event	Long Term (2035) Plus Event
Harbor Drive			
West G Street to Pacific Highway	25	14,400	14,604
Pacific Highway to Kettner Blvd.	40	18,500	18,840
Market Street to Front Street	35	29,200	29,540
First Ave. to Convention Center Ct.	35	22,300	23,652
Fifth Ave. to Park Blvd.	40	24,100	26,534
South of Park Blvd.	40	20,200	20,336
Pacific Highway			
West G Street to Harbor Drive	35	9,700	9,836

ADT = average daily traffic; mph = miles per hour
[1]SOURCE: San Diego Association of Governments (SANDAG) 2016.
[2]SOURCE: Chen Ryan 2017.

4.8.4.3 Thresholds of Significance

Consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, impacts related to noise would be significant if the project would:

1. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

2. Result in exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels;

3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or

5. Result in the exposure of people residing or working in the project area to excessive noise levels from airport or aircraft operations.

Threshold 1: Noise Standards

Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. Impact Discussion

Construction

As discussed in Sections 4.8.3.3, the City of San Diego Noise Abatement and Control Ordinance and the City of Coronado Noise Abatement and Control Regulations both establish a construction noise level limit of 75 dB(A) L_{eq} at or beyond the property lines of any property zoned residential. The nearest residential land uses are multi-family residential uses located north of Harbor Drive, approximately 1,700 feet north of the proposed performance and event venue. Conservatively assuming no shielding is provided by intervening terrain, barriers, and structures, noise levels at the nearest residential land use would reach up to approximately 55 dB(A) L_{eq}. As construction noise levels would not exceed the 75 dB(A) L_{eq} limit established in both the City of San Diego Noise Abatement and Control Ordinance or the City of Coronado Noise Abatement and Control Regulations.

Operations

General Plan Land Use Compatibility

As discussed in section 4.8.3.3(b), the City of San Diego's Noise Element of the General Plan specifies compatibility standards for different categories of land use. Community parks are considered "compatible" with exterior noise levels up to 70 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL. Commercial services relating to assembly and entertainment are considered "compatible" with exterior noise levels up to 65 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL. As the project proposes park enhancements and an outdoor performance stage, interior noise standards do not apply.

The project would not be adjacent to any freeways, arterials, or other major roadways and thus would not be exposed to excessive traffic noise levels. The project site is also not subject to substantial railway or aircraft noise. The project would construct a permanent facility for events that are already accommodated by a temporary stage that is set up each year. Observed noise levels at the project site do not interfere with events or exceed General Plan Land Use Compatibility standards.

Operational Noise

When no events or rehearsals are occurring, noise sources associated with the site would include pedestrians traversing the project site walkways, and activities associated with site features such as the basketball courts. The project would not substantially increase noise associated with these existing activities. None of these noise sources are anticipated to

violate the noise level limits of the City of San Diego's Noise Abatement and Control Ordinance or the City of Coronado's Noise Ordinance or result in a substantial permanent increase in existing noise levels. During events and rehearsals, noise sources would include vehicles arriving at or leaving from the project parking lot and amplified sound such as announcements and music associated with the event.

Following the screening procedures from the FTA guidance manual, parking facilities that are not sited within 125 feet of a noise-sensitive land use are not likely to result in noise levels in excess of 50 dB (FTA 2006a). Noise sensitive land uses such as the EMPN, Marriott Marquis, and Hilton San Diego Bayfront are not within 125 feet of the project parking lot. Additionally, if built, the proposed Fifth Avenue Landing Project would not be within 125 feet of the project parking lot. Therefore, parking lot activity associated with the project is not anticipated to result in noise levels that exceed applicable noise level limits from the City's Noise Abatement and Control Ordinance.

Amplified sound equipment would be used during events, as well as during rehearsals. Per the conditions of approval of the Coastal Development Permit (CDP) and the real estate agreement for the Bayside Performance Park, noise generated by amplified sound equipment would be limited by the soundboard noise level limit. The soundboard noise level limit would be 99 dB(A) as measured at or beyond the front of stage for a 15-minute measure period. The soundboard limit would apply to all amplified sound equipment including use during Symphony performances, partnership performances, rental events, and public events. Public events would generally occur during daytime hours. Symphony performances, partnership performances, and rental events would generally occur during evening hours, possibly lasting until 11:00 p.m. Rehearsals on the day of the event would be restricted to between the hours of 9:00 a.m. and 4:00 p.m. The soundboard noise level limit of 99 dB(A) as measured at or beyond the front of stage for a 15-minute measure period would apply to both events and rehearsals on the day of an event.

Rehearsals on non-event days would generally be limited to between the hours of 9:00 a.m. and 4:00 p.m. and would include up to 3 hours of sound amplification. Additionally, the project would include up to 30 evening rehearsals per year. Non-event day evening rehearsals would be restricted to between the hours of 7:00 p.m. and 10:00 p.m. A reduced soundboard noise level limit of 94 dB(A) as measured at or beyond the front of stage for a 15-minute measure period would apply to all rehearsals on non-event days.

Soundboard noise level limits and time of day restrictions would be included as conditions of a District-issued CDP, the Real Estate Agreement for the Bayside Performance Park. As events would be subject to the loudest soundboard noise level limit and the more stringent evening and nighttime noise level limits, the primary focus of this analysis is amplified sound during events.

During events, sound would be primarily generated by sources on the performance stage including performer instruments and sound amplification equipment. The performance stage and building shell would direct this sound toward the audience. As discussed in Section 4.8.4.1, potential noise level increases at adjacent land uses was assessed based on sound modeling developed by the project acoustic design firm, Soundforms PLC. The sound

propagation map is shown in Figure 4.8-2. Figures 4.8-3 and 4.8-4 provide map inserts that focus on noise contours in San Diego and Coronado, respectively. Land uses associated with noise-sensitive receptors are identified on Figures 4.8-3 and 4.8-4.

Sound propagation shown in Figures 4.8-2, 4.8-3, and 4.8-4 is a conservative worst-case scenario with noise levels at the limit of 99 dB at the front of the stage. Average hourly sound power levels during all events including Symphony performances, partnership performances, rental events, public events, and rehearsals would not necessarily approach the soundboard noise level limit. The average equivalent hourly noise level limit would be lesser due to event breaks, the fade between songs, and the inherent variation of sound power (volume) throughout individual event songs.

The project would include seven speaker towers along the audience periphery and independently oriented toward the audience. The purpose of a "satellite" speaker system is to allow the speakers to be placed in close proximity of the receivers thus allowing the speaker to be set at lower volumes and reach each member of the audience to hear the performance. Speaker would supplement sound generated at performance stage to provide for more even noise levels throughout the front and rear of the audience seating area and minimize noise spillover. Due to speaker directionality and as the speakers are anticipated to generate lesser noise levels than speakers at the performance stage, satellite speaker would not be a dominant noise source beyond the Bayside Performance Park. Noise level contours shown in Figures 4.8-2, 4.8-3, and 4.8-4, were modeled assuming noise originating from the performance stage is dominant.

This analysis assesses compliance with each noise level limit from the City of San Diego Noise Abatement and Control Ordinance and the City of Coronado Noise Abatement and Control Regulations at noise-sensitive receptors. Each noise level limit is discussed individually. Although repetitious, this approach is intended to provide clarity and equivalent focus on noise level limits for each land use type.

Noise Levels in San Diego

As shown in Figure 4.8-3, the nearest residential land uses in San Diego are multi-family residential uses located north of Harbor Drive, approximately 1,500 feet north of the Bayside Performance Park (1,700 feet north of the performance stage). Applicable noise level limits at the property line of the multi-family residential land uses are 55 dB(A) L_{eq} during daytime hours, 50 dB(A) L_{eq} during evening hours, and 45 dB(A) L_{eq} during nighttime hours. Land uses within the 45 dB(A) L_{eq} noise contour noise contour include Petco Park, overflow parking associated with Petco Park and the San Diego Trolley, and hotels such as the Omni Hotel and the Hilton San Diego Gaslamp Quarter. Multi-family residential uses would not be exposed to noise levels in excess of 45 dB(A) L_{eq}. Thus, the project would not result in noise levels that exceed City of San Diego Noise Abatement and Control Ordinance noise level limits at multi-family residential uses.

Map Source: Tucker Sadler

FIGURE 4.8-2

Maximum Event Noise Propagation Map

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Image source: Nearmap (flown January 2017)

Project Location

District Lands

Land Use

- Recreation Areas
- Guest Lodging
- Multi-Family Residential
- School, Church, or Library
- Single Family Residential

Maximum Noise Contours

- 45 dB
- 50 dB
- 55 dB
- 60 dB
- 65 dB
- 70 dB
- 75 dB
- 80 dB
- 85 dB

0 Feet 450

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FIGURE 4.8-3

Maximum Event Noise Contours - San Diego

Image source: Nearmap (flown January 2017)

District Lands

Land Use

- Recreation Areas
- Guest Lodging
- Multi-Family Residential
- School, Church, or Library
- Health Care Facilities
- Single Family Residential

Maximum Noise Contours

- 40 dB
- 45 dB
- 50 dB
- 55 dB
- 60 dB
- 65 dB
- 70 dB
- 75 dB
- 80 dB
- 85 dB

0 Feet 450

FIGURE 4.8-4

Maximum Event Noise Propagation Map – Coronado

RECON

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The Bayside Performance Park is in close proximity to noise-sensitive commercial establishments including the proposed Fifth Avenue Landing Project located 300 feet north of the Bayside Performance Park (670 feet from the performance stage), the Marriott Marquis located 875 feet north of the Bayside Performance Park (950 feet from the performance stage), and the Hilton San Diego Bayfront located 1,750 feet west of the Bayside Performance Park (2,250 feet from the performance stage). The City of San Diego Noise Abatement and Control Ordinance prohibits noise levels that exceed 65 dB(A) L_{eq} during daytime hours and 60 dB(A) L_{eq} during evening and nighttime hours at the property line of commercial land uses. The 60 dB(A) L_{eq} noise contour would not extend north of Harbor Drive, and thus would be entirely within the District lands. Commercial land uses within the 60 dB(A) L_{eq} noise contour are shown in Figure 4.8-3. The project would result in maximum noise levels between 55 and 60 dB(A) L_{eq} at the nearest façades of the Marriott Marquis. Thus, the project would not result in noise levels that exceed City of San Diego Noise Abatement and Control Ordinance noise level limits at the Marriott Marquis. The project would result in maximum noise levels that exceed nighttime noise level limits from the City of San Diego Noise Abatement and Control Ordinance (60 dB[A] L_{eq}) at the project site of the proposed Fifth Avenue Landing Project (noise levels at property line exceed 70 dB(A) L_{eq}), and the Hilton San Diego Bayfront (noise levels at building façade exceed 60 dB(A) L_{eq}).

Bayside Performance Park is within EMPS and EMPN is located approximately 330 feet northwest of Bayside Performance Park. Additionally, Fifth Avenue Landing Park is located approximately 850 feet east of the Bayside Performance Park and San Diego Bayfront Park is located approximately 1,000 feet east of the Bayside Performance Park. The City of San Diego Noise Abatement and Control Ordinance does not establish noise level limits for parks. However, the City of Coronado Noise Abatement and Control Regulations regulates noise levels at properties zoned for open space, which will be applied to the park uses adjacent to the project site. In the absence of an established City of San Diego noise level limit for parks, this analysis considers applicable noise level limits that parallel City of Coronado noise level limits for open space land uses to be applicable to parks in San Diego. The City of Coronado Noise Abatement and Control Regulations prohibits noise levels that exceed 60 dB(A) L_{eq} during daytime and evening hours and 50 dB(A) L_{eq} at nighttime hours at the property line of open space land uses. As shown in Figure 4.8-3, during events, the project would expose EMPN to noise levels in excess of 55 dB(A) L_{eq}. Thus, the project would result in maximum noise levels exceeding 50 dB(A) L_{eq} at EMPN during the nighttime. As shown in Figure 4.8-3, during events, the project would expose Fifth Avenue Landing Park and San Diego Bayfront Park to noise levels in excess of 60 dB(A) L_{eq}. Thus, the project would result in maximum noise levels exceeding 60 dB(A) L_{eq} during the daytime and evening, and 50 dB(A) L_{eq} during the nighttime. Noise levels in EMPS would range from approximately 65 to 75 dB(A) L_{eq}. Based on the noise levels shown in Figure 4.8-3, the project would result in maximum noise levels exceeding 60 dB(A) L_{eq} at EMPS during the daytime and evening, and 50 dB(A) L_{eq} during the nighttime; therefore impacts to EMPS and surrounding parks would be significant.

Noise Levels in Coronado

Residential uses in Coronado (see Figure 4.8-4) include both single- and multi-family residential uses. Pursuant to the City of Coronado Noise Abatement and Control Regulations, applicable noise level limits at the property line of the single-family residential uses (R-1A and R-1B) are 50 dB(A) L_{eq} during daytime hours, 45 dB(A) L_{eq} during evening hours, and 40 dB(A) L_{eq} during nighttime hours. As shown in Figure 4.8-4, the 40 dB(A) L_{eq} noise contour encompasses a large portion of Coronado, including numerous single-family residential uses. Additionally, the 45 dB(A) L_{eq} noise contour would also encompass several single-family residential uses. The project would result in maximum noise levels that exceed evening and nighttime limits from the City of Coronado Noise Abatement and Control Regulations (45 dB[A] L_{eq} and 40 dB[A] L_{eq}) at a single-family residential uses in Coronado.

The Coronado Noise Abatement and Control Regulations prohibit noise levels that exceed 55 dB(A) L_{eq} during daytime hours, 50 dB(A) L_{eq} during evening hours, and 45 dB(A) L_{eq} during nighttime hours at multi-family residential uses (R-4; R-4; R-PCD; and R-5). As shown in Figure 4.8-4, the 45 dB(A) L_{eq} noise contour is generally contained to the portion of Coronado that is east of Orange Avenue and north of 4th Street. Multi-family residential uses within the 45 dB(A) L_{eq} noise contour include the Coronado Point Condominium Complex (northern and western façades), the Village in Coronado (northern and western façades, the building is mixed-use with apartments and retail shops), Broadstone Coronado on the Bay Apartments, Coronado Retirement Village, and townhomes at 1433 First Street. Additionally, the 50 dB(A) L_{eq} noise contour encompasses portions of the Broadstone Coronado on the Bay Apartments and townhomes at 1433 First Street. The project would result in maximum noise levels that exceed limits from the City of Coronado Noise Abatement and Control Regulations (45 dB[A] L_{eq}) at a multi-family residential uses in Coronado.

The Coronado Noise Abatement and Control Regulations prohibits noise levels that exceed 60 dB(A) L_{eq} during daytime and evening hours, 50 dB(A) L_{eq} during nighttime hours at other non-residential uses such as commercial, hotels, civic uses, and open space. As shown in Figure 4.8-4, non-residential uses within the 50 dB(A) L_{eq} noise contour include portions of the Coronado Island Marriott Resort & Spa. The project would result in maximum noise levels that exceed limits from the City of Coronado Noise Abatement and Control Regulations (50 dB[A] L_{eq}) at the Coronado Island Marriott Resort & Spa.

b. Level of Significance prior to Mitigation

The project would be consistent with City of San Diego General Plan Land Use Compatibility policies. Impacts related to the City of San Diego General Plan Land Use Compatibility policies would be less than significant.

As stated previously, noise contours shown in Figures 4.8-2, 4.8-3, and 4.8-4 represent a conservative worst-case scenario. Average sound power levels during events would not necessarily approach the soundboard noise level limit. The average equivalent hourly noise level limit would be lesser due to event breaks, lulls between songs, and the inherent

variation of volume throughout individual event songs. Due to the number of variables of predicting the difference between maximum noise levels and the average hourly noise levels that would occur during events is not feasible without some degree of speculation on the relation between maximum and average noise levels. This analysis equates maximum and hourly average noise levels. This highly conservative method is the only concrete method to identify all potential impacts. Actual hourly average noise levels would be less than those identified.

Without mitigation the project would result in maximum operational noise levels that exceed the nighttime noise level limits at several sensitive receptor locations including EMPS, EMPN, Fifth Avenue Landing Park, San Diego Bayfront Park, the Hilton San Diego Bayfront (which is noise sensitive at night) and the Coronado Island Marriott Resort & Spa (which is noise sensitive at night), and single- and multi-family residential uses in Coronado. In addition, the project would result in maximum noise levels that exceed evening noise levels limit at single-family residential uses in Coronado and the daytime/evening noise level limit at EMPS, Fifth Avenue Landing Park and San Diego Bayfront Park. These noise impacts would be considered potentially significant.

c. Mitigation Measures

The following mitigation measures (MM) are designed to reduce potentially significant impacts:

MM NOI-1: Active Noise Monitoring

Requirements Prior to Project Occupancy

Prior to the use of amplified sound equipment, the applicant shall construct and maintain permanent noise monitoring stations at locations (1) in Embarcadero Marina Park South and (2) along the Coronado Bayshore Bikeway as identified in the project Noise Technical Report. Maintenance of noise monitoring shall include annual calibration of noise meters. Noise monitoring devices shall be oriented toward the proposed venue and have a clear line of sight to the proposed venue. Prior to the first use of amplified sound equipment, the applicant shall demonstrate to the satisfaction of the District that noise monitoring stations have been constructed and are functional.

Requirements During Events

Noise monitoring devices shall be active during all events and rehearsals that include use of amplified sound equipment including, but not limited to, Symphony performances, partnership performances, rental events, public events, and any associated rehearsals. During rental events the applicant shall either designate a staff member to perform noise monitoring or require through contract stipulations that the rental party satisfy noise monitoring requirements. Noise monitoring devices and associated software shall be capable of data logging and continuous noise level averaging over various time periods. The applicant shall designate staff member(s) to monitor noise monitoring devices during all events. The designated staff member shall possess at least a year of verifiable experience

related to noise monitoring and shall be knowledgeable in the fundamentals of noise propagation and operation of noise monitoring equipment. The designated staff member(s) shall observe current noise measurement data from both monitoring stations to identify potential violations.

If measured noise levels approach levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations, the applicant shall take immediate action to reduce amplified noise levels. Immediate actions include, but are not limited to, reduced sound amplification, temporary suspension of sound amplification, transitioning to quieter portions of the performance (e.g., acoustic performance), and early termination of events where other actions fail to control noise levels. Measured noise levels at the Coronado monitoring station that would indicate a potential violation of Coronado Noise Abatement and Control Regulations are defined as 50 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 45 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 40 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. These measured noise levels would reflect noise level limits at single-family residential units, which are the most stringent noise level limits from the City of Coronado Noise Abatement and Control Regulations.

Other noise sources in Coronado and on the San Diego Bay may contribute to measured noise levels at the Coronado monitoring station. Notwithstanding measured noise levels at the Coronado monitoring station, based on noise contours shown in Figure 9 of Appendix M if noise levels at the EMPS monitoring station are below 75 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m.; 70 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m.; and 65 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. noise levels do not indicate a violation of Coronado Noise Abatement and Control Regulations attributable to the proposed venue.

The Coronado Noise Abatement and Control Regulations establish an hourly average noise level limit. Regardless, a potential violation may be identified before an hour has elapsed. As discussed in Section 4.8.2.1, decibels are measured on a logarithmic scale. Thus, a doubling of sound energy would result in a 3 dB increase, a 4-fold increase in sound energy would result in a 6 dB increase, a 10-fold increase in sound energy would result in a 10 dB increase, and a 20-fold increase in sound energy would result in a 13 dB increase. Thus, temporary noise levels that indicate a potential violation of the Coronado Noise Abatement and Control Regulations shall include noise levels that are:

3 dB(A) above the noise level limit for a period of 30 minutes; or
6 dB(A) above the noise level limit for a period of 15 minutes; or
10 dB(A) above the noise level limit for a period of 6 minutes; or
13 dB(A) above the noise level limit for a period of 3 minutes.

Requirements Following Events

The applicant shall maintain an active log of noise levels throughout all events that include amplified sound and the log shall be furnished to the District on an annual basis.

The applicant shall notify the District within 24 hours of any complaint or if noise levels indicate a potential violation of applicable noise level limits. If data from the noise

monitoring stations indicate that the source of noise was not the Bayside Performance Park, the applicant shall submit evidence to the District in writing within 7 days.

If recorded noise levels indicate a potential violation, or if noise levels indicate a potential violation of Coronado Noise Abatement and Control Regulations attributable to a source other than the proposed venue, the applicant shall provide a follow-up detailed letter report assessing the recorded noise levels, actions taken to reduce amplified noise levels, and any other information pertinent to impacts and resolution within 30 days of the event. The letter report and follow-up detailed letter report shall be provided to District compliance monitoring staff for determining adequacy actions intended to reduce noise levels and whether additional corrective actions are necessary to prevent repeated violations.

MM NOI-2: Noise Compliant Hotline

Requirements

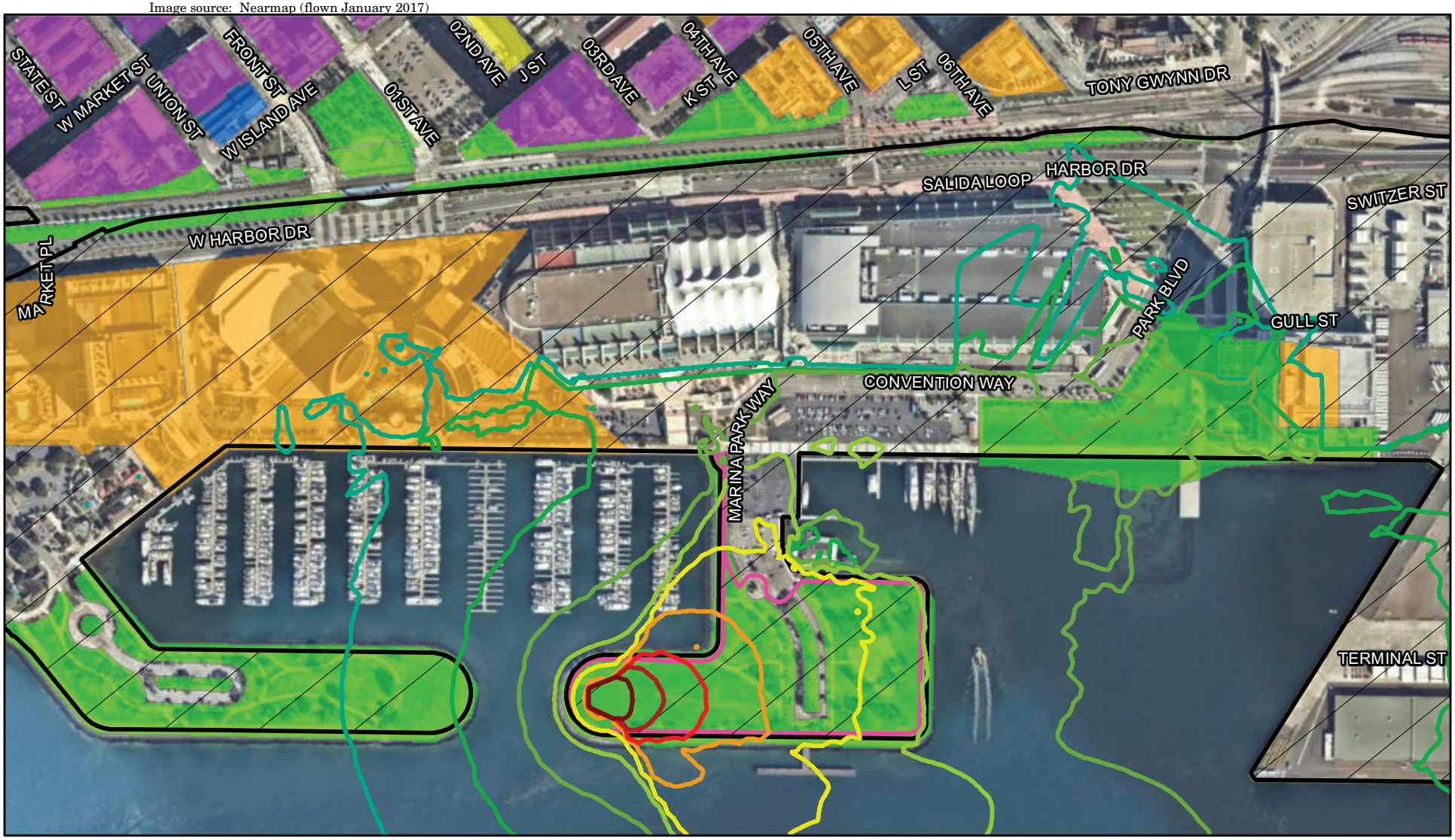
The District shall maintain a dedicated noise complaint hotline for the proposed venue. All noise complaints shall be documented. The Symphony shall be notified of all noise complaints and required to take corrective action if necessary prior to the following event. The log of noise levels throughout an event that includes amplified sound shall be furnished to any Coronado resident upon request.

d. Level of Significance after Mitigation

As discussed previously, the average hourly sound levels during events are not readily relatable to maximum noise levels due to event breaks, lulls between songs, and the inherent variation of volume throughout individual event songs. Therefore, it is not feasible to demonstrate compliance with noise ordinances through a reduced soundboard noise level limit without some degree of speculation on the relation between peak and average noise levels.

This analysis does not attempt to predict the relation between maximum and hourly noise levels. MM NOI-1 requires that the applicant operate continuous noise measurement throughout events and rehearsals that include amplified sound and immediately reduce amplified noise levels if measured noise levels exceed specific criteria. Criteria outlined in MM NOI-1 would require a minimum 5 dB(A) reduction between maximum and hourly average noise levels during evening hours and a minimum 10 dB(A) reduction between maximum and hourly average noise levels during nighttime hours. Figures 4.8-5, 4.8-6, 4.8-7, and 4.8-8 show the noise levels that would result if enforcement of MM NOI-1 achieves the minimum reductions. These noise contours are conservative as they assume the minimum reductions associated with enforcement of MM NOI-1.

Image source: Nearmap (flown January 2017)



Project Location
District Lands

Land Use

Recreation Areas
Guest Lodging
Multi-Family Residential
School, Church, or Library
Single Family Residential

Mitigated Evening Contours

45 dB
50 dB
55 dB
60 dB
65 dB
70 dB
75 dB
80 dB
85 dB

0 Feet 450

FIGURE 4.8-5

Mitigated Evening Event Noise Propagation Map – San Diego

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Image source: Nearmap (flown January 2017)

Project Location
Port Lands

Land Use

Recreation Areas
Guest Lodging
Multi-Family Residential
School, Church, or Library
Single Family Residential

Mitigated Nighttime Contours

45 dB
50 dB
55 dB
60 dB
65 dB
70 dB
75 dB
80 dB
85 dB

0 Feet 450

FIGURE 4.8-6

Mitigated Nighttime Event Noise Propagation Map – San Diego

RECON

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Image source: Nearmap (flown January 2017)

District Lands

Land Use

- Recreation Areas
- Guest Lodging
- Multi-Family Residential
- School, Church, or Library
- Health Care Facilities
- Single Family Residential

Mitigated Evening Contours

- 40 dB
- 45 dB
- 50 dB
- 55 dB
- 60 dB
- 65 dB
- 70 dB
- 75 dB
- 80 dB
- 85 dB

0 Feet 450

FIGURE 4.8-7

Mitigated Evening Event Noise Propagation Map – Coronado

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Image source: Nearmap (flown January 2017)

District Lands

Land Use

- Recreation Areas
- Guest Lodging
- Multi-Family Residential
- School, Church, or Library
- Health Care Facilities
- Single Family Residential

Mitigated Nighttime Contours

- 40 dB
- 45 dB
- 50 dB
- 55 dB
- 60 dB
- 65 dB
- 70 dB
- 75 dB
- 80 dB
- 85 dB

0 Feet 450

FIGURE 4.8-8

Mitigated Nighttime Event Noise Propagation Map – Coronado

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With incorporation of the mitigation measures described above, noise levels from the project would not be anticipated to exceed applicable noise level limits at any use except the EMPS, Fifth Avenue Landing Park, and San Diego Bayfront Park. The mitigation measures described above also outline reporting and enforcement actions to be taken in the event noise levels exceed limits, so as to prevent repeated exceedances. A summary of the significance of the noise impacts with incorporation of the mitigation measures for San Diego and Coronado (see Figures 4.8-5 through 4.8-8) is provided below.

City of San Diego

Without mitigation, the Hilton San Diego Bayfront would be within the 60 dB(A) L_{eq} noise contour and thus would be exposed to noise levels that exceed nighttime limits from the City of San Diego Noise Abatement and Control Ordinance [60 dB(A) L_{eq}]. With incorporation of MM NOI-1, the Hilton San Diego Bayfront would be within the 50 dB(A) L_{eq} nighttime noise contour and outside the 55 dB(A) L_{eq} nighttime noise contour. Thus, the Hilton San Diego Bayfront would not be exposed to noise levels that exceed limits from the City of San Diego Noise Abatement and Control Ordinance. Impacts to the Hilton San Diego Bayfront would be mitigated to a level that is less than significant.

Without mitigation, noise levels in EMPN would exceed 50 dB(A) L_{eq} and thus would be exposed to noise levels that exceed applicable nighttime limits (50 dB[A] L_{eq}). With incorporation of MM NOI-1, EMPN would be outside the 50 dB(A) L_{eq} noise contour. Thus, EMPN would not be exposed to noise levels that exceed applicable nighttime limits. Impacts to EMPN would be mitigated to a level that is less than significant.

Without mitigation, noise levels in Fifth Avenue Landing Park and San Diego Bayfront Park would exceed 60 dB(A) L_{eq} and thus be exposed to noise levels that exceed applicable daytime, evening, and nighttime limits (60, 60, and 50 dB[A] L_{eq}). With incorporation of MM NOI-1, noise levels in Fifth Avenue Landing Park and San Diego Bayfront Park would range from 55 to 60 dB(A) L_{eq} during evening hours and would range from 50 to 55 dB(A) L_{eq} during nighttime hours. MM NOI-1 would not reduce daytime noise levels. Therefore, noise levels in Fifth Avenue Landing Park and San Diego Bayfront Park would exceed the daytime and nighttime noise level limits. Impacts to Fifth Avenue Landing Park and San Diego Bayfront Park would remain significant after mitigation.

Without mitigation, noise levels in EMPS would range from approximately 65 to 75 dB(A) L_{eq} and thus be exposed to noise levels that exceed applicable daytime, evening, and nighttime limits (60, 60, and 50 dB[A] L_{eq}). With incorporation of MM NOI-1, noise levels in EMPS would range from 60 to 70 dB(A) L_{eq} during evening hours and would range from 55 to 65 dB(A) L_{eq} during nighttime hours. MM NOI-1 would not reduce daytime noise levels. Therefore, noise levels in EMPS would exceed the daytime, evening, and nighttime noise level limits. Impacts to EMPS would remain significant after mitigation.

City of Coronado

Without mitigation, single-family residential uses in Coronado would be within the 45 dB(A) L_{eq} noise contour and thus would be exposed to noise levels that exceed evening

and nighttime limits from the Coronado Noise Abatement and Control Regulations (45 dB[A] L_{eq} and 40 dB[A] L_{eq}). With incorporation of MM NOI-1, all single-family residential uses in Coronado would be outside the 45 dB(A) L_{eq} evening noise contour and outside the 40 dB(A) L_{eq} nighttime noise contour. Thus, single-family residential uses in Coronado would not be exposed to noise levels that exceed limits from the City of Coronado Noise Abatement and Control Regulations. Impacts to single-family residential uses in Coronado would be mitigated to a level that is less than significant.

Without mitigation, multi-family residential uses in Coronado would be within the 50 dB(A) L_{eq} noise contour and thus would be exposed to noise levels that exceed evening and nighttime limits from the Coronado Noise Abatement and Control Regulations (50 dB[A] L_{eq} and 45 dB[A] L_{eq}). With incorporation of MM NOI-1, all multi-family residential uses in Coronado would be outside the 50 dB(A) L_{eq} evening noise contour and outside the 45 dB(A) L_{eq} nighttime noise contour. Thus, multi-family residential uses in Coronado would not be exposed to noise levels that exceed limits from the City of Coronado Noise Abatement and Control Regulations. Impacts to multi-family residential uses in Coronado would be mitigated to a level that is less than significant.

Without mitigation, the Coronado Island Marriott Resort & Spa would be within the 50 dB(A) L_{eq} and thus would be exposed to noise levels that exceed nighttime limits from the Coronado Noise Abatement and Control Regulations (50 dB[A] L_{eq}). With incorporation of MM NOI-1, the 45 dB(A) L_{eq} noise contour would not extend to Coronado. Thus, the Coronado Island Marriott Resort & Spa would not be exposed to noise levels that exceed limits from the City of Coronado Noise Abatement and Control Regulations. Impacts to the Coronado Island Marriott Resort & Spa would be mitigated to a level that is less than significant.

Limitations of Available Mitigation

The Bayside Performance Park would be located within EMPS. The District considers active recreation areas such as EMPS to be noise-sensitive receptors. Mitigated noise levels at EMPS would exceed the daytime, evening, and nighttime noise limits of 60, 60, and 50 dB(A) L_{eq}. Mitigation measures that were considered to reduce noise levels at the EMPS included a reduction of noise levels within Bayside Performance Park (i.e., a reduction in the volume of the amplified sound), construction of a noise barrier (wall or berm) between Bayside Performance Park and EMPS, time of day restrictions on the use of amplified sound equipment, limitations on the duration of use of amplified sound equipment, or a combination thereof. The applicability of each mitigation measure is assessed in the following paragraphs.

As discussed previously, with incorporation of MM NOI-1 noise levels in EMPS would range from 65 to 75 dB(A) L_{eq} during the day, 60 to 70 dB(A) L_{eq} during evening hours, and 55 to 65 dB(A) L_{eq} during nighttime hours. The applicable noise level limits are 60 dB(A) L_{eq} during daytime and evening hours and 50 dB(A) L_{eq} at nighttime hours at the property line of open space land uses. Thus, in addition to the noise level reductions achieved by MM NOI-1, a 15 dB(A) daytime noise level reduction, 10 dB(A) evening noise level reduction, and 15 dB(A) nighttime noise level reduction would be required to comply with

noise level limits in EMPS. Acoustic noise levels (i.e., noise levels without any amplification) are shown on Figure 4.8-9. As shown, without any amplification instrument noise levels would exceed the evening and nighttime noise level limits throughout EMPS. Thus, no level of reduced amplification would reduce noise to lower than applicable noise level limits from the City of San Diego Noise Abatement and Control Ordinance.

As discussed in Chapter 3, project objective #2 would be to replace a temporary seasonal performance and event venue with an iconic and attractive, world-class and highly innovative permanent outdoor public venue that can facilitate enhanced public park uses and enrich visual and cultural resources in the area. The existing temporary venue accommodates events (i.e., Bayside Summer Nights performances) that include the use of amplified sound equipment and this use of amplified sound equipment already results in noise levels that exceed noise level limits throughout EMPS. Mitigation that would require elimination of use of amplified sound equipment would conflict with this objective because it would preclude replacement of the existing temporary venue with a permanent facility that can accommodate a similar use. Thus, elimination of all amplified sound equipment is not considered feasible.

The Bayside Performance Park is located on tidelands. Construction of a noise barrier would further restrict public access to the EMPS and would potentially restrict views of the San Diego Bay. This would be contrary to District and California Coastal Commission public access laws, regulations, and policies and therefore is not feasible for legal and policy reasons.

As discussed previously, the project site is entirely within the EMPS and thus, noise levels in EMPS would exceed the applicable daytime, evening, and nighttime limits. As discussed in Chapter 3, EMPS is open to the general public between 6:00 a.m. and 10:30 p.m. Use of EMPS occurs primarily during daytime and evening hours. As primary hours of active park use are during daytime and evening hours, time of day restrictions that prohibit use of amplified sound equipment during nighttime hours would not substantially reduce impacts. A time of day restriction that prohibits use of amplified sound equipment to after 10:30 p.m. and before 6:00 a.m. would mitigate impacts to EMPS; however, this mitigation is not considered feasible due to other noise considerations such as permanent increases in ambient noise levels. Thus, a time of day restriction measure would not reduce the impact and is not considered feasible mitigation.

Map Source: Tucker Sadler

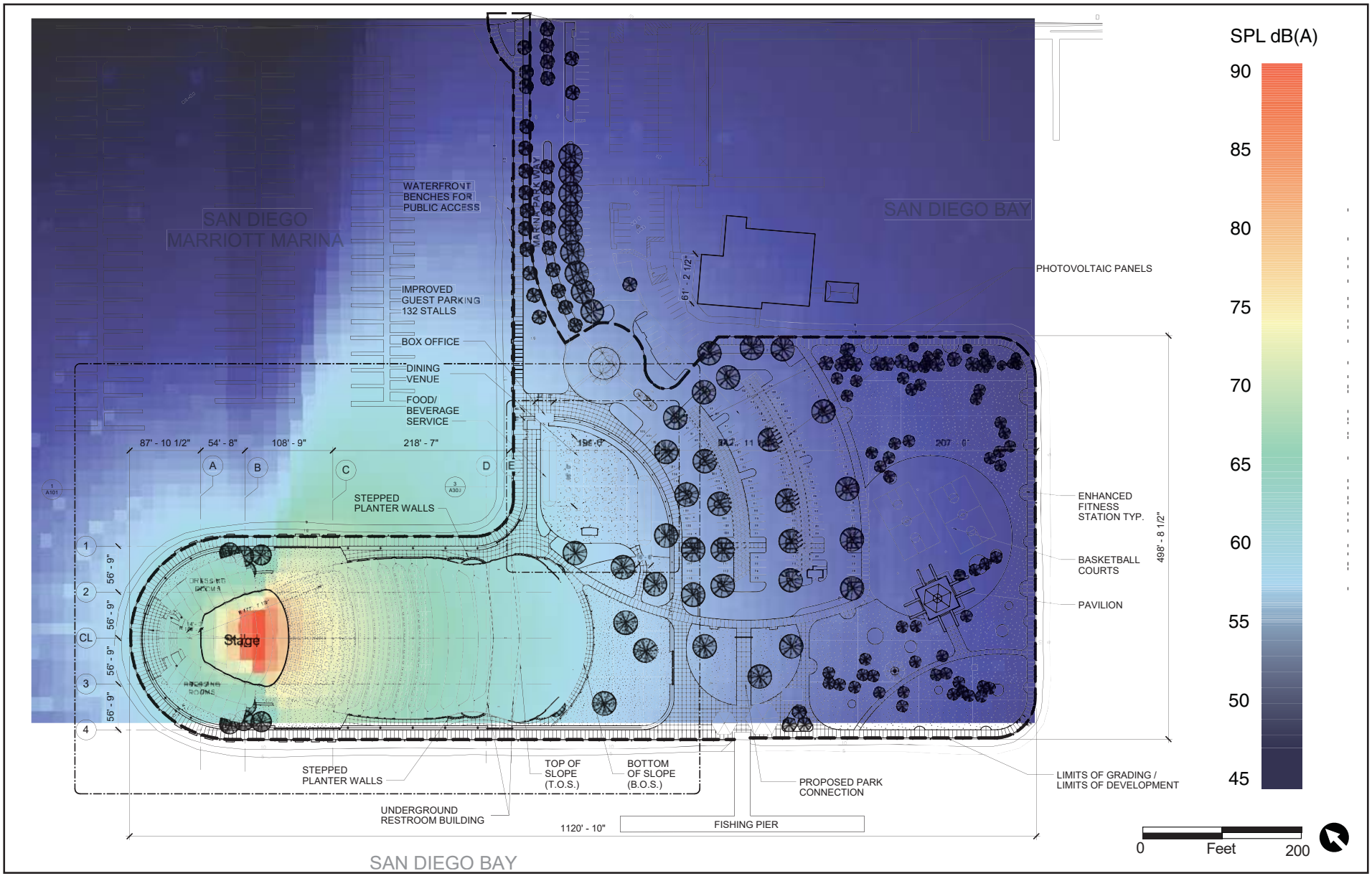

FIGURE 4.8-9

Non-Amplified Event Noise Propagation Map

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Noise level limits from the City of San Diego Noise Abatement and Control Ordinance and the City of Coronado Noise Abatement and Control Regulations apply over a 1-hour period. Mitigation that restricts the duration of use of amplified sound equipment would not reduce maximum hourly noise levels unless the specified duration was less than 1 hour. The existing temporary venue accommodates events (i.e., Bayside Summer Nights performances) that include the use of amplified sound equipment and this use of amplified sound equipment already results in noise levels that exceed noise level limits throughout EMPS for durations that exceed 1 hour. Mitigation that would require restriction of use of amplified sound equipment to less than 1 hour would conflict with project objective #2 because it would preclude replacement of the existing temporary venue with a permanent facility that can accommodate a similar use. Thus, limitations on the duration of use of amplified sound equipment are not considered feasible.

As it is not feasible to reduce noise levels at EMPS less than the noise level limits of 60 dB(A) L_{eq} during daytime hours, 60 dB(A) L_{eq} during evening hours, and 60 dB(A) L_{eq} during nighttime hours, impacts would be significant and unavoidable.

Threshold 2: Groundborne Noise and Vibration

Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

a. Impact Discussion

As discussed in Section 4.8.1.1(d), the vibration-sensitive uses include places where people sleep, schools, churches, hospitals, institutions, quiet offices, and certain vibration-sensitive research and manufacturing facilities. Existing vibration sensitive uses nearest the project site are the Marriott Marquis (approximately 760 feet from construction disturbance area, 950 feet from performance stage) and Hilton San Diego Bayfront (approximately 1,150 feet from construction disturbance area, 2,200 feet from performance stage). Additionally, the Fifth Avenue Landing Project may construct additional vibration sensitive uses (hotel rooms) approximately 130 feet of the construction disturbance area and 770 feet from the performance stage.

Although it is possible for vibrations from construction projects to cause building damage, the vibrations from standard construction activities are almost never of sufficient amplitude to cause more than minor cosmetic damage to buildings (FTA 2006a). Groundborne noise and vibration from common construction equipment such as large bulldozers, loaded trucks, and jackhammers would attenuate levels that are less than distinctly perceptible at 52, 45, and 22 feet. Less common construction activities with substantial potential to result in groundborne noise and vibration impacts include pile driving or blasting. Groundborne noise and vibration generated by these sources are often several times greater than those generated by common construction activities.

The project would not require blasting or pile driving. Construction equipment would be limited to common types of equipment such as bulldozers, trucks, and jackhammers. As

discussed above, the nearest vibration sensitive use is approximately 760 feet from the construction disturbance area. Groundborne vibration and noise would not result in structural damage or be perceptible at this distance. Therefore, project construction would not result in exposure of persons to excessive groundborne vibration or noise levels.

Apart from certain transportation facilities, mining facilities, or other extractive facilities, operation of land uses do not typically result in substantial groundborne vibration or groundborne noise levels. Project operation would not include any sources of substantial ground vibration or groundborne noise. Therefore, project operations would not result in exposure of persons to excessive groundborne vibration or noise levels.

b. Level of Significance prior to Mitigation

Project construction and operation would not result in exposure of persons to excessive groundborne vibration or noise levels. Impacts related to groundborne vibration or noise would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with groundborne noise and vibration; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with groundborne noise and vibration. Impacts would be less than significant.

Threshold 3: Ambient Noise Levels

Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

a. Impact Discussion

On days when no event or rehearsals are occurring, noise sources associated with the site would include vehicles arriving at and leaving EMPS, landscaping, pedestrians traversing the project site walkways, and activities associated with site features such as the basketball courts. These activities are already associated with the existing use and the project would not increase in frequency or intensity of these activities. The project is not anticipated to result in a substantial permanent increase in existing noise levels on days when no events or rehearsals occur.

The project would result in noise level increases associated with project events and rehearsals. These noise level increases would be associated with off-site traffic increases (vehicle trips to or from the venue) and use of amplified sound equipment.

Traffic Noise

Following the methodology discussed in Section 4.8.4.2, noise levels with and without event traffic were calculated along local roadways. Results are summarized in Table 4.8-8.

Table 4.8-8
Future Off-site Traffic Noise Increases

Roadway	Speed Limit (mph)[1]	Traffic Volume (ADT)[2]		Noise Level (CNEL)		
		No Event	Plus Event	No Event	Plus Event	Net Increase
Harbor Drive						
West G Street to Pacific Highway	25	14,400	14,604	65	65	>0.1
Pacific Highway to Kettner Blvd.	40	18,500	18,840	70	70	0.1
Market Street to Front Street	35	29,200	29,540	71	71	>0.1
First Ave. to Convention Center Ct.	35	22,300	23,652	70	70	0.2
Fifth Ave. to Park Blvd.	40	24,100	26,534	71	72	0.4
South of Park Blvd.	40	20,200	20,336	70	70	>0.1
Pacific Highway						
West G Street to Harbor Drive	35	9,700	9,836	66	66	>0.1

ADT = average daily traffic; CNEL = community noise equivalent level; mph = miles per hour.
[1]SOURCE: SANDAG 2016.
[2]SOURCE: Chen Ryan 2017.

During events and rehearsals, the project would result in noise level increases of less than 1 decibel. As discussed in Section 4.8.1.1, a change of 5 dB(A) is readily perceptible to the human ear. Project-generated traffic would result in a lower than 5 CNEL increase along local roadways.

Amplified Sound Equipment

The existing temporary venue accommodates up to 37 Bayside Summer Nights performances between June and September. The project would expand programming to include year-round events.

Project programming for paid admission events would be limited to 110 half-day events and up to 1.5 non-event day rehearsals per event (i.e., 165 non-event day rehearsals) per the conditions of a District-issued Real Estate Agreement for the Bayside Performance Park. In addition to these 275 events, free public events and Education and Public Engagement Program events and associated rehearsals would be permitted (not subject to a specific limitation). Based on anticipated Bayside Performance Park programming, the project would increase the frequency of use of amplified sound equipment from approximately 37 days per year to potentially 290 days per year. These 290 days per year are anticipated to consist of 100 paid admission events (i.e., Symphony performances, partnership performances, and event rentals), 16 public events (i.e., Education and Public Engagement Program events), and 174 non-event day rehearsals.

As discussed under Threshold 1, the nearest noise-sensitive receptors to the Bayside Performance Park include EMPS, EMPN, Fifth Avenue Landing Park, San Diego Bayfront

Park, the Hilton San Diego Bayfront, and the Marriott Marquis. Additional noise-sensitive receptors are located in Coronado.

As discussed previously, the sound propagation map shown in Figures 4.8-2, 4.8-3, and 4.8-4 reflect the conservative worst-case noise scenario that would result from use of amplified sound equipment at the soundboard noise level limit of 99 dB. This is the worst-case scenario for events and rehearsals on the day of an event. The reduced soundboard noise level limit for rehearsals on non-event days is 94 dB. The worst-case scenario for non-event day rehearsals would be 5 dB lower than the noise contours shown on Figures 4.8-2, 4.8-3, and 4.8-4.

Measured ambient noise levels within EMPS ranged from 53 to 61 dB(A) L_{eq} during daytime and evening hours and from 52 to 57 dB(A) L_{eq} during nighttime hours. The measured CNEL at EMPS was 61 dB(A). Under a reasonable worst-case scenario in which there would be a 3-hour rehearsal and an 8-hour event, ambient noise levels would increase from 61 to 76 CNEL. Under a reasonable worst-case non-event day scenario in which there would be a 3-hour daytime rehearsal between the hours of 9:00 a.m. and 4:00 p.m. and a 3-hour evening rehearsal between the hours of 7:00 p.m. and 10:00 p.m., ambient noise levels would increase from 61 to 68 CNEL. With a single 3-hour evening rehearsal between the hours of 7:00 p.m. and 10:00 p.m., ambient noise levels would increase from 61 to 67 CNEL. With a single 3-hour daytime rehearsal between the hours of 9:00 a.m. and 4:00 p.m., ambient noise levels would increase from 61 to 64 CNEL. As evening rehearsals would be limited to 30 rehearsals per year, this worst-case non-event day scenario may occur up to 30 days per year. Thus, the project would result in permanent noise level increases at EMPS that are greater than 5 CNEL on event days and on non-event days that include evening rehearsals.

Based on the similarity of the noise environment at EMPN to the noise environment at EMPS, ambient noise levels at EMPN are estimated to be similar to ambient noise levels at EMPS. Due to distance and orientation of the stage as well as shielding provided by the performance stage shell, use of amplified sound equipment is anticipated to generate noise levels below the existing ambient noise levels at EMPN. Thus, the project would result in permanent noise level increases at EMPN that are lower than 3 CNEL.

Measured ambient noise levels at the Hilton San Diego Bayfront and immediately southeast of the San Diego Bayfront Park ranged from 50 to 54 dB(A) L_{eq} during evening hours. Daytime and nighttime ambient noise levels at the Marriott Marquis would be expected to be similar to ambient noise levels at EMPS. Under a reasonable worst-case scenario in which there would be a 3-hour rehearsal and an 8-hour event, ambient noise levels would increase from 61 to 67 CNEL. Under a reasonable non-event day scenario in which there would be a 3-hour daytime rehearsal between the hours of 9:00 a.m. and 4:00 p.m. and a 3-hour evening rehearsal between the hours of 7:00 p.m. and 10:00 p.m., ambient noise levels would increase from 61 to 62 CNEL. Thus, the project would result in permanent noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, or the Hilton San Diego Bayfront Hotel that are greater than 5 CNEL on event days and the project would result in noise level increases at Fifth Avenue Landing Park, San Diego

Bayfront Park, or the Hilton San Diego Bayfront Hotel that are lower than 3 CNEL on non-event days.

Measured ambient noise levels at the Marina Walk between the Marriott Marquis and the Bayside Performance Park ranged from 54 to 58 dB(A) L_{eq}. Daytime and nighttime ambient noise levels at the Marriott Marquis would be expected to be similar to ambient noise levels at EMPS. Due to distance and orientation of the stage as well as shielding provided by the performance stage shell, use of amplified sound equipment is anticipated to generate noise levels that are lower than the existing ambient noise levels at the Marriott Marquis. Thus, the project would result in permanent noise level increases at the Marriott Marquis that are lower than 3 CNEL.

Measured ambient noise levels at the area immediately southeast of the Coronado Ferry Landing were approximately 59 dB(A) L_{eq} during evening hours and measured ambient noise levels in front of the Coronado Point Condominium Complex ranged from 56 to 64 dB(A) L_{eq} during evening hours. Daytime and nighttime ambient noise levels in Coronado would be expected to be similar to ambient noise levels at the Coronado Municipal Golf Course. Measured ambient noise levels at the Coronado Municipal Golf Course were approximately 59 dB(A) L_{eq} during daytime hours and 47 dB(A) L_{eq} during nighttime hours. Use of amplified sound equipment is anticipated to generate noise levels that are lower than the existing ambient noise levels in Coronado. Thus, the project would result in permanent noise level increases in Coronado that are lower than 3 CNEL.

b. Level of Significance prior to Mitigation

Project landscaping, pedestrians traversing the project site walkways, and activities associated with site features such as the basketball courts would not result in a substantial permanent increases in existing noise levels. Thus, impacts from noise level increases associated with these noise sources would be less than significant.

The project would result in permanent noise level increases as a result of project-generated traffic. Project-generated traffic would result in permanent noise level increases that would be lower than 5 CNEL. Thus, impacts from noise level increases associated with project-generated traffic would be less than significant.

The project would result in permanent noise level increases as a result of use of amplified sound equipment. Permanent noise level increases at EMPN, the Marriott Marquis, and in Coronado would be lower than 3 CNEL. Therefore, impacts from permanent noise level increases at these locations would be less than significant.

Under a reasonable non-event day scenario, ambient noise levels would increase from 61 to 62 CNEL at Fifth Avenue Landing Park, San Diego Bayfront Park, and the Hilton San Diego Bayfront. As the noise level increase on non-event days would be lower than 3 CNEL, impacts from permanent noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, the Hilton San Diego Bayfront, on non-event days would be less than significant.

Under a reasonable worst-case event-day scenario ambient noise levels at Fifth Avenue Landing Park and San Diego Bayfront Park would increase from 61 to 67 CNEL on event days. Noise levels increases would be perceived as a readily perceptible increase in the ambient noise levels. The City of San Diego's land use and noise compatibility guidelines indicate that parks are considered "compatible" with exterior noise levels up to 70 CNEL. Although noise levels would not exceed the applicable compatibility standard, permanent noise level increases at Fifth Avenue Landing Park and San Diego Bayfront Park would be greater than 5 CNEL. Therefore, impacts from permanent noise level increases at Fifth Avenue Landing Park and San Diego Bayfront Park on event days would be significant.

Under a reasonable worst-case event-day scenario ambient noise levels at the Hilton San Diego Bayfront would increase from 61 to 67 CNEL on event days. Ambient noise level increases would be readily perceptible. The City of San Diego's land use and noise compatibility guidelines indicate that visitor accommodations (i.e., hotels) are "compatible" with exterior noise levels up to 60 CNEL. Therefore, on event days the project would result in noise levels that exceed compatibility standards at the Hilton San Diego Bayfront and permanent noise level increases would be greater than 3 CNEL. Impacts from permanent noise level increases at the Hilton San Diego Bayfront on event days would be significant.

Under a reasonable worst-case scenario, ambient noise levels within EMPS would increase from 61 to 76 CNEL. Under a reasonable non-event day scenario, ambient noise levels would increase from 61 to 68 CNEL. Ambient noise level increases would be perceived as a doubling of the noise levels. The City of San Diego's land use and noise compatibility guidelines indicate that parks are considered "compatible" with exterior noise levels up to 70 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL, if all feasible measures are included to reduce noise within the park. On event days the project would result in a noise levels that exceed compatibility standards at EMPS and permanent noise level increases at EMPS would be greater than 3 CNEL. On non-event days with evening rehearsals the project would result in noise levels that are consistent with compatibility standards at EMPS and permanent noise level increases at EMPS would be greater than 5 CNEL. On non-event days without evening rehearsals, the project would result in noise levels that are consistent with compatibility standards at EMPS and permanent noise level increases at EMPS would be lower than 5 CNEL. Impacts from permanent noise level increases at EMPS on event days would be significant. Impacts from permanent noise level increases at EMPS on non-event days with evening rehearsals would also be significant. Impacts from permanent noise level increases at EMPS on non-event days without evening rehearsals would less than significant.

c. Mitigation Measures

As discussed under Threshold 1, MM NOI-1 requires that the applicant operate continuous noise measurement throughout events that include amplified sound and immediately reduce amplified noise levels if measured noise levels exceed specific criteria. Incorporation of MM NOI-1 would reduce noise level increases associated with the project.

The following additional mitigation measures are designed to reduce significant impacts:

MM NOI-3: Restrict Duration of Sound Amplification on Event Days

On the day of an event, the total use of amplified sound equipment for either ***events or rehearsals*** shall be limited to a cumulative total of 9 hours.

Requirements Following Events

The applicant shall limit sound amplification on event days to a cumulative total of 9 hours or less. Sound amplification may occur over multiple distinct intervals, as long as the sum of distinct intervals is 9 hours or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint.

MM NOI-4: Restrict Duration of Sound Amplification on Non-Event Days

On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., ***rehearsals*** shall be limited to 100 minutes or less.

Requirements Following Rehearsals

On non-event days with evening rehearsals between the hours of 7:00 p.m. and 10:00 p.m., the applicant shall limit the total daily duration of use of amplified sound equipment to 100 minutes or less. The applicant shall maintain an active log of all events that include the use of amplified sound equipment, including a description of the interval during which amplified sound equipment was used, and the log shall be furnished to the District on an annual basis. The applicant shall notify the District within 24 hours of any complaint.

d. Level of Significance after Mitigation

Criteria outlined in MM NOI-1 would require a minimum 5 dB(A) reduction between maximum and hourly average noise levels during evening hours and a minimum 10 dB(A) reduction between maximum and hourly average noise levels during nighttime hours. In addition to noise level reductions required by MM NOI-1, criteria outlined in MM NOI-3 would require sound amplification be limited to 9 hours or less on the day of an event.

Without mitigation, ambient noise levels would increase by approximately 6 CNEL on event days at Fifth Avenue Landing Park, San Diego Bayfront Park, or the Hilton San Diego Bayfront Hotel. With incorporation of MM NOI-1 and NOI-3, the project would result in noise levels at Fifth Avenue Landing Park, San Diego Bayfront Park, or the Hilton San Diego Bayfront Hotel ranging up to 65 dB(A) L_{eq} during daytime hours, 60 dB(A) L_{eq} during evening hours, and 55 dB(A) L_{eq} during nighttime hours. Under a reasonable worst-case scenario in which there would be a 3-hour rehearsal and a 6-hour event, ambient noise levels would increase by approximately 2 CNEL. Thus, the project would no longer result in

noise level increases that are greater than 5 CNEL at Fifth Avenue Landing Park and San Diego Bayfront Park on event days and the project would no longer result in noise level increases that are greater than 3 CNEL at the Hilton San Diego Bayfront Hotel. Impacts from permanent noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, or the Hilton San Diego Bayfront Hotel on both event days and non-event days would be less than significant.

With incorporation of MM NOI-1 and NOI-3, the project would result in noise levels at EMPS ranging up to 75 dB(A) L_{eq} during daytime hours, 70 dB(A) L_{eq} during evening hours, and 65 dB(A) L_{eq} during nighttime hours. Under a reasonable worst-case scenario in which there would be a 3-hour rehearsal and a 6-hour event, ambient noise levels would increase from 61 to 71 CNEL. On non-event days with a 3-hour daytime rehearsal ambient noise levels would increase from 61 to 64 CNEL. On non-event days with 100-minute evening rehearsal, ambient noise levels would increase from 61 to 65 CNEL. With incorporation of MM NOI-3 and NOI-4, the project would result in noise levels that are consistent with compatibility standards at EMPS on both event days and non-event days. The project would continue to result in noise level increases that are greater than 5 CNEL on event days; however, the project would no longer result in noise level increases that are greater than 5 CNEL on non-event days with evening rehearsals. Thus, incorporation of MM NOI-4 would be anticipated to reduce the frequency that the project results in significant ambient noise level increases from 146 days per year (event days and non-event day evening rehearsals) to 116 days per year (event days only).

Incorporation of MM NOI-4 would reduce the number of occasions that the project would be anticipated to result in a substantial increase in noise levels; however, any single occurrence of a substantial noise level increase would be considered significant. Nonetheless, MM NOI-4 is recommended to reduce impacts from permanent ambient noise level increases. Impacts would remain significant.

Restriction of evening rehearsals to 100 minutes or less would preclude rehearsing for near to the full duration of a typical half-day event. Thus, there may be other performance-related or other considerations that would result from duration restrictions on evening rehearsals. MM NOI-4 is recommended, however, may not be feasible.

Limitations of Available Mitigation

As discussed under Threshold 1, mitigation measures were considered to reduce noise levels associated with the use of amplified sound equipment. Mitigation measures that were considered to reduce noise level increases include a reduction of noise levels within Bayside Performance Park (i.e., a reduction in the volume of the amplified sound), construction of a noise barrier (wall or berm) between Bayside Performance Park and EMPS, time of day restrictions on use of amplified sound equipment, limitations on the duration of use of amplified sound equipment, or a combination thereof.

A reduction in noise levels within Bayside Park would be required through MM NOI-1, which would require the applicant to operate continuous noise measurements throughout

events that include amplified sound and immediately reduce amplified noise levels if measured noise levels exceed specific criteria.

Noise level increases could be further reduced by elimination of amplified sound equipment. As shown in Figure 4.8-9, acoustic performance (i.e., performances without any amplification) would result in noise levels of up to approximately 60 dB(A) L_{eq} within EMPS. Under a reasonable worst-case scenario with elimination of all use of all amplified sound equipment and in which there would be a 3-hour rehearsal and a 6-hour event, ambient noise levels would increase from 61 to 63 CNEL. Thus, elimination of all use of amplified sound equipment would reduce noise level increases to lower than 5 CNEL. As discussed in Chapter 3, project objective #2 would be to replace a temporary seasonal performance and event venue with an iconic and attractive, world-class and highly innovative permanent outdoor public venue that can facilitate enhanced public park uses and enrich visual and cultural resources in the area. The existing temporary venue accommodates events (i.e., Bayside Summer Nights performances) that include the use of amplified sound equipment and this use of amplified sound equipment already results in ambient noise level increases on the day of events. Mitigation that would require elimination of use of amplified sound equipment would conflict with this objective because it would preclude replacement of the existing temporary venue with a permanent facility that can accommodate a similar use. Thus, elimination of all amplified sound equipment is not considered feasible.

Construction of a noise barrier between the Bayside Performance Park and EMPS would not be feasible due to public access considerations.

The existing temporary venue accommodates performances during evening and nighttime hours. Thus, time of day restrictions on event days would conflict with project objective #2 because it would preclude replacement of the existing temporary venue with a permanent facility that can accommodate a similar use. For these reasons, additional time of day restrictions on the event days would not be feasible. With incorporation of identified mitigation, evening rehearsals on non-event days would result in less than significant impacts. Thus, additional time of day restrictions are not needed because the recommended mitigation measures will reduce impacts below significance on non-event days.

A limitation on the duration of use of amplified sound equipment would be required by MM NOI-3, which restricts use of amplified sound equipment on event days to 9 hours or less. The existing temporary venue accommodates full day events. Thus, further duration restrictions on event days would conflict with project objective #2 because it would preclude replacement of the existing temporary venue with a permanent facility that can accommodate a similar use. With incorporation of identified mitigation, rehearsals on non-event days would not result in significant impacts. Thus, duration restrictions would not reduce significant impacts.

For these reasons, it is not feasible to mitigate ambient noise level increases at EMPS to lower than 5 CNEL on event days. Incorporation of MM NOI-1 and MM NOI-3 would reduce, but not eliminate, permanent noise level increases on event days. Noise level increases on the event days would remain readily perceptible. Noise level increases would

be perceived as degrading the ambient noise environment and may result in task interference, speech interference, or general annoyance. Impacts associated with permanent noise level increases at EMPS would remain significant and unavoidable.

Threshold 4: Temporary Noise Level Increases

Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

a. Impact Discussion

Construction

Future ground-floor contours during simultaneous use of the three loudest pieces of equipment were calculated in the vicinity of the project site. Construction noise contours are shown on Figure 4.8-10.

Construction noise levels were modeled at a series of specific receiver locations at the nearest adjacent uses, which include EMPN, Joe's Crab Shack, and Marina Walk as it runs adjacent to Seaport Village, Marriott Marquis, San Diego Convention Center, and Hilton San Diego Bayfront. Additionally, one specific receiver location was modeled across the bay at the Coronado Ferry Landing, and two specific receiver locations were modeled along the nearest project site boundaries of the proposed Fifth Avenue Landing Project. If approved, the Fifth Avenue Landing Project would be anticipated to be completed and occupied subsequent to project construction. Table 4.8-9 summarizes the projected noise levels at the modeled receivers. Receiver locations are shown on Figure 4.8-10.

Table 4.8-9
Construction Noise Levels

Receiver	Description	Noise Level [dB(A) L_{eq}]
Existing Uses		
Park	Southeastern portion of Embarcadero Marina Park North	55
Joe's	Nearest façade of Joe's Crab Shack	66
Seaport	Marina Walk south of the southern portion of Seaport Village	48
Marriott	Marina Walk west of Marriott Marquis	52
Convention	Marina Walk west of the Convention Center westmost entrance	59
Hilton	Marina Walk west of Hilton San Diego Bayfront	51
Coronado	Coronado Ferry Landing	46

Image Source: Nearmap (flown January 2016)

Project Location

Noise Receiver

Noise Contours

60 dB(A) L_{eq}

65 dB(A) L_{eq}

70 dB(A) L_{eq}

75 dB(A) L_{eq}

0 Feet 500

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FIGURE 4.8-10

Construction Noise Contours

As shown in Table 4.8-9, noise levels at existing noise-sensitive land uses such as the EMPN, Marriott Marquis, and Hilton San Diego Bayfront would be 55 dB(A) $L_{eq)}$ or less. Seaport Village and the Convention Center are not considered to be noise-sensitive uses, and noise levels at these uses would reach up to 48 and 59 dB(A) L_{eq}, respectively. Land uses in Coronado would be exposed to noise levels of 46 dB(A) L_{eq} or less.

As discussed in Section 2.4.4.1, under existing conditions the temporary venue is set up in June and is taken down each December. Setup and takedown of the temporary venue lasts approximately 6 weeks, involves up to 75 workers per day, and includes construction equipment such as boom lifts, fork lifts, and hauling trucks. The project would replace the current seasonal setup and takedown of a temporary stage for the Symphony's Bayside Summer Nights performances.

Although the adjacent uses would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary and would be limited to the 12-hour period between 7:00 a.m. and 7:00 p.m. on weekdays and Saturdays. Additionally, construction noise levels would be similar to existing noise level increases associated with seasonal setup and takedown of a temporary stage for the Symphony's Bayside Summer Nights performances.

As shown, noise levels would not exceed 75 dB(A) L_{eq} at the adjacent uses. Construction activities would generally occur over the 12-hour period between 7:00 a.m. and 7:00 p.m. on weekdays and Saturdays. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the nearest residential uses.

c. Mitigation Measures

The project would result in less than significant impacts associated with temporary noise level increases; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with temporary noise level increases. Impacts would be less than significant.

Threshold 5: Airport Noise

Would the project result in the exposure of people residing or working in the project area to excessive noise levels from airport or aircraft operations?

a. Impact Discussion

The nearest airport to the project site is San Diego International Airport, which is approximately 1.8 miles northwest of the project site. The Airport Land Use Compatibility

Plan (ALUCP) for the San Diego International Airport was approved in April 2014. The project site is located review area 2 of the airport impact area (AIA) for San Diego International Airport. This area is subject to airspace protection policies of the ALUCP, however is not subject to ALUCP noise compatibility policies or safety zone policies.

The ALUCP identifies noise contours associated with the airport. The project site is not within the 60 CNEL noise contour for San Diego International Airport. Therefore, the project would not result in the exposure of people residing or working in the project area to excessive noise levels from airport or aircraft operations.

b. Level of Significance prior to Mitigation

The project would not result in the exposure of people residing or working in the project area to excessive noise levels from airport or aircraft operations. Impacts related to aircraft noise would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with airport noise; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with airport noise. Impacts would be less than significant.

4.9 Public Services

4.9.1 Overview

This section describes the public services issues applicable to the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project), including police protection, parks and recreation centers, fire protection, libraries, and schools. The following provides a discussion of these services and facilities as they relate to the project. The project involves the construction of enhancements throughout Embarcadero Marina Park South (EMPS) located in San Diego Unified Port District (District) tidelands.. Based on the discussions provided in the following subsections, the project would have a less than significant impact on public services.

4.9.2 Existing Conditions

The project site is located within District jurisdiction, but is served by public services administered by the City of San Diego, with the exception that the District also provides harbor patrol police and fire services. Each summer, the southwestern portion of EMPS is occupied by a temporary concert venue for operation of the Bayside Summer Nights performance series that runs from June through September. During the Bayside Summer Nights season, the Symphony retains a security guard to patrol the site. The following subsections describe the existing public services provided at the project site.

4.9.2.1 Fire Protection

a. San Diego Fire-Rescue Department

EMPS is served by the City of San Diego Fire-Rescue Department (SDFD) Station 4, which is located at 404 8th Avenue, approximately 0.5 mile from the project. Station 4 provides fire and medical/rescue services. Additionally, SDFD Station 2 is currently under construction at 875 West Cedar Street (approximately 1.5 miles from the project) and anticipated to open in late 2017. Station 2 will provide fire and rescue services to the downtown area west of the train and trolley tracks, which includes the project site. SDFD provides fire, emergency medical, lifeguard, and emergency management services including 9-1-1 services, fire inspections, permits, and public education. In Fiscal Year 2015 (FY2015), there were 0.65 SDFD firefighter and 0.12 SDFD lifeguard for every 1,000 people in its service district (City of San Diego 2016).

According to the Public Facilities, Services, and Safety Element of the City of San Diego General Plan, SDFD's response time goal for medical treatment and small fires is

7.5 minutes, 90 percent of the time. The General Plan states that for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes, 90 percent of the time. In FY2015, SDFD met the 7.5-minute medical treatment and small fire response time goal 73 percent of the time. The 10.5-minute serious emergency response time goal was met 69 percent of the time in FY2015 (City of San Diego 2016). Failure to meet these first two goals was considered a result of an insufficient number of geographically distributed fire stations to reach all communities within the desired response time goals. However, 83 percent of the most serious medical incidents were met in less than 8 minutes (City of San Diego 2016).

b. San Diego Harbor Police Department

On-water fires in the project vicinity are responded to by the San Diego Harbor Police Department (Harbor Police), which is described in more detail under Section 4.9.2.2, Police Protection. The Harbor Police's fire services are composed of a Marine Firefighting department and Vessel Patrol. The Harbor Police's marine firefighter officers are cross-trained as both land- and marine-based firefighters. The patrol boats serve as firefighting boats that respond to fire emergencies on the bay. Each boat includes a water cannon capable of shooting a stream of water several hundred feet, and patrol boats can handle small electrical fires to large vessel fires. Harbor Police vessels may respond to waterfront land emergencies if necessary and accessible. The Harbor Police firefighters work cooperatively with SDFD, as necessary. SDFD takes control of fire protection services upon arrival on a scene.

4.9.2.2 Police Protection

a. San Diego Harbor Police Department

Primary response police services for EMPS are provided by the Harbor Police. There are three Harbor Police offices: downtown San Diego, Chula Vista, and North Island. The closest Harbor Police office is located at 3380 North Harbor Drive (approximately 2.25 miles from the project site) and serves as the headquarters and administration building. The other two offices serve as dispatch centers. The Harbor Police provide police presence in the bay, at San Diego International Airport (SDIA), and on all San Diego Unified Port District (District) tidelands extending across the cities of San Diego, Chula Vista, Coronado, Imperial Beach, and National City. All Harbor Police officers are cross-trained to meet the standards of a Marine Firefighter.

The Harbor Police provide two 35-foot vessel patrol boats, and up to three if needed during peak events, which are crewed by two officers each, with the primary objective of enforcing rules of the water as they pertain to private watercraft. The department's fleet of vessels is designed to respond to any fire and rescue-related calls. Harbor Police officers also patrol via marked vehicle patrol units and bicycles. The Harbor Police include a dive team trained in underwater and surface water rescue, underwater search and recovery, and helicopter-based water entry. The Harbor Police also include an Investigations Unit consisting of two sergeants, three investigators, and two interns for specialized criminal investigations

and audits. Lastly, the Harbor Police's Reserve Senior Volunteer Patrol Program is a volunteer unit that enforces applicable laws and ordinances on the San Diego Bay.

The Harbor Police's response time standard for its vehicles is 7 minutes and for its vessels 9 minutes. Between January 1, 2016 and October 31, 2016, the Harbor Police's average vehicle response was 5 minutes and 49 seconds and average vessel response time was 7 minutes and 3 seconds (Harbor Police Sergeant Donald Brick, personal communication, 2016).

The Joint Harbor Operations Center (JHOC), located at the United States Coast Guard headquarters on North Harbor Drive, is jointly operated by the United States Coast Guard, United States Navy, National Guard, United States Customs and Border Protection, and Harbor Police to improve monitoring and security of maritime activity on San Diego Bay. The JHOC merges local and federal monitoring and surveillance systems throughout the San Diego Bay through computer screens that display images and data. Data are received from radar, video, thermal and sonar sensors installed at North Island Naval Air Station, throughout the District tidelands, and locations underwater.

b. San Diego Police Department

The San Diego Police Department acts as a secondary responder for police protection services within District tidelands. Police protection services for the project site are provided by the Central Division of the San Diego Police Department. The San Diego Police Department Central Division is located at 2501 Imperial Avenue and is approximately 1.4 miles from the project site. The Central Division serves a population of 103,524 people and encompasses 9.7 square miles, including the neighborhoods of Balboa Park, Barrio Logan, Core-Columbia, Cortez, East Village, Gaslamp, Golden Hill, Harborview, Horton Plaza, Little Italy, Logan Heights, Marina, Park West, Petco, Sherman Heights, South Park, and Stockton.

According to the City of San Diego's General Plan, the San Diego Police Department's response time goals are 7 minutes for emergency (imminent threat to life) calls, 12 minutes for Priority 1 (serious crimes in progress) calls, 30 minutes for Priority 2 (less serious crimes with no threat to life) calls, 90 minutes for Priority 3 (minor crimes/not urgent) calls, and 90 minutes for Priority 4 calls (minor police service requests).

c. Crime at EMPS

Crime reports from the Harbor Police and San Diego Police Department were gathered to determine crime rates at EMPS. From June 15, 2016 to December 11, 2016, approximately 39 crimes were reported at EMPS (Richard Ledford, personal communication, 2016). These include:

- 1 reported theft
- 3 reported assaults (including one on an officer)
- 30 drug or alcohol arrests
- 2 weapons arrests (including 1 attempted murder)

- 1 arrest for fraud
- 1 arrest for petty theft
- 1 arrest for robbery with a weapon

4.9.2.3 Schools

Several schools are within one mile of EMPS. These include the Charter School of San Diego, e3 Civic High (located within the San Diego Central Library), Perkins Elementary School, King-Chavez Community High School, Coronado Pathways Charter School, and Coronado Middle School. None of the identified schools are located within 0.25 mile of EMPS.

4.9.2.4 Parks

EMPS itself is a park, and 22 other parks are located within one mile of the project site within the cities of San Diego and Coronado, including:

- Embarcadero Marina Park North (EMPN)
- Fifth Avenue Landing Park
- San Diego Bayfront Park
- Pantoja Park
- Tuna Harbor Park
- Cesar Chavez Park
- Gaslamp Square Park
- Martin Luther King, Jr. Promenade Park
- Outfield Park
- Davis House Mini-Park
- Children's Park
- Horton Plaza
- Ruocco Park
- Fault Line Park
- Bay View Park
- SDG&E Park
- Palm Park
- Triangle Park
- Coronado Ferry Landing Park
- Centennial Park
- Coronado Tidelands Park
- Coronado Skate Park

Refer to Figure 4.10-1 of Section 4.10, Recreation, for a map of the location of these parks.

4.9.2.5 Libraries

The San Diego Central Library is located approximately 0.6 mile from EMPS in downtown San Diego. The Central Library is a 366,673-square-foot, nine-story facility that includes an

outdoor garden, cafés, a three-story reading room, an auditorium, study rooms, a multi-purpose room, a teen center, a children's library, a technology center, special events space, a charter high school, and over one million books. It is open Monday through Thursday from 9:30 a.m. to 7:00 p.m., Friday through Saturday from 9:30 a.m. to 6:00 p.m., and Sunday from 12:00 p.m. to 6:00 p.m.

Additionally, the San Diego County Public Law Library is located approximately 0.8 mile from EMPS. The San Diego County Public Law Library is open Monday through Thursday from 8:00 a.m. to 6:00 p.m., Friday from 8:00 a.m. through 5:00 p.m., and Saturday from 9:00 a.m. to 1:00 p.m. It is closed on Sundays.

4.9.3 Project Impact Analysis

4.9.3.1 Methodology

This section evaluates impacts to public services that would result from project implementation. Public services analyzed include police, fire rescue, schools, parks, and libraries. Where data were available or could be reasonably obtained, current service ratios, response times, and other performance objectives for public services are considered in relation to the project. Fire and police protection service providers were also contacted to determine current response times and to determine whether adequate facilities exist to serve the project.

The impact analysis discusses whether the project would result in an exceedance of response time standards or otherwise cause the need for new or expanded public services facilities. However, inability to provide service to the project in accordance with established standards is not considered a significant impact on the environment on its own. Rather, failure of service within established standards is considered in relation to existing facilities and whether new or expanded facilities would be required. A significant impact to public services would be an adverse physical impact resulting from the construction or alteration of facilities that provide public services, as described in Section 4.9.4.2, Thresholds of Significance.

4.9.3.2 Thresholds of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines provides the basis for determining impacts to public services. Impacts would be considered significant if the project resulted in substantial adverse physical impacts associated with the provision of 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

4.9.3.3 Project Impacts and Mitigation Measures

Threshold 1: Public Services

Would the project result in substantial adverse physical impacts associated with the provision of 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 public services?

a. Impact Discussion

The project has the potential to bring more users to EMPS and would result in an increase in annual events and, during some events, an increase in event attendances. An increase in events and event attendance at EMPS has the potential to increase demand on public emergency services in the vicinity of the project. The potential impacts on fire, police, schools, parks, and other types of public services are further discussed in the following subsections.

Fire

Less than Significant Impact. As discussed previously, fire protection services for EMPS are provided by the SDFD and Harbor Police. SDFD Station 4 is located approximately 0.5 mile from EMPS and the Harbor Police headquarters are located approximately 2.25 miles from EMPS. The new SDFD Station 2 will be located approximately 1.5 miles from EMPS. Therefore, the site is adequately covered by fire services. The project would be constructed in accordance with the California Building Code, which includes the 2016 California Fire Code and other applicable public health and safety regulations. Accordingly, the stage and backstage facilities would be equipped with fire alarms.

The temporary concert venue has an existing maximum capacity of 5,200 attendees, and hosts up to 37 events each year. The Bayside Performance Park would increase the maximum capacity to 10,000 attendees and would allow for up to 110 half-day or 55 full-day paid-admission performances, partnership performances, and event rentals each year. The number of 8,000- to 10,000-seat events would be restricted to no more than six each year. Additionally, up to 16 free/public events would be held each year according to the anticipated programming described in Table 3-5, Anticipated Bayside Performance Park Programming of Chapter 3, Project Description. The increase in events and event attendance at EMPS associated with the project would potentially place an increased demand on fire and emergency response services. However, the potential increase is not anticipated to result in an exceedance of the Harbor Police's or SDFD's response times. The SDFD confirmed that EMPS would be able to support a maximum capacity of 10,000 people at future events (Supervising Deputy Fire Marshal Mark Dossett, personal communication, 2016). A full time, daily security guard would be retained by the Symphony on-site at the Bayside Performance Park, which would reduce the risk for arson or spread of fire. EMPS is also easily accessible by each of the Harbor Police's vessel patrol boats, which are equipped with firefighting tools, from the bay and the SDFD from land via East Harbor Drive and

Marina Park Way. The project would not impede fire response or emergency access, as site vehicular circulation and fire lanes would be maintained similar to existing conditions. Due to the close proximity of the SDFD Station 4 and Harbor Police, as well as ease of accessibility from the bay by Harbor Police vessels, the project would not cause a significant change in fire response times that would cause SDFD or Harbor Police to exceed their response time standards. Therefore, the project would not result in the need for new or expanded fire and emergency service facilities.

Police

Less than Significant Impact. The temporary concert venue has an existing maximum capacity of 5,200 attendees, and the Bayside Performance Park would have a maximum capacity of 10,000 attendees. Additionally, the number of events would increase from an existing maximum of 37 each year to either 110 half-day events or 55 full-day paid-admission events each year. The number of 8,000- to 10,000-seat events would be restricted to no more than six each year. Additionally, up to 16 free/public events would be held each year under the anticipated programming for the Bayside Performance Park. The project's increase in both number of events and anticipated event attendance at EMPS has the potential to increase demand on police protection and law enforcement services. As discussed in Section, 4.9.2 Existing Conditions, existing crime at the site includes theft, weapons possession, and assault. This could be attributed to relative lower lighting and less public activity throughout EMPS than in the surrounding downtown area in evening hours. The project is anticipated to reduce crime in EMPS by activating the site through the public park enhancements and construction of the Bayside Performance Park, which would include nighttime security and wayfinding lighting as well as a full-time security guard. Event security would be implemented similar to what is done currently at the Bayside Summer Nights, with the exception that a permanent full-time security guard would be retained, compared to the existing seasonal security guard. The security guard would patrol the Bayside Performance Park and the rest of EMPS, which is anticipated to reduce or deter potential vandalism and crime. EMPS's current hours are from 6:00 a.m. to 10:30 p.m., as specified in the San Diego Unified Port District Code Section 8.02(b), which would not change following project implementation. The security guard would help enforce the hours the park is open to the public, thus also potentially decreasing nighttime crime activity.

Early coordination with the Harbor Police has informed the Applicant on strategies to incorporate in the project that would serve to aid law enforcement rather than impede it. For example, during construction, the Applicant or construction contractor would make an effort to reduce "blind spots" where transients could camp so that officers may easily survey EMPS while it is under construction. Additionally, the project design includes improved lighting, camera surveillance systems, and strategic landscaping that allows improved visibility of EMPS for officers. The project's surveillance cameras could be connected with the JHOC system, adding views of the waterfront to the system that are not currently available. Coordination with the Harbor Police on crime-reduction strategies to implement with the project would continue to occur through project implementation.

As discussed in Section 4.9.2.2, Police Protection, the Harbor Police's response times were well within their standards in 2016. As discussed above, the project would strive to improve security and reduce crime at EMPS through a full time, daily security guard, appropriate lighting, activation of the park space, and close coordination with the Harbor Police. The project is not anticipated to cause police response times to exceed standards. Therefore, the project would not result in the need for new or expanded police facilities.

Schools

Less than Significant Impact. Construction personnel are anticipated to be sourced from within San Diego County and not anticipated to move from outside the area to the project vicinity. The project does not involve the construction of residential development and would not induce population growth that would increase demand on school facilities. Project users, including public park users and performance and event patrons/attendees, would be temporary visitors and would not require school facilities. Therefore, the project would not result in the need for new or expanded school facilities.

Parks

Less than Significant Impact. The Port Master Plan states that public recreation should provide active and passive recreation for all age groups and enhance public access to the waterfront throughout all District lands. The project site, EMPS, is a public park itself, and 22 other public parks are located within a one-mile radius of the project site. The project would construct a performance venue—the Bayside Performance Park—within EMPS and enhance recreational facilities throughout EMPS. During project operation, the Bayside Performance Park would be subject to temporary closure to the public during performances and events only, similar to existing conditions for the Bayside Summer Nights. Although performances and events would increase with the project, the event closures would be limited to 15 percent of the year so that EMPS would be unrestricted to the public for 85 percent of the year. This cap on Symphony performances, partnership performances, and event rentals (e.g., paid-admission events) would amount to approximately 110 half-day, or 55 full-day, restrictions each year, which is an increase compared to the currently allowed 37 events each year. Up to 16 free/public events would also be held each year under the anticipated programming for the Bayside Performance Park. During events, public park users would have full access to all portions outside the Bayside Performance Park, including the entire promenade around the perimeter of the Bayside Performance Park. Outside of events, the Bayside Performance Park portion of EMPS would also be open to the public for use (with the exception of the performance stage and ancillary structures), along with the rest of the EMPS. This is an improvement in public access compared to existing conditions, as the entire southwestern portion of EMPS is fenced off and closed to the public during the Bayside Summer Nights season (e.g., from June through September), which amounts to approximately 122 consecutive full-day restrictions each year. The project would not involve work within the Embarcadero Marina Park Pier, and public access would be maintained according to existing operations. Temporary closures of the Bayside Performance Park portion of EMPS during performances and events are not

anticipated to result in a substantial increase in demand on regional parks. Therefore, the project would not necessitate the construction of new parks or expansion of existing parks.

See Section 4.10, Recreation, for additional detail regarding the project's potential impacts on parks, including a discussion on the temporary construction impacts.

Other – Libraries

No Impact. As stated under the discussion for schools, the project would not include residential development and would not induce population growth. Additionally, construction personnel are anticipated to be sourced from the San Diego region and are not anticipated to move to the area either temporarily or permanently. Therefore, the project would not increase the demand on libraries in the project vicinity and would not result in the need for new library facilities.

Based on the above discussions for fire, police, schools, parks, and libraries, no new or physically altered governmental facilities would be required as a result of the project in order to maintain acceptable response times, service ratios, or other performance standards for police protection. Impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not result in substantial adverse physical impacts associated with the provision of 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 public services. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with public services; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with public services. Impacts would be less than significant.

4.10 Recreation

4.10.1 Overview

This section describes the parks and other recreational facilities in the vicinity of the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) and the potential impacts associated with recreation that may result from the project. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in the San Diego Unified Port District (District) tidelands. Based on the information and analysis provided in the following subsections, the project would have less than significant impacts on recreation.

4.10.2 Existing Conditions

District lands and tidelands include approximately 413.7 acres of public recreation space, including open space, parks, plazas, golf course, promenades, and public rooftop park/plaza space. The public recreation opportunities developed on tidelands by the District, along with the commercial recreation opportunities developed by private investment, provide a balanced recreation resource for residents and visitors along the San Diego Bay. In total, the District manages 22 waterfront parks, miles of public promenade, 5 public fishing piers, and 1 viewing pier. The District issues Special Event Permits for events within 18 of these parks, and issues Master Special Event permits for tenants at the remaining 4 parks.

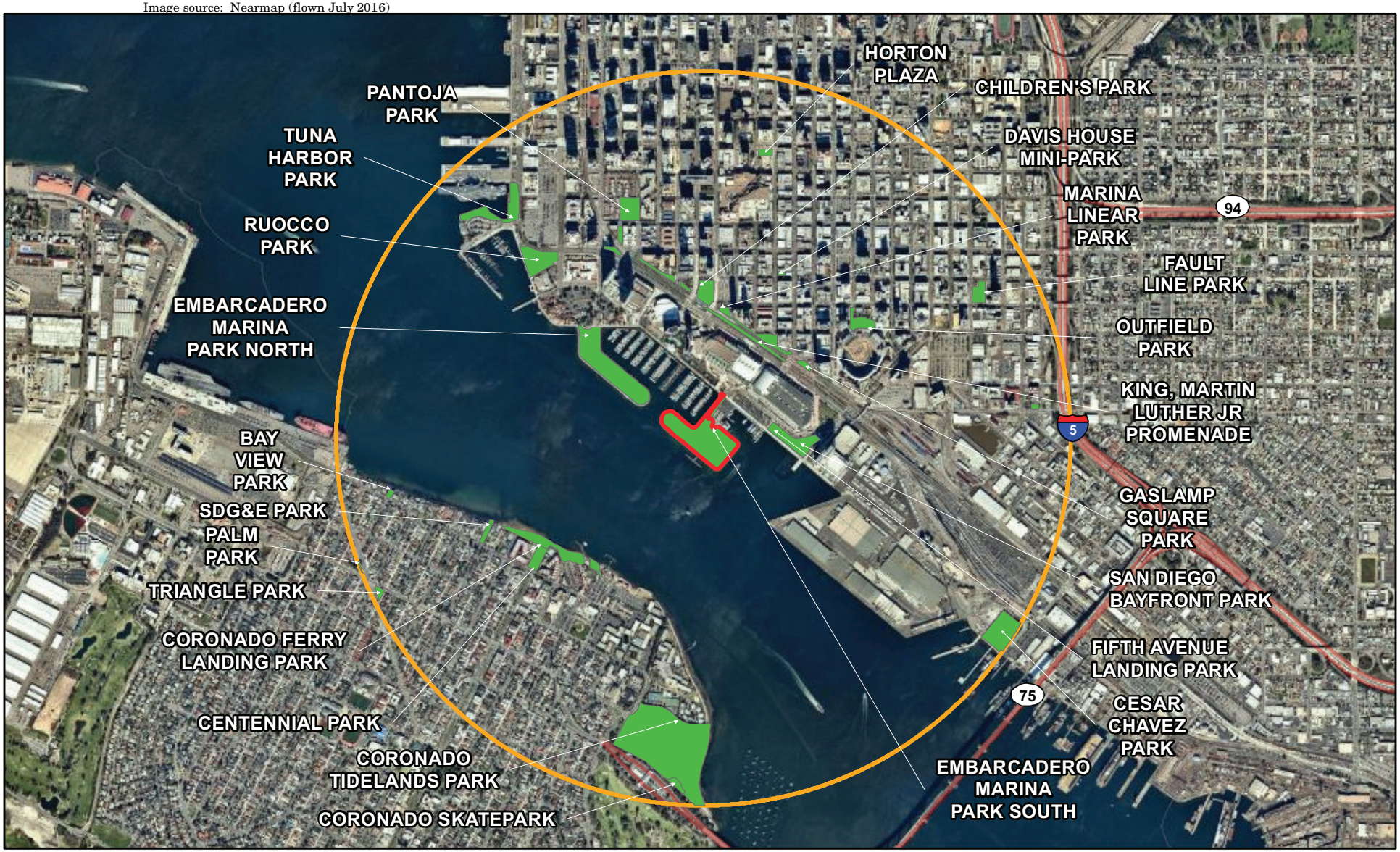
The project site is EMPS, a public waterfront park located within the District's jurisdiction. EMPS was constructed in the 1970s and opened to the public in 1976. EMPS is entirely developed and includes a 128-space parking lot, public restrooms (includes two women's stalls and two men's stalls), four basketball courts (two full-size courts divided into four half-courts), gazebo, the Embarcadero Marina Park Pier, bait shop/deli, and an 8- to 10-foot-wide meandering bayside promenade that travels around and through the park. EMPS' layout is provided in Figure 2-2 of Chapter 2, Environmental Setting. EMPS also provides bicycle parking adjacent to the Embarcadero Marina Park Pier, on the north side of the bait shop/deli, a fitness course (consisting of stationary fitness equipment dispersed along the promenade), and a payphone. The majority of the park is covered in grass, with ornamental palm and eucalyptus trees scattered throughout.

The other closest park to the project site is the Embarcadero Marina Park North (EMPN), which is located just northwest from EMPS and across the Marriott Marina inlet. Both parks are connected by a continuous waterfront public promenade, which travels between the parks, landward of the Marriott Marina. In total, 22 parks were identified within one mile of the project. The parks, listed by jurisdiction, include:

- District Parks
  - EMPN
  - Fifth Avenue Landing Park
  - San Diego Bayfront Park
  - Tuna Harbor Park
  - Ruocco Park
  - Cesar Chavez Park
  - Coronado Ferry Landing Park
  - Coronado Tidelands Park
- City of San Diego Parks
  - Pantoja Park
  - Gaslamp Square Park
  - Martin Luther King, Jr. Promenade Park
  - Outfield Park
  - Davis House Mini-Park
  - Children's Park
  - Horton Plaza
  - Fault Line Park
- City of Coronado Parks
  - Bay View Park
  - SDG&E Park
  - Palm Park
  - Triangle Park
  - Centennial Park
  - Coronado Skate Park

Figure 4.10-1 depicts the location of each of these parks relative to the project.

Image source: Nearmap (flown July 2016)



0 Feet 2,000

Project Location

Parks

Project Boundary Buffer (1 Mile)

RECON

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FIGURE 4.10-1

Recreational Facilities within One Mile

4.10.3 Applicable Laws and Regulations

4.10.3.1 Federal

There are no regulations, plans, policies, and laws at the federal level that are relevant to the proposed project.

4.10.3.2 State

California Coastal Act

The CCA calls for the protection of recreational uses of coastal areas suited for water-oriented recreational activities and oceanfront land and the protection of oceanfront land for recreational purposes. Upland areas necessary to support coastal recreational uses are also to be reserved for recreational uses, where feasible. The CCA also encourages increased recreational boating use of coastal waters by increasing dry storage areas, public launching facilities, and additional berthing space and limiting non-water-dependent land uses that would preclude boating support facilities. Chapter 3, Article 3 of the CCA addresses recreation within the coastal zone; however, the project is a non-appealable project and not indicated as a wetland, estuary, or existing recreational area in Part IV of the 1975 California Coastal Plan. Therefore, the policies of Chapter 3 do not apply to the project. Chapter 8 of the CCA outlines the policies and master planning requirements pertaining to ports.

4.10.3.3 Local

San Diego Unified Port District Port Master Plan

The District's certified Port Master Plan (PMP) guides the physical development of the lands within the District's jurisdiction and also serves as the district's coastal program for purposes of the CCA described above. The District's jurisdiction includes the public trust lands (i.e., tidelands) bayward of the mean high-tide line and the submerged lands generally to the U.S. Pierhead Line, and other upland properties as acquired by the District. The District manages these lands in trust for the people of the State of California. Amendments to the PMP require a two-thirds vote of the Board of Port Commissioners (BPC). The PMP prepared by the District and adopted by the BPC in 1980 was originally certified by the CCC in 1981 and last amended in 2016.

As indicated in the PMP, the tidelands under the District's jurisdiction are divided into 10 separate planning districts. The PMP includes Precise Plans that guide development in each planning district by describing the proposed uses and development plans, and proposed land and water use designations. The project is located within Planning District 3 – Centre City Embarcadero. Planning District 3 is divided into six planning subareas. The Proposed Project is located in the Marina Zone planning subarea and is designated for Park/Plaza and Promenade land uses. The Park/Plaza designation refers to urban landscaped recreational developments and amenities. Recreational facilities typically

associated with this land use include "fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, cultural uses, vista area, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, small food and beverage vending, and other park-activating uses that are ancillary to public uses." The Promenade designation includes public pedestrian promenades with improvements such as landscaping, lighting, signage and other street fixtures, artwork, and seating.

The PMP lists land use objectives for its designated public recreation areas. According to the PMP, all parks, plazas, public accessways, vista points, and recreational activities within the District's jurisdiction should:

- Provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year.
- Enhance the marine, natural resources, and human recreational assets of San Diego Bay and its shoreline for all members of the public.
- Provide for clear and continuous multi-lingual information throughout District lands and facilities to and about public accessways and recreational areas.

The PMP states that when thoughtfully planned, public and commercial recreational developments benefit from each other, although commercial activities within public recreation areas will be limited. Particular emphasis is placed on marine and water-oriented recreational activities, such as fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, and more. Recreational land uses designated by the PMP include Recreation Area/Open Space, Park/Plaza, Promenade, Open Space, Public Fishing Pier, Golf Course, Open Bay, Boat Launching Ramp, Public Access, and Vista Areas.

South Embarcadero Public Access Program

The Public Access Program (PAP), which was originally adopted in 1998 and amended in 2012, defines an extensive multi-modal pedestrian, bicyclist, mass-transit, and automobile-based system to provide a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals and families who reside in the region, as well as visitors. The PAP identifies the Embarcadero Promenade as extending along 4,600 feet of San Diego Bay, providing a pedestrian and bicyclist connection among commercial and naval harbor, working fisheries, two publicly accessible piers, three shoreline public parks, recreational boating and ferry/water taxi facilities, and many water-related commercial recreational enterprises. As a result of improvements made through the South Embarcadero Redevelopment Program, the promenade alone can readily accommodate 10,000 people at one time, or 30,000 to 50,000 people each day.

4.10.4 Project Impact Analysis

4.10.4.1 Methodology

This section evaluates impacts to recreation that would result from project implementation. A significant impact to recreation would occur if either of the thresholds described in Section 4.10.4.2, Thresholds of Significance, is met or exceeded.

4.10.4.2 Thresholds of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines provides the basis for determining impacts to recreation. A significant impact to recreation would occur if the project would:

1. 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.
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.10.4.3 Project Impacts and Mitigation Measures

Threshold 1: Physical Deterioration of Parks

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?

a. Impact Discussion

Less than Significant Impact with Mitigation. The project site, EMPS, is an existing, developed public park. Construction of the project would require closure of EMPS for up to 10 months (up to 8 months of demolition and construction activities with a 1- to 2-month site testing period). Deterioration of other park facilities in the vicinity of the project could result if their use is substantially increased during construction of the project. Because construction of the project would require temporary closure of EMPS, there is potential for other parks in the project vicinity to experience an increase in users during the construction period. EMPS closure would be temporary, and 22 public parks identified within one mile of the project would be available to EMPS users during the construction period. These nearby public parks would be available to serve EMPS users while the EMPS is closed. However, waterfront recreational amenities such as public fishing piers and bayfront picnic areas are generally less available than inland recreational facilities, and closure of EMPS may result in the accelerated deterioration of other waterfront park facilities, including fishing piers, in the project vicinity. Therefore, the closure of EMPS during construction would result in temporary significant impacts. Mitigation measure (MM) REC-1 is proposed to reduce

impacts to less than significant levels. MM REC-1 requires the Embarcadero Marina Park Pier, bait shop and deli, 20 dedicated parking spaces, and a pedestrian pathway from the Embarcadero Promenade to remain open during construction, with the exception of short periods of time when necessary for safety and/or construction purposes. In order to properly notify EMPS users of the construction closure, MM REC-1 requires a public notice to be posted at the entrance to the construction site. The notice shall list the anticipated dates of closure and include the District's webpage address where users may find a list and locations of other waterfront parks within District tidelands that will available during construction. EMPN provides a nearly identical park experience as EMPS and is one of the closest alternative parks.

The northwestern portion of EMPS is currently utilized each summer (June through September) by the Symphony for its Bayside Summer Nights through the use of temporary concert venue structures (e.g., stage, stage house, auxiliary facilities, portable restrooms, bleachers). The project would increase this cultural use by redeveloping the northwestern portion of the EMPS into a permanent venue (the Bayside Performance Park), including a performance stage. The project would construct a permanent performance venue—the Bayside Performance Park—within EMPS and would enhance recreational facilities throughout EMPS. The Bayside Performance Park would encompass approximately 32 percent of the total EMPS and includes the back-of-stage bay viewing deck and seating lawn that would be utilized as public park space outside of events (e.g., all seating would be removed outside of events). Following construction, public access to the Bayside Performance Park would be temporarily restricted during performances and events, with the exception that some events would allow for the back-of-stage bay viewing deck to remain open to the public. With project implementation, Symphony events would be held year-round, as opposed to the current June through September schedule, although the majority of events would continue to be held within the summer season. The existing temporary concert venue has a maximum capacity of 5,200 seats; under the project the maximum capacity of the performance venue would increase to 10,000. However, the number of events with attendances between 8,000 and 10,000 would be restricted to no more than 6 events each year.

Currently the Symphony's TUOP allows for a maximum of 37 events and in 2016, 34 performances and event rentals were held during the Bayside Summer Nights season at the northwestern portion of EMPS. Regardless of the increase in events, the project would be an improvement compared to the existing temporary concert venue, which requires the closure of the entire northwest portion of EMPS throughout the Bayside Summer Nights season (e.g., June through September). Although performances and events would increase with the project, the event closures for paid-admission and rental events would be limited to 15 percent of the year as described in Section 3.4.2, Public Access. Therefore, Symphony performances, partnership performances, and event rentals would be held at the Bayside Performance Park for a maximum of 110 half-days, or 55 full-days, each year. This increases public accessibility of the Bayside Performance Park area compared to the existing annual restrictions within this area that occur consecutively over an approximately 120-day period. Therefore, even though Symphony performances, partnership performances, and event rentals would increase from up to 37 events to up to 110 paid-

admission events annually, the project would reduce the amount of time that public access is restricted at the Bayside Performance Park portion of EMPS.

At all times, including during events, public park users would have full access to all portions outside the Bayside Performance Park, including the entire promenade around the perimeter of the Bayside Performance Park. Outside of events, the Bayside Performance Park portion of EMPS would also be open to the general public for use, along with the rest of EMPS. Portions of the fencing at the access gates shown in Figure 3-3 of Chapter 3, Project Description, would be removed/moveable and would remain open to allow the general public unrestricted ingress and egress within the Bayside Performance Park outside of events. The temporary access restrictions during performances and events held at the Bayside Performance Park portion of EMPS are not anticipated to result in a substantial increase in demand on other parks in the vicinity, as the majority of EMPS would remain open to the general public at all times. Therefore, the project would not result in a substantial deterioration or accelerated deterioration of other parks and recreational facilities in the vicinity of the project.

An increase in the recreational use of EMPS itself may result from the project, as the proposed enhancements, including the refurbished restroom facility and recreational amenities and proposed improvements associated with the Bayside Performance Park, are anticipated to attract more users than EMPS currently does. Specifically, EMPS's fitness equipment, basketball courts, a gazebo, landscaping and lawn areas, public restrooms, and pedestrian promenade would be replaced and/or refurbished by the project. The promenade around the perimeter of the Bayside Performance Park would be increased from 8 feet to 12 feet in width and four additional restrooms would be provided within Bayside Performance Park for general public use during non-event hours. These enhancements would revitalize EMPS and are anticipated to reactivate the waterfront recreational use, bringing more park users than currently occurs.

Although the project would result in an increased usage of EMPS, it would not result in substantial deterioration or accelerated deterioration of EMPS. On the contrary, the project would redevelop the entire EMPS with the refurbished, replaced, or new amenities described above, including new landscaping, paved surfaces, and sand-based synthetic turf within the Bayside Performance Park. This would improve EMPS and slow the deterioration that results from normal park use when compared to what would occur at EMPS under existing conditions. Additionally, the entire Bayside Performance Park would be maintained and kept in good condition by the Symphony, as determined by a Real Estate Agreement with the District. A full-time security guard retained by the Symphony would also help to deter any vandalism from occurring at EMPS. The District would continue to maintain the remaining portion of the newly developed EMPS following project construction.

The project would activate the EMPS while enhancing its amenities through the replacement and/or refurbishment of existing facilities and provision of a new performance venue for cultural uses. Although project construction would require temporary closure of EMPS, MM REC-1 would ensure the Embarcadero Marina Park Pier, bait shop and deli,

and some parking for general public use would remain open and accessible during construction, reducing demand on other nearby waterfront parks and public fishing piers that would result from the temporary closure. Additionally, although the project would increase the use of EMPS following project construction due to reduced public access restrictions and enhanced public amenities, it would not result in deterioration of EMPS itself, as detailed above. Therefore, with implementation of mitigation, less than significant impacts would occur.

b. Level of Significance prior to Mitigation

The project would increase the use of existing neighborhood and regional parks or other recreational facilities, particularly waterfront recreational amenities such as fishing piers, during the temporary construction closure of EMPS such that substantial physical deterioration of the facility may occur or be accelerated. Impacts would be significant.

c. Mitigation Measures

MM REC-1 Construction – Public Access and Notice

During construction, the project proponent shall maintain (1) public access to the Embarcadero Marina Park Pier and bait shop and deli (e.g., allowing for temporary closures only when necessary for construction activities or safety reasons); (2) a minimum of 20 dedicated parking spaces for users of the Embarcadero Marina Park Pier; and (3) a pedestrian pathway from the Embarcadero Promenade at EMPS for users arriving via foot or bicycle.

A minimum of 10 days prior to the commencement of any demolition, grading or construction activity, the project proponent shall post signage containing the anticipated dates of construction at a visible location at the entrance of EMPS and shall maintain the public notice in a publicly visible location throughout the duration of construction. The notice shall include the web-address to the District's parks webpage, where users may find the locations and details of other waterfront parks within District tidelands that will available for use during the construction period.

d. Level of Significance after Mitigation

Implementation of mitigation measure MM REC-1during construction of the project would avoid significant deterioration of other waterfront parks and fishing piers in the region. Impacts would be less than significant.

Threshold 2: Construction or Expansion of Recreational Facilities

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?

a. Impact Discussion

Less Than Significant Impact. Although construction of the project would require closure of EMPS, the closure would be temporary (up to 10 months) and the Embarcadero Marina Park Pier (including the bait shop and deli, a public pathway to the pier, and public parking spaces) would remain open with the exception of short periods of time for safety and/or construction purposes in accordance with MM REC-1. As discussed under Threshold 1, the 22 public parks identified within one mile of the project would be adequate to meet any increase in regional park demand due to the temporary closure of EMPS during construction and the temporary public access restrictions during events held at the Bayside Performance Park portion of EMPS. Therefore, the expansion or construction of other recreational facilities will not be required to meet the increase in demand on other parks during project construction.

As described under Threshold 1, the project involves the redevelopment of EMPS, including the enhancement of public park amenities and construction of a permanent performance venue. Any adverse physical effects on the environment resulting from construction and operation of the project are considered and disclosed in Chapter 4.0, Sections 4.1 through 4.12 of this Environmental Impact Report. Additionally, the project itself is not considered an expansion of EMPS, as the project will be implemented within the boundaries of the existing, developed EMPS site and will replace a seasonal temporary performance venue with a permanent venue. Therefore, less than significant impacts would occur.

b. Level of Significance prior to Mitigation

The project would include the redevelopment of an existing park, including the construction or expansion of recreational facilities which may have an adverse physical effect on the environment. As discussed in detail in Chapter 4.0 of this EIR, implementation of the project may result in significant impacts associated with aesthetics and visual resources (Section 4.1); biological resources (Section 4.3); geology and soils (Section 4.4); greenhouse gas emissions (Section 4.5); land use and planning (Section 4.7); noise (Section 4.8); recreation (Section 4.10); and transportation, circulation, and parking (Section 4.11).

c. Mitigation Measures

The mitigation measures for significant adverse environmental impacts associated with the construction or expansion of recreational facilities are identified in the following sections of Chapter 4.0 of this EIR: Section 4.1, Aesthetics and Visual Resources; Section 4.3, Biological Resources; Section 4.4, Geology and Soils; Section 4.5, Greenhouse Gas

Emissions; Section 4.7, Land Use and Planning; Section 4.8, Noise; Section 4.10, Recreation; and Section 4.11, Transportation, Circulation, and Parking.

d. Level of Significance after Mitigation

As discussed in Chapter 4.0, significant impacts associated with aesthetics and visual resources (Section 4.1); biological resources (Section 4.3); geology and soils (Section 4.4); land use and planning (Section 4.7); and recreation (Section 4.10) would be reduced to less than significant levels following implementation of mitigation. Impacts associated with greenhouse gas emissions (Section 4.5); noise (Section 4.8); and transportation, circulation, and parking (Section 4.11) would remain significant following mitigation.

4.11 Transportation, Circulation, and Parking

4.11.1 Overview

This section describes the existing conditions and applicable laws and regulations related to transportation, circulation, and parking at the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) site and includes an analysis of the project's potential impacts with regard to these topics. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in the San Diego Unified Port District (District) tidelands. The information provided in this section is summarized from the project's Transportation Impact Analysis (TIA) (Appendix N), prepared by Chen Ryan Associates (Chen Ryan) in January 2017. Based on the analysis provided in the following subsections, the project would have significant impacts on transportation, circulation, and parking.

4.11.2 Existing Conditions

4.11.2.1 Study Area

The project is located within the San Diego Unified Port District's (District) jurisdiction, but the streets and intersections serving the project are within the City of San Diego's jurisdiction. Therefore, the study area was defined according to the requirements of the City of San Diego's Traffic Impact Study Manual (July 1998). The Traffic Impact Study Manual requires the study area to include all roadway segments, intersections, and freeway segments where the project would contribute 50 or more peak hour trips in either direction. Typical peak hours are between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. However, normal AM and PM peak hours are not applicable here because project-related traffic would be driven by events held at EMPS. The majority of events are held on weekends, and though some are held during daytime hours, most events are typically held in the evenings. Instead of using typical AM and PM peak hours, an Event Arrival Peak (6:00 p.m. to 8:00 p.m. for a 7:30 p.m. event start) and an Event Dismissal Peak (9:00 p.m. to 11:00 p.m. for a 10:00 p.m. event end) are used in this analysis.

As described in the TIA (see Appendix N), due to the tight density of intersections within downtown San Diego and the off-peak nature of trips generated by the project, it is assumed that not all intersections in which the project will add 50 or more peak hour trips within the downtown area require analysis. Instead, the following intersection types are included in the study area:

1. Intersections identified as operating at Level of Service (LOS) D, E or F under Downtown San Diego Mobility Plan EIR (2016) buildout conditions;
2. Signalized intersections along Harbor Drive; and
3. Key intersections providing access to the project site to account for access from the freeway and adjacent neighborhoods.

The project study area roadway segments, intersections, and freeway ramp intersections are shown in Figure 4.11-1.

a. Roadway Corridors

Harbor Drive and Pacific Highway are the only key study area roadway corridors that were identified in accordance with the criteria outlined above in Section 4.11.2.1, Study Area.

Harbor Drive

Harbor Drive bounds the downtown San Diego community along its western and southern boundary. Harbor Drive connects to the Midway-Pacific Highway community to the north and the Barrio Logan community to the south. Harbor Drive is a two-way roadway, and is generally four lanes with a raised median. It reduces to two lanes with a continuous left-turn lane between Broadway and Pacific Highway, and expands to six lanes between Pacific Highway and Front Street and north of Ash Street. The posted speed limit is 40 miles per hour (mph) from Pacific Highway to Park Boulevard. South of Park Boulevard the speed limit increases to 45 mph. North of Pacific Highway the speed limit is 25 mph. On-street parking is generally permitted along the east side of Harbor Drive between Broadway and Grape Street. The project is located south of Harbor Drive between Fifth Avenue and Park Boulevard.

Pacific Highway

Pacific Highway provides two-way, north-south travel along the western side of Downtown San Diego. It runs from the Midway-Pacific Highway community in the north and terminates just south of Harbor Drive in Seaport Village. Pacific Highway is generally six lanes and alternates between a raised median and a striped median with left-turn pockets. Pacific Highway has a posted speed limit of 35 mph throughout the study area. On-street parallel parking is intermittently permitted along each side of the road within the Downtown community. Sidewalks are present along both sides of the roadway.

Map Source: Chen Ryan

FIGURE 4.11-1
Traffic Study Area

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b. Roadway Segments

Based on the project trip assignment and input from District staff, the following key study area roadway segments were analyzed:

Harbor Drive

1. Broadway to Pacific Highway
2. Pacific Highway to Kettner Boulevard
3. Market Street to Front Street
4. First Avenue to Convention Center Court
5. Fifth Avenue to Park Boulevard
6. South of Park Boulevard

Pacific Highway

7. West G Street to Harbor Drive

The roadway segment geometrics are depicted in Figure 4.11-2.

c. Intersections

Based on the criteria outlined above in Section 4.11.2.1, Study Area, the following intersections are located within the study area:

1. Pacific Highway/Harbor Drive
2. Kettner Boulevard/Harbor Drive
3. Market Street/Harbor Drive
4. Front Street/Beech Street
5. Front Street/A Street
6. Front Street/Broadway
7. Front Street/Harbor Drive
8. First Avenue/Beech Street
9. First Avenue/A Street
10. First Avenue/Broadway
11. First Avenue/Harbor Drive
12. Convention Center Court/Harbor Drive
13. Fifth Avenue/Beech Street
14. Fifth Avenue/Broadway
15. Fifth Avenue/F Street
16. Fifth Avenue/ G Street
17. Fifth Avenue/Harbor Drive
18. Park Boulevard/Harbor Drive
19. Tenth Avenue/A Street
20. Tenth Avenue/F Street
21. Tenth Avenue/G Street
22. Eleventh Avenue/A Street
23. Eleventh Avenue/F Street
24. Eleventh Avenue/G Street

Map Source: Chen Ryan

FIGURE 4.11-2
Study Area Roadway Segments

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The intersection geometrics are depicted in Figures 4.11-3a and 4.11-3b.

d. Freeway Mainline Segments

Though the project would not add 50 or more peak hour trips on any single freeway mainline segment, the following freeway mainline segments are included in the study area for informational purposes:

- Interstate 5 (I-5) between Grape Street and First Avenue
- I-5 between First Avenue and State Route 163 (SR-163)
- I-5 between SR-163 and B Street
- I-5 between B Street and SR-94
- I-5 between SR-94 and Imperial Avenue
- I-5 between Imperial Avenue and SR-75
- SR-163 south of Robinson Avenue
- SR-94 west of 25th Street

4.11.2.2 Existing Transportation Conditions

Both the Existing Non-Event Conditions and Existing Event Conditions serve as the baseline traffic conditions to compare project transportation impacts with a typical non-event, off-season day and a typical event day during the Bayside Summer Nights season. Traffic counts on existing roadway segments and intersections for the Existing Non-Event Conditions were conducted on Saturday, September 17, 2016. For the Existing Current Event Conditions, the average event attendance for the 2016 season, which was 2,285 attendees per Symphony performance, was utilized to determine roadway segment and intersection traffic on event days.

a. Roadway Segments

To determine if a roadway segment is operating effectively, an LOS grade is applied. LOS is a quantitative measure describing operational conditions within a traffic stream, and the motorist's and/or passenger's perception of operations. A LOS definition generally describes these conditions in terms of such factors as delay, speed, travel time, freedom to maneuver, interruptions in traffic flow, queuing, comfort, and convenience. Table 4.11-1 describes generalized definitions of the various LOS categories (A through F) as applied to roadway operations.

Map Source: Chen Ryan

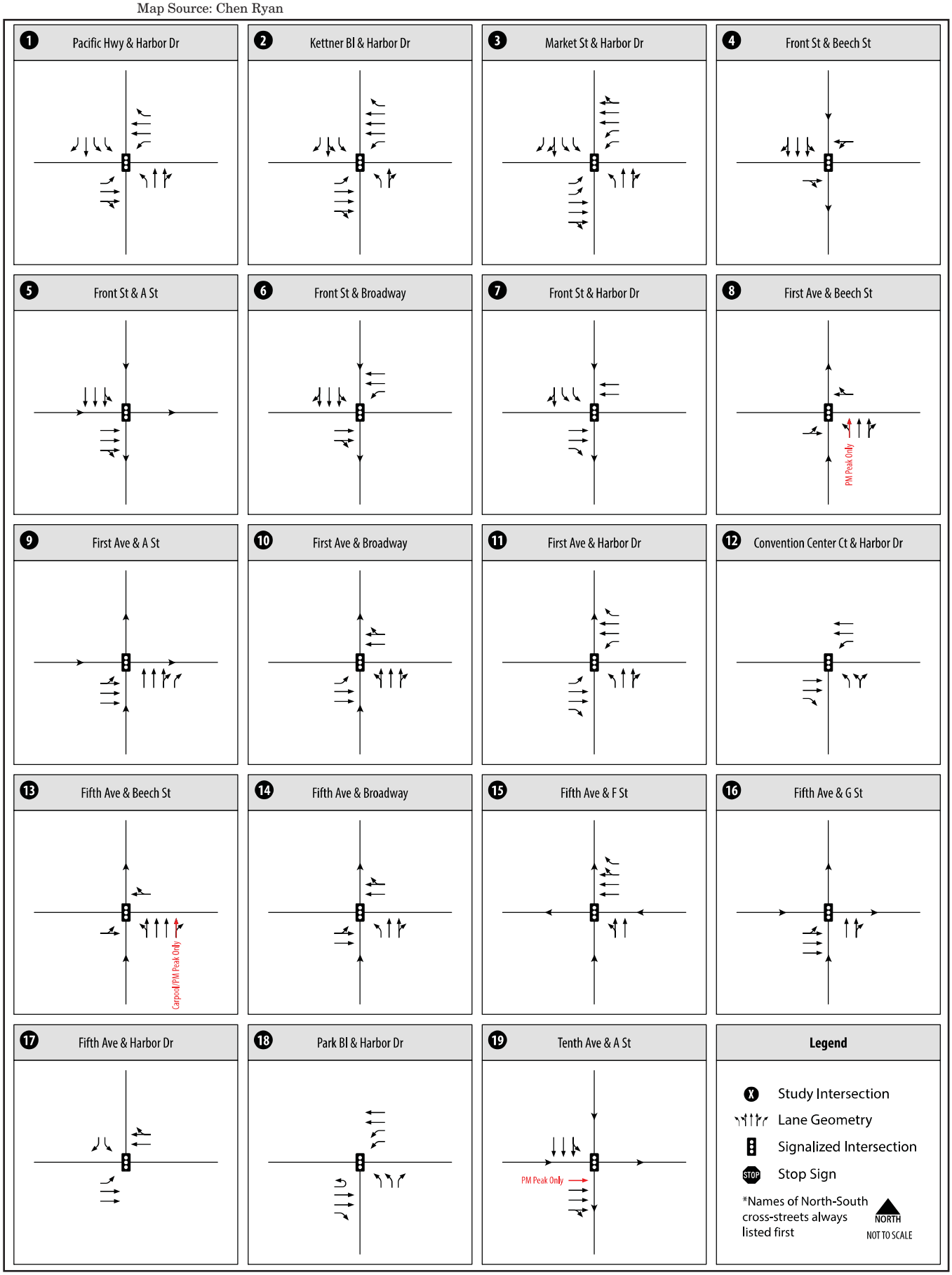

FIGURE 4.11-3a
Study Area Intersections

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Map Source: Chen Ryan

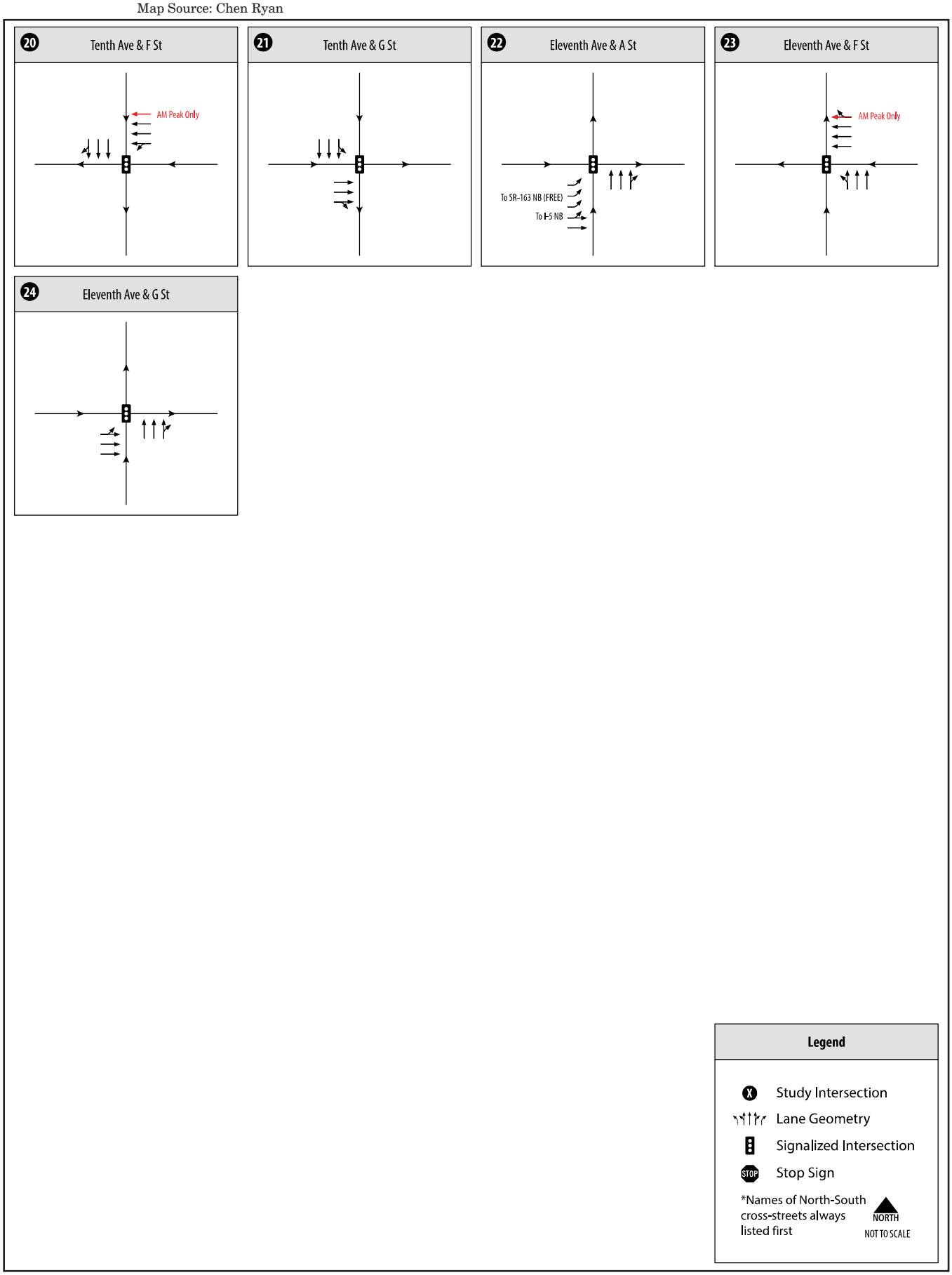

FIGURE 4.11-3b
Study Area Intersections

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Table 4.11-1
LOS Definitions

LOS Category	Definition of Operation
A	This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

SOURCE: Highway Capacity Manual (HCM; 2000).*
*HCM 2000 was utilized in this analysis instead of HCM 2010 because the unique configuration and phasing settings of many downtown intersections (e.g., a 3-lane one-way street crossing a 3-lane one-way street with pre-timed signals) is not supported by HCM 2010. In order to use HCM 2010, modifications to the intersection characteristics and/or the signal phasing would have been required that would not be consistent with ground conditions. Additionally, the use of HCM 2000 is consistent with the Downtown Mobility Plan analysis, which utilized HCM 2000.

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast average daily traffic (ADT) volumes. Table 4.11-2 presents the roadway segment capacity and LOS standards utilized to analyze roadways evaluated in this report.

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, the performance and LOS of a roadway segment is influenced by the ability of its intersections to accommodate peak hour traffic volumes. The Downtown San Diego community is unique in the City of San Diego in that roadway segment LOS is not a determinant of significant impacts, and therefore, the Downtown community does not have a standard for acceptable roadway segment operation. Instead, intersection LOS is the determinant of significant impacts. Consistent with acceptable intersection LOS thresholds, for the purposes of this discussion, LOS E is considered acceptable for the analyzed roadway segments. Again, note that for the project, the typical AM and PM peak hours are not applicable and instead the Event Arrival Peak (6:00 p.m. to 8:00 p.m.) and Event Dismissal Peak (9:00 p.m. to 11:00 p.m.) are used in the analysis. This is because events are typically held on the weekends and/or in the evening hours, with few events occurring during the daytime on weekdays.

Table 4.11-2
City of San Diego Roadway Classifications and LOS Standards

Roadway Classification	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Primary Arterial	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (5-lane, divided)*	< 17,500	< 24,500	< 35,000	< 40,000	< 45,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Collector (4-lane w/ center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 10,000	< 13,000	< 15,000	< 20,000
Collector (2-lane w/ continuous left-turn lane)	< 5,000	< 10,000	< 13,000	< 15,000	< 20,000
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane commercial-industrial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)	< 2,500	< 3,500	< 5000	< 6,500	< 8,000
Sub-Collector (2-lane single-family)	-	-	2,200	-	-

SOURCE: City of San Diego, Traffic Impact Study Manual (1998).
*Average of 4-lane and 6-lane Major Arterial thresholds used.

Existing Non-Event Conditions

Figure 4.11-4 depicts the Existing Non-Event Conditions ADT volumes for each study segment. As shown in Table 4.11-3, all study area segments currently operate at an acceptable LOS during a non-event day.

Table 4.11-3
Existing Non-Event Conditions Roadway Segment LOS

Roadway	Segment	Cross-section	Threshold (LOS E)	ADT	V/C	LOS
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL	20,000	12,275	0.614	C
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	15,826	0.317	A
	Market Street to Front Street	5-lane w/raised median	45,000	14,255	0.317	A
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	15,497	0.387	B
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	16,746	0.419	B
	South of Park Boulevard	4-lane w/raised median	40,000	14,052	0.351	A
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,116	0.182	A

SOURCE: Chen Ryan Associates, Inc. (2017).
CLTL = center-lane turn left
V/C = volume-to-capacity ratio; LOS = level of service

Map Source: Chen Ryan

FIGURE 4.11-4

Roadway Existing Volumes (Non-Event Conditions)

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Existing Event Conditions

Figure 4.11-5 depicts the Existing Event Conditions ADT volumes for roadway segments. As shown in Table 4.11-4, all study area segments currently operate at an acceptable LOS on an event day.

Table 4.11-4
Existing Event Conditions Roadway Segment LOS

Roadway	Segment	Cross-section	Threshold (LOS E)	ADT	V/C	LOS
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL	20,000	12,323	0.616	C
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	15,904	0.318	A
	Market Street to Front Street	5-lane w/raised median	45,000	14,333	0.319	A
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	15,805	0.395	B
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	17,222	0.431	B
	South of Park Boulevard	4-lane w/raised median	40,000	14,068	0.352	A
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,146	0.183	A

SOURCE: Chen Ryan Associates, Inc. (2017).
CLTL = center-lane turn left
V/C = volume-to-capacity ratio; LOS = level of service

b. Intersections

The City of San Diego's Traffic Impact Study Manual defines project impact thresholds that are based upon an acceptable increase in the V/C ratio for roadway and freeway segments, and upon increases in vehicle delays for intersections and ramps. The following assumptions were utilized to determine peak hour intersection capacity for signalized intersections:

- *Pedestrian Calls per Hour*: 10 calls per hour for each pedestrian movement was assumed.
- *Signal Timing*: Based on existing signal timing plans (as of October 2016).
- *Peak Hour Factor*: Based on existing peak hour count data collected in support of this project for existing conditions, and 0.92 for all future conditions.

The analysis of signalized intersections utilized the procedures outlined in the 2000 Highway Capacity Manual (HCM). This method defines LOS in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane

Map Source: Chen Ryan

FIGURE 4.11-5

Roadway Existing Volumes (Event Conditions)

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movements (i.e., through and right-turn movements originating from the same lane). The LOS criteria used for this technique are described in Table 4.11-5. The computerized analysis of intersection operations was performed utilizing Synchro 8.0 traffic analysis software. As discussed previously, it is important to note that normal AM and PM peak hours are not applicable as the project is event driven and events are typically held on the weekends and/or in the evening hours, with few events occurring during the daytime on weekdays. Instead, the analysis was prepared using an Event Arrival Peak (6:00 p.m. to 8:00 p.m. for a 7:30 p.m. event start) and an Event Dismissal Peak (9:00 p.m. to 11:00 p.m. for a 10:00 p.m. event end).

Table 4.11-5
Signalized Intersection LOS Criteria

Average Stopped Delay Per Vehicle (seconds)	Level of Service Characteristics
<10.0	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
10.1 – 20.0	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
20.1 – 35.0	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
35.1 – 55.0	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
55.1 – 80.0	LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80.0	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

SOURCE: Highway Capacity Manual (2000).

Existing Non-Event Conditions

Figures 4.11-6a and 4.11-6b depict the Existing Non-Event Conditions intersection volumes. As shown in Table 4.11-6, all key study area intersections currently operate at an acceptable LOS under on a non-event day.

Table 4.11-6
Existing Non-Event Intersection Conditions

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1	Pacific Highway/Harbor Drive	16.1	B	16.4	B
2	Kettner Boulevard/Harbor Drive	16.8	B	15.3	B
3	Market Street/Harbor Drive	14.4	B	14.5	B
4	Front Street/Beech Street	11.1	B	14.0	B
5	Front Street/A Street	8.5	A	10.4	B
6	Front Street/Broadway	16.0	B	22.4	C
7	Front Street/Harbor Drive	6.7	A	6.3	A
8	First Avenue/Beech Street	7.5	A	8.6	A
9	First Avenue/A Street	15.0	B	6.6	A
10	First Avenue/Broadway	14.3	B	13.0	B
11	First Avenue/Harbor Drive	10.2	B	10.1	B
12	Convention Center Court/Harbor Drive	3.6	A	4.0	A
13	Fifth Avenue/Beech Street	12.7	B	12.1	B
14	Fifth Avenue/Broadway	7.1	A	10.8	B
15	Fifth Avenue/F Street	10.0	A	14.6	B
16	Fifth Avenue/ G Street	13.6	B	17.9	B
17	Fifth Avenue/Harbor Drive	9.4	A	9.6	A
18	Park Boulevard/Harbor Drive	9.9	A	9.1	A
19	Tenth Avenue/A Street	13.4	B	14.1	B
20	Tenth Avenue/F Street	21.9	C	23.4	C
21	Tenth Avenue/G Street	16.4	B	12.9	B
22	Eleventh Avenue/A Street	11.0	B	9.4	A
23	Eleventh Avenue/F Street	17.8	B	7.4	A
24	Eleventh Avenue/G Street	7.4	A	8.7	A

SOURCE: Chen Ryan Associates, Inc. (2017).
LOS = level of service

Map Source: Chen Ryan

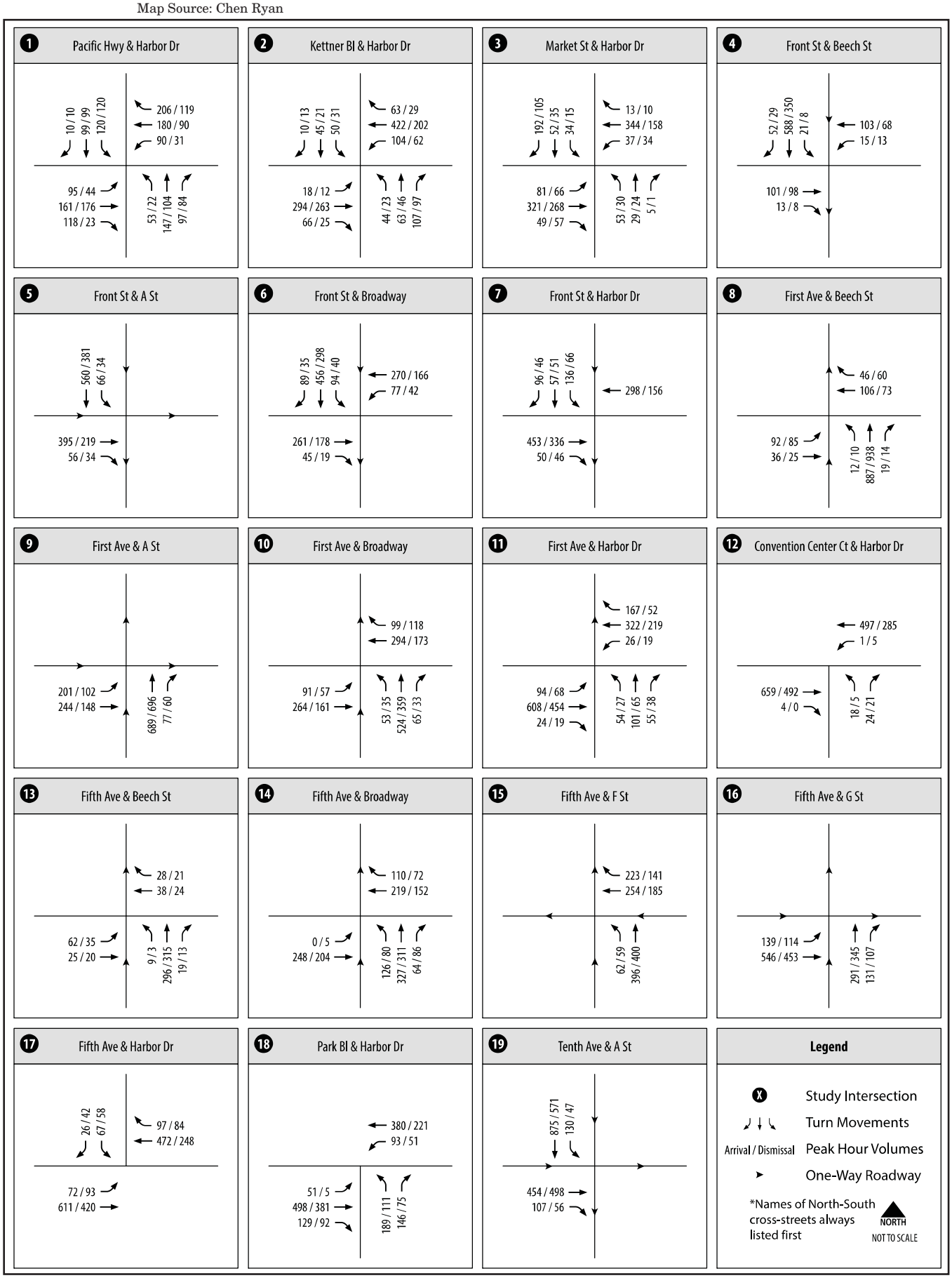

FIGURE 4.11-6a

Intersection Existing Volumes (Non-Event Conditions)

RECON

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Map Source: Chen Ryan

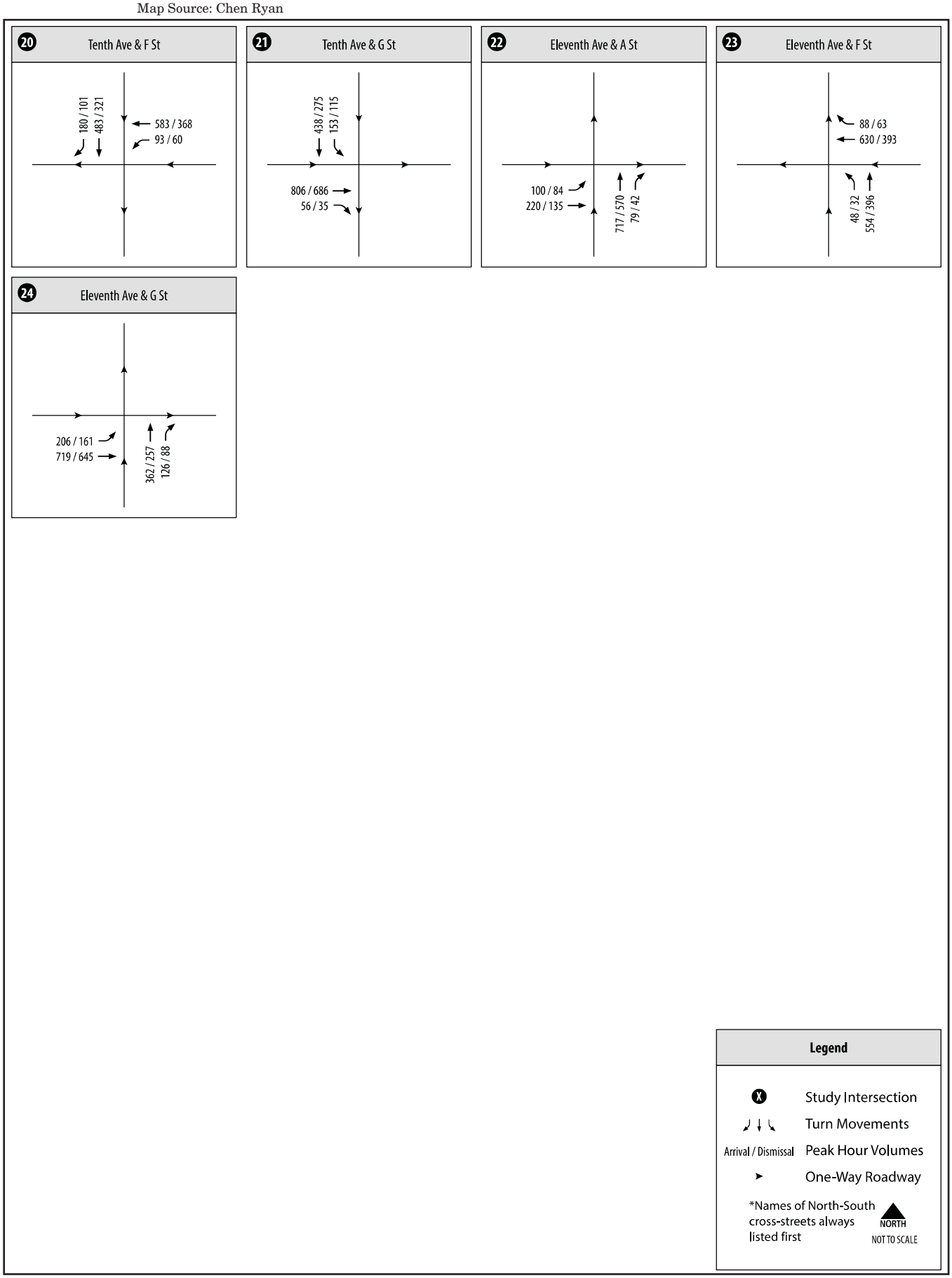

FIGURE 4.11-6b

Intersection Existing Volumes (Non-Event Conditions)

RECON

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Existing Event Conditions

Figures 4.11-7a and 4.11-7b depict the Existing Event Conditions intersection volumes. As shown in Table 4.11-7, all key study area intersections currently operate at an acceptable LOS under on an event day.

Table 4.11-7
Existing Event Intersection Conditions

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1	Pacific Highway/Harbor Drive	17.8	B	16.4	B
2	Kettner Boulevard/Harbor Drive	18.2	C	15.3	B
3	Market Street/Harbor Drive	16.3	B	14.5	B
4	Front Street/Beech Street	11.1	B	14.1	B
5	Front Street/A Street	8.5	A	10.4	B
6	Front Street/Broadway	16.6	B	22.4	C
7	Front Street/Harbor Drive	8.5	A	6.3	A
8	First Avenue/Beech Street	7.5	A	8.6	A
9	First Avenue/A Street	15.0	B	6.7	A
10	First Avenue/Broadway	17.3	B	13.6	B
11	First Avenue/Harbor Drive	11.2	B	10.1	A
12	Convention Center Court/Harbor Drive	4.7	A	7.5*	A*
13	Fifth Avenue/Beech Street	13.5	B	12.1	B
14	Fifth Avenue/Broadway	9.8	A	12.3	B
15	Fifth Avenue/F Street	17.9	B	14.6	B
16	Fifth Avenue/G Street	13.9	B	19.9	B
17	Fifth Avenue/Harbor Drive	17.9	B	47.5	D
18	Park Boulevard/Harbor Drive	12.4	B	15.6*	B*
19	Tenth Avenue/A Street	15.2	B	14.1	B
20	Tenth Avenue/F Street	21.9	C	23.4	C
21	Tenth Avenue/G Street	16.7	B	12.9	B
22	Eleventh Avenue/A Street	12.1	B	10.3	B
23	Eleventh Avenue/F Street	17.8	B	7.4	A
24	Eleventh Avenue/G Street	8.5	A	8.7	A

SOURCE: Chen Ryan Associates, Inc. (2017).
*Signal is turned off during event dismissal period and the intersection controlled manually by Harbor Police. Therefore, LOS and delay do not reflect field conditions.

c. Freeway Segments

Freeway LOS analysis is based upon procedures developed by the California Department of Transportation (Caltrans). The procedure for calculating freeway LOS involves estimating a peak hour volume to capacity (V/C) ratio. Peak hour volumes are estimated from the application of design hour ("K"), directional ("D") and truck ("T") factors to ADT volumes. The base capacities for I-5 were assumed to be 2,350 passenger-cars per hour per main lane (pc/h/ln) and 1,410 pc/h/ln (60 percent of the main lane capacity) for auxiliary lane, respectively.

Map Source: Chen Ryan

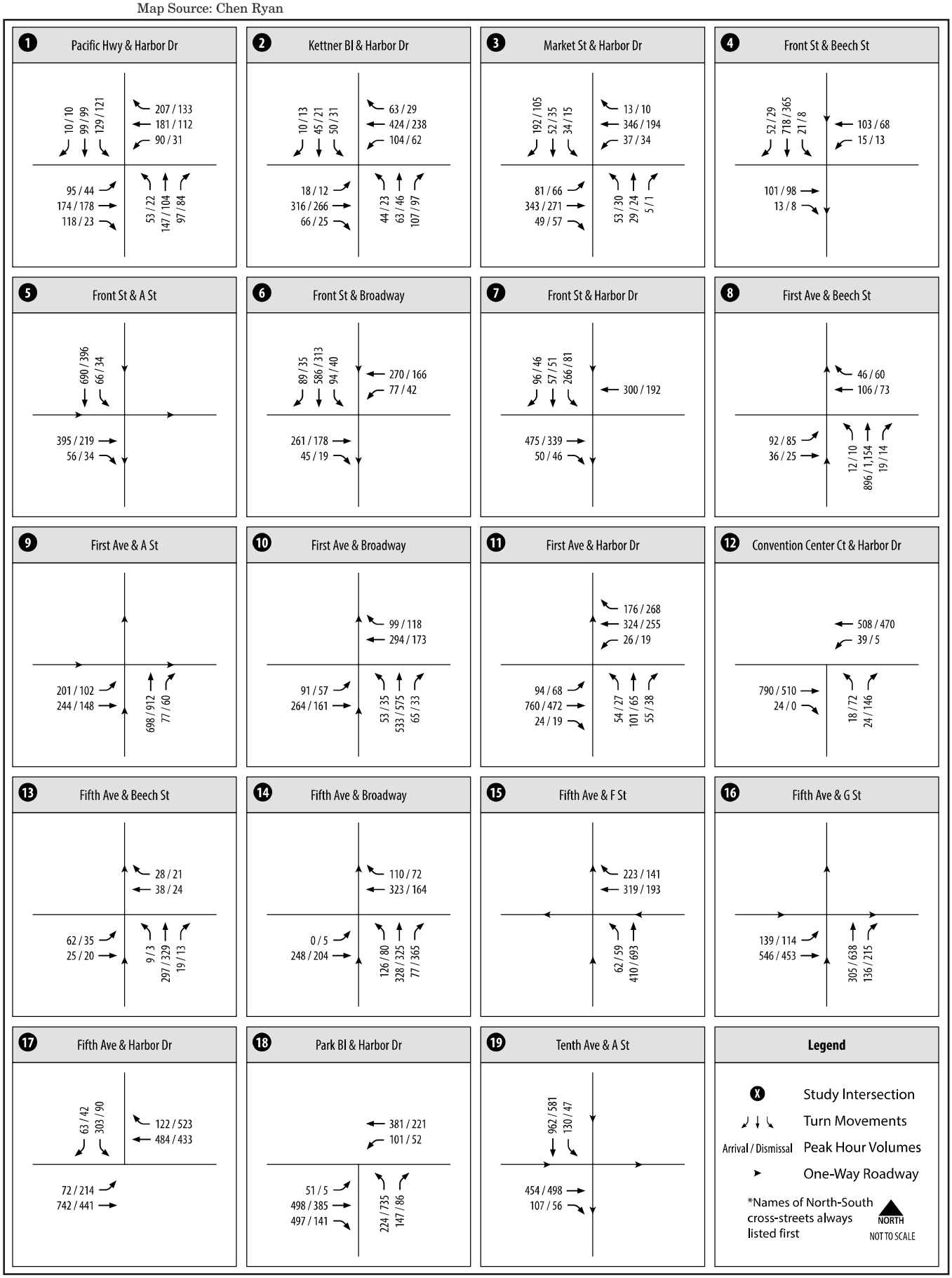

FIGURE 4.11-7a

Intersection Existing Volumes (Event Conditions)

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Map Source: Chen Ryan

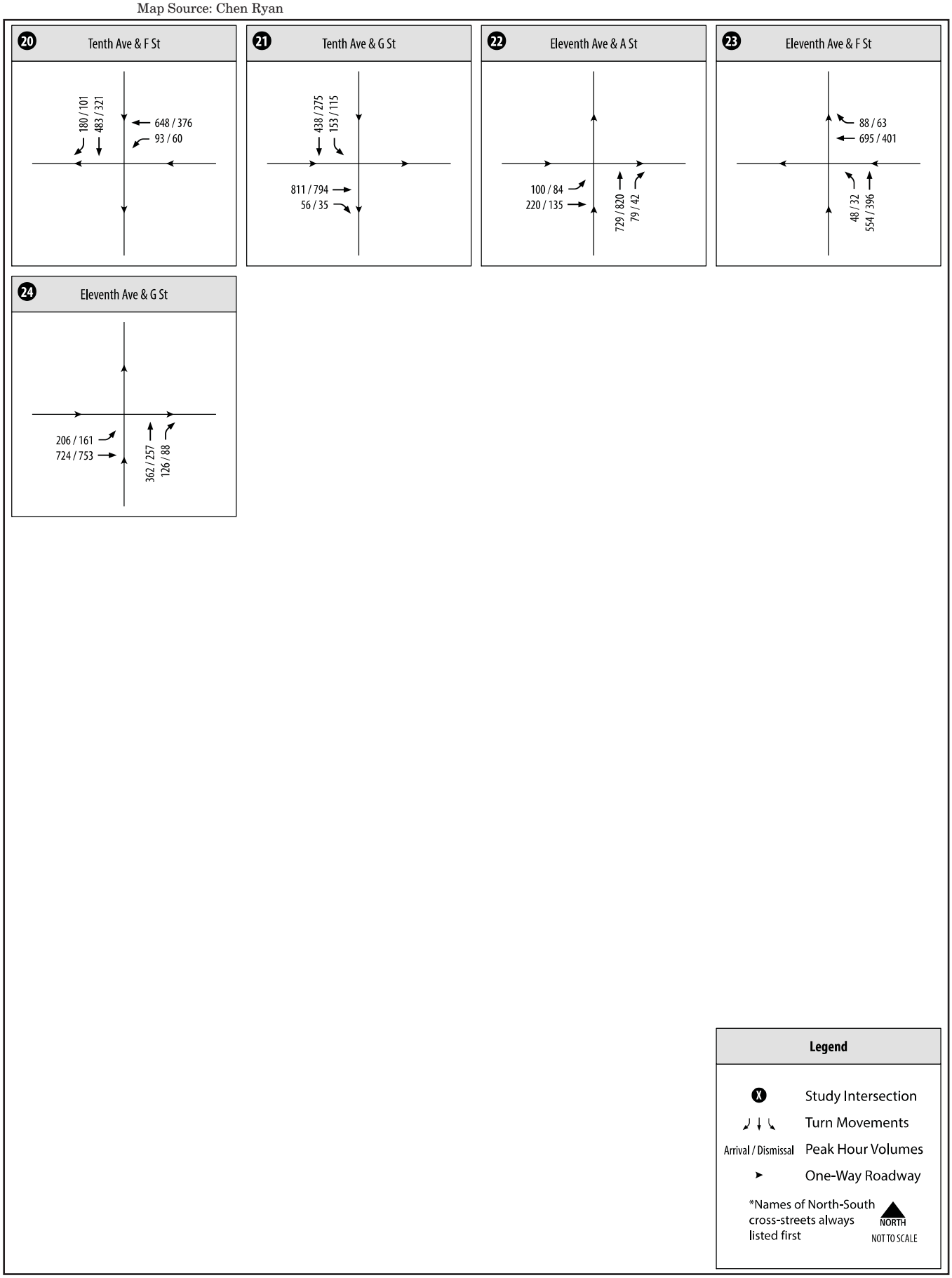

FIGURE 4.11-7b

Intersection Existing Volumes (Event Conditions)

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The resulting V/C ratio is then compared to acceptable ranges of V/C values corresponding to the various levels of service for each facility classification, as shown in Table 4.11-8. The corresponding level of service represents an approximation of existing or anticipated future freeway operating conditions in the peak direction of travel during the peak hour. For the purpose of this study and in accordance with Caltrans' Guide for the Preparation of Traffic Impact Studies, LOS D is considered as the threshold for acceptable freeway operations. LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.

Table 4.11-8
Freeway Segment LOS Definitions

LOS	V/C	Congestion/Delay	Traffic Description
Used for freeways, expressways, and conventional highways			
A	<0.30	None	Free flow.
B	0.31-0.50	None	Free to stable flow, light to moderate volumes.
C	0.51-0.71	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.71-0.89	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.90-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
Used for conventional highways			
F	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (miles per hour). Signalized segments experience delays >60.0 seconds/vehicle.

SOURCE: Caltrans – Guide for the Preparation of Traffic Impact Studies (December 2002).

As discussed previously, the City of San Diego's Traffic Impact Study Manual requires the traffic study area to include freeway segments where the project would contribute 50 or more peak hour trips in either direction. Because the project would not add 50 or more peak hour trips on any single freeway mainline segment, freeway mainline segments are described as within the study area for informational purposes only. The peak hour for project events was determined to be the 6:00 p.m. to 7:00 p.m. hour.

Existing Non-Event Conditions

As shown in Table 4.11-9, all study freeway segments operate at an acceptable LOS during the 6:00 p.m. to 7:00 p.m. peak hour.

Table 4.11-9
Existing Non-Event Freeway Segment LOS

Freeway	Segment	ADT[1]	Dir.[2]	Lanes[3]	Capacity[4]	D[5]	K[6]	HVF[7]	Peak Hour Volume	V/C[8]	LOS[9]
I-5	Grape Street to First Ave.	179,000	NB	4M	9,400	41.0%	4.5%	2.2%	3,400	0.36	B
			SB	4M	9,400	59.0%	6.8%	3.9%	7,500	0.80	D
	First Ave. to SR-163	200,000	NB	4M	9,400	35.8%	4.2%	3.7%	3,200	0.34	B
			SB	5M	11,750	64.2%	6.5%	3.1%	8,800	0.75	D
	SR-163 to B Street	248,000	NB	6M	14,100	50.7%	4.7%	3.1%	6,300	0.45	B
			SB	6M	14,100	49.3%	6.3%	1.3%	8,200	0.58	C
	B Street to SR-94	186,000	NB	4M	9,400	38.5%	4.3%	2.2%	3,200	0.34	B
			SB	4M	9,400	61.5%	5.9%	2.9%	7,100	0.76	D
	SR-94 to Imperial Ave.	184,000	NB	5M	11,750	44.7%	4.5%	1.3%	3,900	0.33	B
			SB	5M	11,750	55.3%	5.8%	1.6%	6,200	0.53	C
	Imperial Ave. to SR-75	176,000	NB	5M	11,750	47.8%	4.4%	2.9%	3,900	0.33	B
			SB	5M	11,750	52.2%	6.0%	3.9%	5,800	0.49	B
SR-163	South of Robinson Ave.	111,000	NB	2M	4,700	52.5%	5.4%	13.0%	3,300	0.70	C
			SB	2M	4,700	47.5%	5.2%	1.3%	2,900	0.62	C
SR-94	West of 25th St.	143,000	EB	4M	9,400	53.1%	6.0%	0.8%	4,800	0.51	C
			WB	4M	9,400	46.9%	5.4%	1.8%	3,800	0.40	B

SOURCE: Caltrans PeMS (2016); Chen Ryan Associates, Inc. (2017).
[1]SANDAG Series 13 Forecast Year 2020.
[2]Dir. = Direction
[3]M = Mainline
[4]Capacity is calculated as 2,350 vehicles per main lane during the peak hour.
[5]D = Directional Split
[6]K = Peak hour %
[7]HVF = Heavy vehicle factor
[8]V/C = Volume to capacity ratio
[9]LOS = level of service

Existing Event Conditions

As shown in Table 4.11-10, all study freeway segments operate at an acceptable LOS during the 6:00 p.m. to 7:00 p.m. peak hour.

Table 4.11-10
Existing Non-Event Freeway Segment LOS

Freeway	Segment	ADT[1]	Direction	Peak Hour Volume*	V/C	LOS
I-5	Grape Street to First Avenue	179,500	NB	3,500	0.37	B
			SB	7,600	0.81	D
	First Avenue to SR-163	200,000	NB	3,200	0.34	B
			SB	8,800	0.75	D
	SR-163 to B Street	248,000	NB	6,300	0.45	B
			SB	8,200	0.58	C
	B Street to SR-94	186,000	NB	3,200	0.34	B
			SB	7,100	0.76	D
	SR-94 to Imperial Avenue	184,000	NB	3,900	0.33	B
			SB	6,200	0.53	C
	Imperial Avenue to SR-75	176,300	NB	3,900	0.33	B
			SB	5,800	0.49	B
SR-163	South of Robinson Avenue	111,300	NB	3,400	0.72	D
			SB	2,900	0.62	C
SR-94	West of 25th Street	143,200	EB	4,800	0.51	C
			WB	3,800	0.40	B

SOURCE: Caltrans PeMS (2016); Chen Ryan Associates, Inc. (2017).
*Traffic volumes obtained from Caltrans PeMS for Fridays during the month of September 2016 and averaged.
V/C = Volume to capacity ratio; LOS = level of service

d. Public Transportation Services

EMPS is accessible by public transit and is served by several modes of transit due to its location adjacent to downtown San Diego. The Gaslamp Quarter Trolley Station, located just east of Fifth Avenue, between L Street and Harbor Drive, is located just over a quarter mile from EMPS parking lot. The station provides service for the Metropolitan Transit System (MTS) Green Line Trolley, which extends from downtown San Diego to Santee.

Fifth Avenue Landing, located near the entrance to EMPS, provides ferry service between downtown San Diego and Coronado. Water taxis are also available from the Fifth Avenue Landing, connecting downtown San Diego with Coronado and Point Loma via the San Diego Bay.

Additional transit service near EMPS is provided at 10th Avenue and Park Boulevard (at Petco Park), serving Bus Routes 11, 901, and 929; and at the 12th and Imperial Transit Center, serving the Orange Line Trolley, Blue Line Trolley, Green Line Trolley, Greyhound Bus, and Bus Routes 4, 11, 901, and 929.

The District's Port of San Diego Shuttle Program also runs throughout the South Embarcadero area from May 26 through September 4 each year. During its seasonal operation, the Port of San Diego Shuttle Program operates daily stops at 8 locations, including its most southern stop at the Hilton San Diego Bayfront Hotel, near the project site.

The Santa Fe Depot, located on the northwest corner of Kettner Boulevard and Broadway, is approximately 1.7 miles from EPMS. The Santa Fe Depot provides Amtrak Pacific Surfliner and Coaster connections, as well as MTS Green Line and Orange Line stops.

e. Pedestrian and Bicycle Facilities

EMPS is accessible by pedestrians and bicyclists from several nearby facilities, generally those along Harbor Drive. Pedestrian facilities along study roadway segments include the following:

- Harbor Drive, between West G Street and Pacific Highway – Sidewalks and a pedestrian promenade run along the west side of this segment; however, sidewalks are intermittent along the east side.
- Harbor Drive, between Pacific Highway and Kettner Boulevard – Sidewalks are present along both sides of this segment.
- Harbor Drive, between Market Street and Front Street – A sidewalk is present along the south side of this segment. The Martin Luther King Promenade runs parallel to Harbor Drive along the north side of this segment.
- Harbor Drive, between First Avenue and Convention Center Court – A sidewalk is present along the Convention Center frontage road, just south of Harbor Drive. The

Martin Luther King Promenade runs parallel to Harbor Drive along the north side of this segment.

- Harbor Drive, between Fifth Avenue and Park Boulevard – A sidewalk is present along the Convention Center frontage road, just south of Harbor Drive. East of the Convention Center, a sidewalk is present along the south side of Harbor Drive. The Martin Luther King Promenade runs parallel to Harbor Drive along the north side of this segment.
- Harbor Drive, south of Park Boulevard – Intermittent sidewalks are present along both sides of Harbor Drive, south of Park Boulevard.
- Pacific Highway, between West G Street and Harbor Drive – Sidewalks are present along both sides of this segment.

Bicycle facilities along the roadway segments in the study area include the following:

- Class I Multi-Use Path: runs parallel to Harbor Drive throughout downtown San Diego
- Class II Bike Lanes: present on Harbor Drive east of Fifth Avenue
- Class III Bike Routes: along Pacific Highway and along Harbor Drive between Pacific Highway and Fifth Avenue

Within EMPS, bicycle parking is provided adjacent to the Embarcadero Marina Park Pier, on the north side of the bait shop and deli. A DECOBIKE station, where bicycles may be rented on an automated, short-term basis and returned to any DECOBIKE docking station within the city, is also located near the entrance to EMPS adjacent to the Embarcadero Promenade.

f. Parking Conditions

A 128-space parking lot is located at EMPS for use by the public visiting the park. During events held at EMPS, the Symphony's Temporary Use and Occupancy Permit allows 56 parking spaces to be reserved for use by the Symphony and the remaining 72 spaces to remain open to public park goers. Of the Symphony's 56 parking spaces reserved during events, 15 are designated as American Disability Act (ADA) parking and the remaining are used by musicians and Symphony site/administrative staff. Currently, patrons attending Symphony performances and events utilize off-site parking secured by the Symphony through parking agreements with the off-site parking lot operators. These off-site parking lots, arranged in advance with the parking operators, include the following:

- Hilton Parking Garage
- Convention Center Parking Garage
- Local Parking Lots – Gaslamp Area
- Local Parking Lots – Copley Symphony Hall Area
- Remote/Overflow Parking Lot – BAE Systems
- Fifth Avenue Landing Parking Lot

The Symphony offers a shuttle service to patrons parking off-site which is of no cost to ticket holders. Off-site parking lots are determined and secured on an as-needed basis once ticket sales have determined the parking demand required for each event. The Symphony has also partnered with Uber, a ride-sharing company that allows users to summon rides with their smart phones, offering discounted or free rides to the temporary concert venue at EMPS for first-time users. A ride-sharing drop-off point is located near the box office during events.

4.11.3 Applicable Laws and Regulations

4.11.3.1 State

California Department of Transportation

Caltrans has jurisdiction over the state highway system. It manages over 50,000 miles of California highway and freeway lanes, provides inter-city rail services, and permits more than 400 public-use airports and special-use hospital heliports. Caltrans establishes acceptable freeway on- and off-ramp operations and publishes uniform policies and procedures for highway design in the Highway Design Manual.

4.11.3.2 Regional

a. San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) is the regional authority that creates regional-specific documents to provide guidance to local agencies. SANDAG's San Diego Forward: The Regional Plan (RP) combines two of the region's existing planning documents: The 2004 Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The RCP covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the RP.

The RP aims to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. It meets the requirements of 23 Code of Federal Regulations (CFR) 450.320 for compliance with the federal congestion management process, including performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupant vehicle analysis, land use impact analysis, congestion management tools, and integration with the regional transportation improvement program process. The final RP was adopted by the SANDAG Board of Directors on October 9, 2015.

b. Riding to 2050, the San Diego Regional Bike Plan

SANDAG's San Diego Regional Bike Plan was developed to implement the strategy for making riding a bicycle a useful form of daily transportation. The Regional Bike Plan Supports the RP, which calls for more transportation choices and a balanced regional transportation system that supports smart growth and a more sustainable region. Implementation of the Regional Bike Plan will help the San Diego region to reduce greenhouse gas emissions and improve mobility.

4.11.3.3 Local

a. Port Master Plan

The Port Master Plan (PMP) is the planning document governing land and water use within the District's jurisdiction. The following goal (Goal VI) set forth in the PMP is applicable to this resource section:

- The Port District will integrate the tidelands into a functional regional transportation network.
  - Encouraging development of improved major rail, water, and air systems linking the San Diego region with the rest of the nation.
  - Improved automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purpose.
  - Providing pedestrian linkages.
  - Encouraging development of non-automobile linkage systems to bridge the gap between pedestrian and major mass transit systems.

The project is subject to the Planning District 3 – Centre City Embarcadero Precise Plan, which designates a pedestrian promenade around the perimeter of EMPS.

b. South Embarcadero Public Access Program

The District's South Embarcadero Public Access Program was prepared in 1998 and last amended in 2012 for the proposed Phase III Convention Center Expansion Project and for the Marriot Marina Terrace Activation Project. It defines and implements a multi-modal pedestrian, bicyclist, mass-transit, and automobile-based system to provide a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for residents and visitors of the region. It emphasizes the Embarcadero Promenade, which extends 4,600 feet in the Planning Subareas of Tuna Harbor and Marina Zone, as a pedestrian linkage to commercial, transit, and recreational opportunities. The program includes a plan for existing and planned access routes throughout the South Embarcadero.

c. South Embarcadero Parking Management and Monitoring Plan

The South Embarcadero Parking Management and Monitoring Plan (2011) is intended to guide new commercial development in the Marina Zone to enhance public access, including increasing public transportation options and other parking and traffic congestion reduction strategies. Its objectives include cooperation with San Diego Transit to extend regular weekday and special holiday bus service from throughout the County of San Diego, including inland areas, to and along the San Diego Bay; coordinated advertising campaign to promote use of transit; and requirements for commercial recreation tenants to provide convenient shuttle bus services and parking management strategies. While Embarcadero Marina Park North is included in the plan, EMPS is not described in the plan.

d. Tidelands Parking Guidelines

The Tidelands Parking Guidelines were prepared in 2001 to develop parking standards to use throughout the District. Generalized parking requirements address projects within Harbor Island, Shelter Island, North Embarcadero, Coronado, and the South Bay (e.g., National City, Chula Vista, and Imperial Beach). The South Embarcadero and Seaport Village Guidelines are separately provided as an appendix to the Tidelands Parking Guidelines. Factors addressed include land use, transit accessibility, airport accessibility, pedestrian orientation, displacement of existing parking, existing parking shortages, share-used parking, and public bay access.

e. City of San Diego Traffic Impact Study Manual

The City of San Diego's Traffic Impact Study Manual (1998) establishes procedures for determining the type of traffic impact study needed (computerized or non-computerized) and requirements for performing traffic impact studies. Its intent is to ensure consistency among traffic impact consultants and maintain conformance with all applicable local and state regulations. The manual provides City thresholds for acceptable roadway and intersection operations and further guidance on the City's internal review process.

f. City of San Diego Street Design Manual

The City of San Diego Street Design Manual (2002a) provides information and guidance for the design of the public right-of-way, recognizing the many and varied purposes that streets serve. The manual assists implementation of the City of San Diego's General Plan, Transit-Oriented Development Design Guidelines, and Land Development Code. It is also intended to assist in the implementation of special requirements established in community plans, specific plans, precise plans, and other City-adopted policy and regulatory documents.

g. City of San Diego Bicycle Master Plan

The City of San Diego Bicycle Master Plan (2002b) and Bicycle Master Plan Update (2013) provide a framework for making cycling a more practical and convenient transportation option for a wide variety of San Diegans with different riding purposes and skill levels. The

Bicycle Master Plan is a 20-year policy document that guides the development and maintenance of the City's bicycle network. The 2013 update reflects changes in user needs and changes to the City's bicycle network and overall infrastructure.

e. City of San Diego Pedestrian Master Plan

The City of San Diego Pedestrian Master Plan was initiated with a comprehensive analysis of each of community's existing pedestrian conditions and needs with an emphasis on community input. The Pedestrian Master Plan provides guidelines for pedestrian improvement projects with the intent to enhance pedestrian safety, walkability, mobility, and neighborhood quality. The City uses the Pedestrian Master Plan program as a resource when seeking grant funding needed to implement pedestrian improvement projects.

f. Downtown San Diego Mobility Plan

The Downtown San Diego Mobility Plan, adopted in 2016, established policies, programs, and projects that will improve the overall mobility throughout the Downtown San Diego area. The plan provides a framework for the development of a cohesive network of complete streets, which will increase priority and safety for bicyclists and pedestrians by providing supportive facilities and amenities; provide desirable connections for all users to public parks, main shopping areas, entertainment facilities, major attractions, the waterfront, surrounding communities, and the regional transportation network; and supports reductions in greenhouse gas emissions. The Downtown San Diego Mobility Plan is intended to implement short-term and long-term mobility goals of the Downtown Community Plan.

4.11.4 Project Impact Analysis

4.11.4.1 Methodology

The impact analysis presented in this section is based on the TIA prepared for the project by Chen Ryan Associates, Inc. (see Appendix N) in January 2017. The roadways with potential to be impacted by the project are within the City of San Diego's jurisdiction and potential impacts to transportation, circulation, and parking associated with the project were analyzed using the City of San Diego's Traffic Impact Study Manual. For more detail related to methods used, refer to Appendix N.

a. Roadway Segments, Intersections, Freeway Segments, and Ramp Metering

A project within the Centre City (Downtown San Diego) community is considered to have a significant impact on the traffic operations of an intersection when one of the following occurs:

- The addition of project traffic results in intersection LOS dropping from LOS E or better to LOS F. Under this condition, the project is determined to have a direct

impact and mitigation measures would be necessary to restore the intersection LOS to LOS E conditions or better;

- If an intersection is operating at LOS F under base conditions and the project adds more than an additional 2 seconds of average vehicle delay, the project is determined to have a cumulatively significant impact and mitigation measures would be necessary to bring the intersection LOS to pre-development conditions or better;
- The addition of project traffic results in a freeway segment LOS dropping from LOS D or better to LOS E or LOS F. Under this condition the project is determined to have a direct impact and mitigation measures would be necessary to restore the freeway segment LOS to LOS D conditions or better;
- If a freeway segment is operating at LOS E under base conditions and the project results in a V/C increase of 0.01 or greater, the project is determined to have a cumulatively significant impact and mitigation measures would be necessary to bring the segment to a V/C increase of less than 0.01;
- If a freeway segment is operating at LOS F under base conditions and the project results in a V/C increase of .005 or greater, the project is determined to have a cumulatively significant impact and mitigation measures would be necessary to bring the segment to a V/C increase of less than .005.

The impact standards and acceptable intersection level of service listed above were established in the Downtown San Diego Traffic Impact Assessment (TIA) Methodology Evaluation of New Projects (June 2007) and incorporated into the Downtown San Diego Mobility Plan EIR (2016). It should be noted these standards are only applicable within Downtown San Diego and are consistently used for all Downtown San Diego traffic studies.

The City of San Diego Significance Determination Thresholds (January 2011) defines project impact thresholds by facility type. These thresholds are generally based upon an acceptable increase in the Volume / Capacity (V/C) ratio for roadway and freeway segments, and upon increases in vehicle delays at intersections and ramps.

A project is considered to have a significant impact if it degrades the operations of a roadway or intersection from an acceptable LOS to an unacceptable LOS, or if it adds additional delay to a facility already operating at an unacceptable level. As stated above, LOS E is the minimum acceptable LOS for intersections within Downtown San Diego. Roadway segment operations are not a determinant of significant impacts within Downtown San Diego. Table 4.11-11 summarizes the impact significant thresholds as identified within the City of San Diego's guidelines beyond which mitigation measures are required.

Table 4.11-11
City of San Diego Measure of Significant Project Traffic Impacts

LOS with Project	Allowable Change Due to Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)	Delay (min)
E (or ramp meter delays above 15 min.)	0.01	1.0	N/A	N/A	N/A	N/A
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	2*	1.0

SOURCE: City of San Diego, Significance Determination Thresholds (2011).
*Within Downtown San Diego, the allowable change in intersection delay due to impact is 2 seconds.

b. Pedestrian and Bicycle Facilities

Impacts on pedestrian and bicycle facilities were considered through a review of the project plan and existing facilities in the project vicinity. Impacts relating to pedestrian and bicycle circulation would occur if the project would substantially increase hazards due to a design feature or would conflict with adopted policies, plans, or programs that support these alternative modes of transportation.

c. Parking

A significant impact on parking would occur if, during project operation, there would not be adequate on- or off-site parking available for event patrons, resulting in a local deficiency in parking spaces.

d. Project Construction Trips

Trip Generation

As a worst-case scenario, the construction trip analysis assumed that all workers would drive to the project site, arriving and departing during the AM and PM peak hours, respectively. Table 4.11-12 shows the assumed vehicle trip generation during the peak of project construction. Because construction trip generation volumes are significantly less than those that would be generated during project operation, only intersections providing access to the project site are analyzed.

Table 4.11-12
Construction Trip Generation

Use	Units	Vehicle Conversion Rate	Daily Trip Rate	Daily Vehicle Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Worker	75	1	2/worker	150	75	75	0	75	0	75
Truck	4	3	2/truck	24	12	12	0	12	0	12
Total				**174**	**87**	**87**	**0**	**87**	**0**	**87**

SOURCE: Chen Ryan Associates (2017).

Trip Distribution

The construction traffic trip distribution for construction-related trips is displayed in Figure 4.11-8. Construction trip distribution is based on SANDAG's San Diego Region Major Statistical Areas. Project construction traffic was assigned to the roadway network based on the assumed project distribution patterns displayed in Figure 4.11-8. Construction trip assignment is displayed in Figure 4.11-9. Existing mid-week volumes were obtained from the Draft Fifth Avenue Landing TIA (Chen Ryan 2016) to better replicate construction conditions. The Near-Term Year 2020 Base traffic volumes were developed using the same modeling techniques employed for the Downtown San Diego Near-Term Year 2020 Traffic Assessment Report prepared by Chen Ryan Associates in August 2015.

Near-Term Year 2020 with Project Construction volumes were developed by combining the Near-Term Year 2020 Base traffic volumes with the project construction trip assignment volumes displayed in Figure 4.11-9. Figure 4.11-10 displays the Near-Term Year 2020 plus anticipated traffic volumes during construction for segments and intersection turning movements.

e. Project Operation/Event Trips

Trip Generation

Due to the unique, event-based nature of the project, trip generation was determined by conducting a survey of 2016 Bayside Summer Nights event attendees. Over 700 individual event patrons responded to the survey, providing information such as the mode of travel, number of people arriving to the event together in one vehicle (carpooling), driving route, parking locations, and receptiveness to change habits based on potential incentives. Survey summary results are provided in Appendix N. Table 4.11-13 presents the assumptions used to calculate the trip generation for 2016 event attendees.

Table 4.11-13
Trip Generation Calculation Assumptions

Estimated Annual Attendance (2016)	96,280
Percentage of attendees arriving via automobile*	80.8%
Estimated number of attendees arriving via automobile (2016)	**77,794**

SOURCE: Chen Ryan Associates, Inc. (2017).
*Includes single drivers, carpools, and Uber or other rideshare services.

Map Source: Chen Ryan

FIGURE 4.11-8
Construction Trip Distribution

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Map Source: Chen Ryan

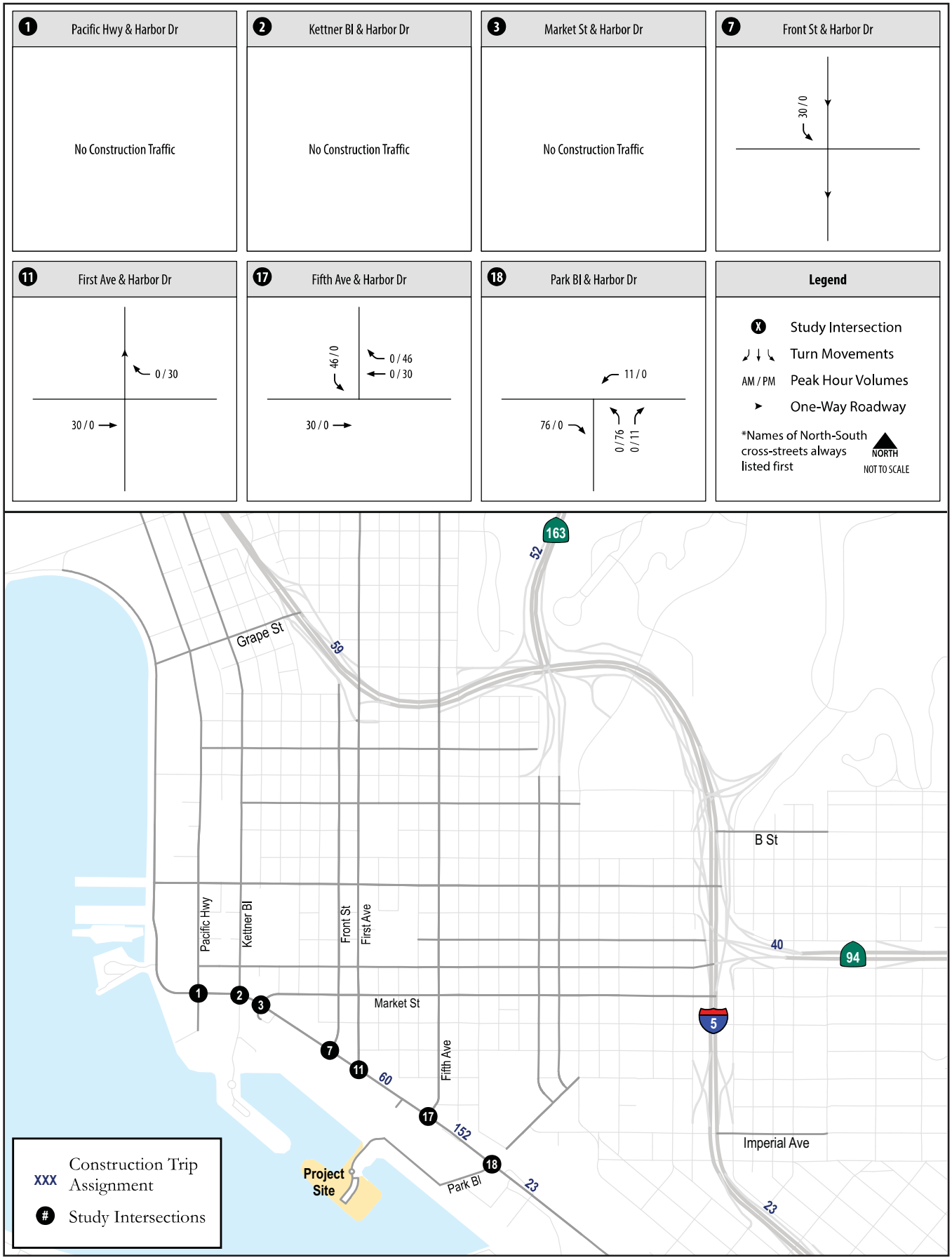

FIGURE 4.11-9
Construction Trip Assignment

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Map Source: Chen Ryan

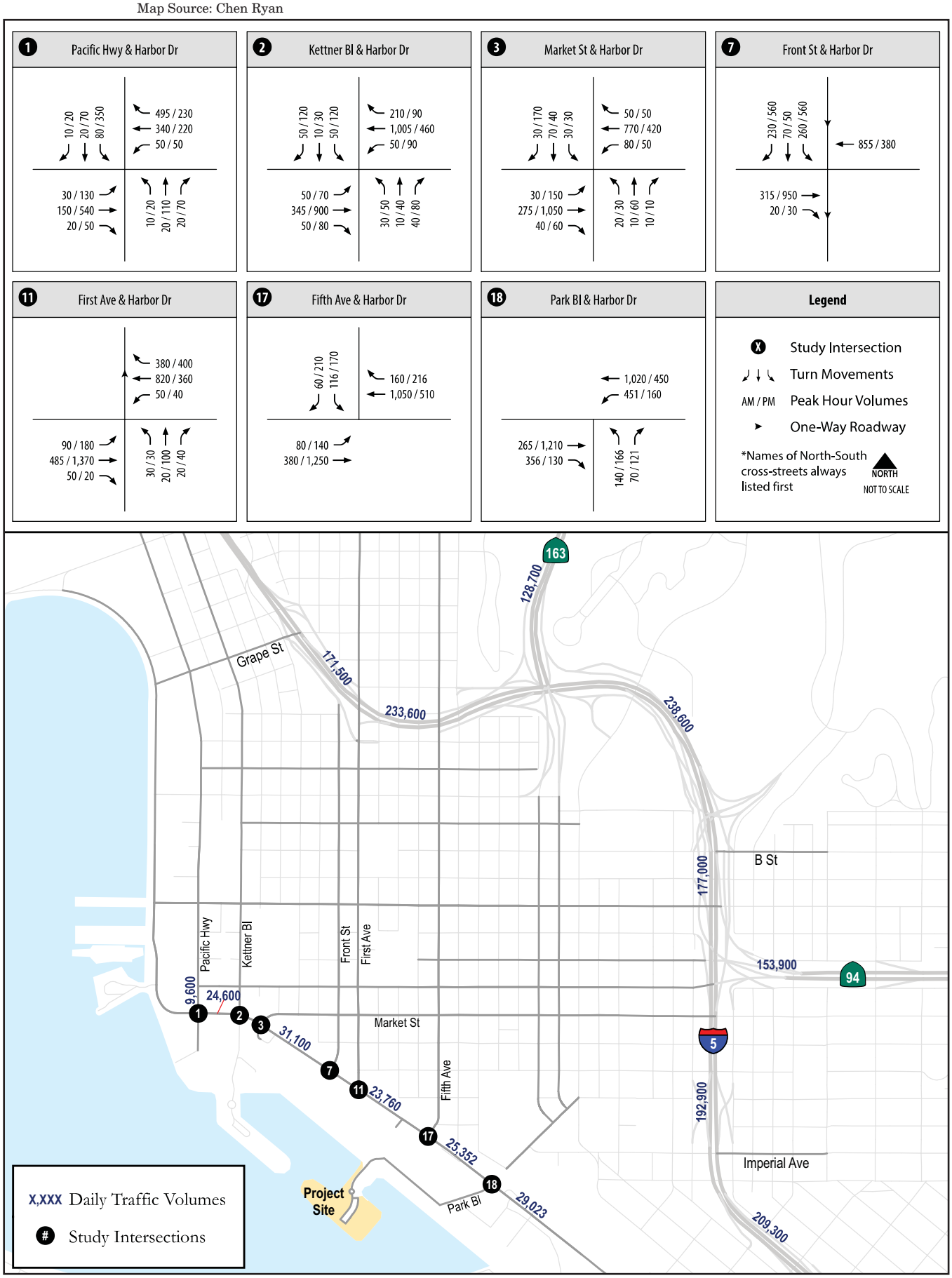

FIGURE 4.11-10

Near-Term 2020 Plus Construction Volumes

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As shown in Table 4.11-13, the survey responses indicate approximately 81 percent of attendees arrive to the events via automobile (including self-drive, Lyft, Uber, or other rideshare services). Table 4.11-14 shows how many attendees carpool to events and the number of fellow attendees per vehicle. The percentage for each carpooling category was applied to the number of 2016 attendees that arrived to events via automobile to estimate the number of trips (one-way), which totaled 30,434 for the year. Total vehicular trips were then estimated by multiplying the one-way trips by two, resulting in 60,868 total trips for the 96,280 attendees in 2016. This results in a rate of 0.63 vehicle trips per attendee.

Table 4.11-14
Estimated Auto Trips (2016 Event Attendees)

Number of Attendees Arriving with	Percent of Attendees by Carpool Category	Attendees that Drove by Carpool Category	Auto Trips by Carpool Category (one-way)
0	1.89%	1,470	1,470
1	46.96%	36,532	18,266
2	19.22%	14,952	4,984
3	20.97%	16,313	4,078
4	8.25%	6,418	1,284
More than 4	2.71%	2,108	351
Total	**100%**	**77,794**	**30,434**

SOURCE: Chen Ryan Associates, Inc. (2017).

As stated in Section 2.3, it is important to note that normal AM and PM peak hours are not applicable as the project is event driven. Though events may occur during the daytime hours, events are typically held in the evenings and often on weekends. Additionally, events that occur outside of the typical evening time periods would not be at scale of a maximum capacity event. Therefore, the analysis was prepared using an Event Arrival Peak (6:00 p.m.–8:00 p.m. for a 7:30 p.m. event start) and an Event Dismissal Peak (9:00 p.m.–11:00 p.m. for a 10:00 p.m. event end), with the total generated trips distributed 50 percent to each peak. Given the maximum capacity of the venue is 10,000 attendees, the project is anticipated to generate a total of 6,300 trips for each 10,000-person event, including 3,150 during the Event Arrival Peak and 3,150 during the Event Dismissal Peak. This trip generation presents a worst-case scenario, as the Symphony anticipates that the majority of events would have an attendance of less than 5,000.

This analysis was replicated for Existing Plus Current Event Conditions, which serves as the baseline conditions, using the average event attendance for the 2016 season of 2,285 attendees. Applying the 0.63 trip generation rate to the 2016 average attendance results in an estimated 1,440 average trips under Existing Plus Current Event Conditions, including 720 average trips during the Event Arrival Peak and 720 average trips during the Event Dismissal Peak.

Trip Distribution

Figure 4.11-11 displays the project trip distribution, which was based on responses collected in the San Diego Symphony Bayside Performance Park Transportation & Parking Survey (2016). Table 4.11-15 summarizes the responses to Question number 4 of the survey which asked: "If driving, what route do you take?"

Table 4.11-15
Project Trip Distribution Assumptions

Answer Choice	Percent of Responses*
Interstate 5, exit Front Street	30
Interstate 5, or State Route 163, exit 10th Avenue	20
Interstate , exit Imperial Avenue or J Street	20
State Route 94, exit F Street	15

SOURCE: Chen Ryan Associates, Inc. (2017).
*Excludes "I don't drive to the events" responses

The 15 percent of "surface streets only" trips were distributed among Harbor Drive (north of Park Boulevard), Harbor Drive (south of Park Boulevard), Pacific Highway, Fourth Avenue/Fifth Avenue, Park Boulevard, Broadway, and Market Street. Additionally, consideration was made to account for the varied parking locations patrons utilize, which primarily include the Hilton Parking Garage, and the Convention Center Garage and the Fifth Avenue Landing Lot. After maximizing the use of the Fifth Avenue Landing Lot[1] (287 spaces) remaining attendees were distributed equally between the Hilton Parking Garage and Convention Center Garage.

Internal Trip Capture (Downtown)

A total of 5.5 percent of survey respondents indicated a home zip code of 92101, which encompasses the entire Downtown San Diego community. Due to the low number of event attendees reported as living in Downtown, and the high rate of those attendees reported as walking or taking transit to the event, an internal capture rate was not assumed for vehicular traffic.

[1] Note that the Fifth Avenue Landing Lot may not be available for parking in future years, as a development proposal for the site is currently being considered by the District.

Map Source: Chen Ryan

FIGURE 4.11-11
Project Event Trip Distribution

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Trip Assignment

Project trip assignment was based on the assumed project trip distribution and project trip generation described in the previous sections. Figure 4.11-12 displays trips assigned to the adjacent roadway network, while Figures 4.11-13a and 4.11-13b display the assumed Event Arrival Peak and Event Dismissal Peak project trip assignments to study intersections. Existing plus proposed event condition traffic volumes (e.g., Existing Plus Design Event Conditions) were developed by adding the proposed project trip assignments to the existing non-event volumes.

4.11.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines provides significance criteria as the basis for determining significant impacts associated with transportation, circulation, and parking conditions resulting from project implementation. Impacts are considered significant if the project would:

1. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
7. Result in inadequate parking capacity.

Because the project does not include physical changes to roadways or intersections, Threshold 4 is not further discussed in this section. Chapter 6, Additional Consequences of Project Implementation, provides a brief description of the analysis of the project's impact associated with traffic hazards. All other thresholds listed above are discussed in detail in the following subsections.

Map Source: Chen Ryan

FIGURE 4.11-12

Project Event Trip Assignment (Roadways)

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Map Source: Chen Ryan

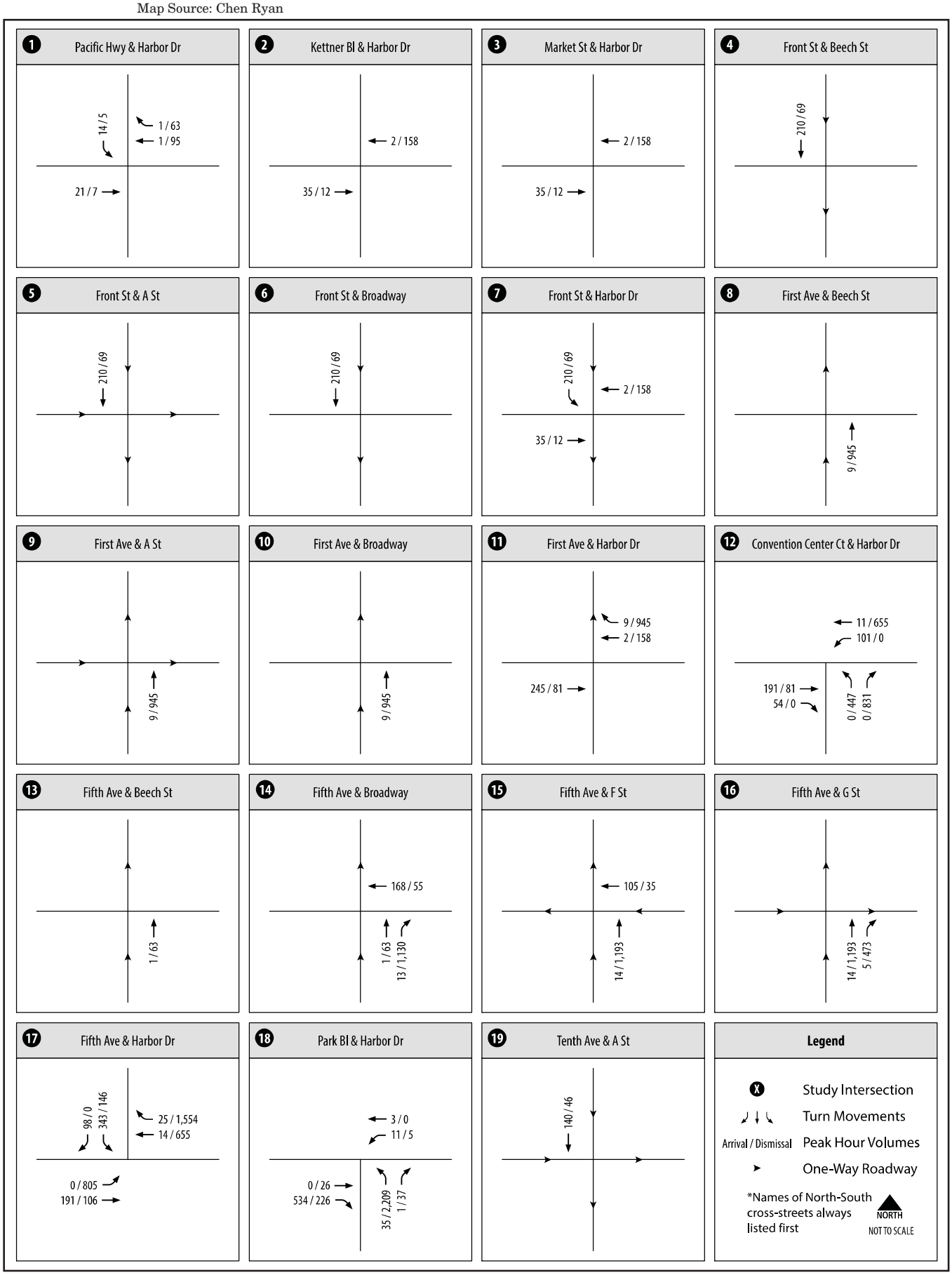

FIGURE 4.11-13a

Project Event Arrival and Dismissal Assignment (Intersections)

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Map Source: Chen Ryan

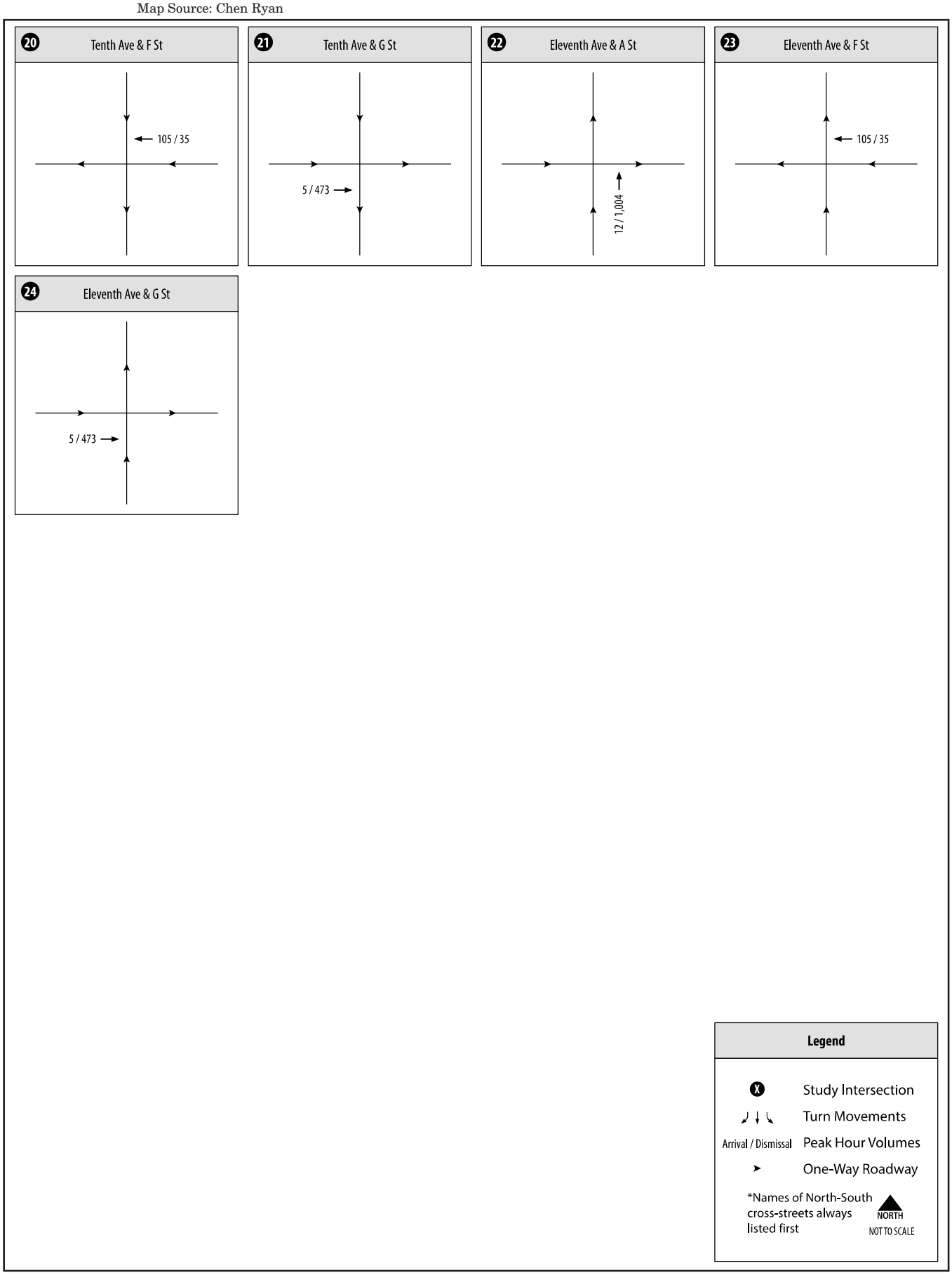

FIGURE 4.11-13b

Project Event Arrival and Dismissal Assignment (Intersections)

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4.11.4.3 Project Impacts and Mitigation Measures

Threshold 1: Circulation Plans and Policies

Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

a. Impact Discussion

As discussed in Section 4.11.4.1, the City of San Diego's Traffic Impact Study Manual establishes thresholds based upon an acceptable increase in the V/C ratio for roadway and freeway segments, and upon increases in vehicle delays for intersections and ramps. Therefore, the following impact analysis discusses whether the project would conflict with the roadway segment and intersection standards of the City of San Diego's Traffic Impact Study Manual. The project would not add 50 or more peak hour trips on any single freeway segment; therefore, an impact analysis on freeway segments is not required. The project's consistency with plans and policies related to public transit, pedestrian, and bicycle facilities is discussed in Threshold 6.

Construction

Less than Significant Impact. Construction activities, which would last up to 10 months, are anticipated to begin by October 2018 and would occur Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m.; therefore, traditional AM and PM peak hours were used to analyze potential construction impacts on the circulation system. The peak of project construction would involve up to 75 personal vehicles for construction workers and 4 construction trucks for materials and equipment deliveries. As discussed in Section 4.11.4.1, project construction is anticipated to generate approximately 174 daily vehicle trips at the peak period, assuming a worst-case scenario that every construction worker would drive individual vehicles to the project site. Because all cut and fill would be balanced on-site, there are no truck trips associated with the import and export of soil. Of the 174 daily trips, 87 trips would be during the AM and PM peak hours.

Construction activities would generate additional trips that would be added to baseline conditions (Near Term 2020) and could potentially be associated with temporary impacts. To determine consistency with local circulation performance standards, a LOS analysis under construction conditions was conducted along the study roadway segments and intersections along Harbor Drive using the methodology described in Section 4.11.4.1. Table 4.11-16 shows the daily roadway segment LOS results comparing base conditions and conditions with project-generated construction traffic. Table 4.11-17 shows the intersection LOS and average vehicle delay results for both the baseline conditions and conditions with project-generated construction traffic. All roadway segments and intersections are projected to operate at an acceptable LOS during construction of the project. Therefore, project

construction would not result in a conflict with the City of San Diego's Traffic Impact Study Manual no significant impacts would be associated with construction traffic.

Table 4.11-16
Near-Term Year 2020 Plus Construction Traffic – Roadway Segment LOS

Roadway	Segment	Cross-Section	Threshold (LOS E)	Near-Term Year 2020 Plus Construction Traffic			Near-Term Year 2020 Base				
				ADT	V/C	LOS	ADT	V/C	LOS	Δ	Sig?
Harbor Drive	Pacific Highway to Kettner Blvd.	6-lane w/ raised median	50,000	24,600	0.492	B	24,600	0.492	B	0.000	No
	Market St. to Front St.	5-lane w/ raised median	45,000	31,100	0.691	C	31,100	0.691	C	0.000	No
	First Ave. to Convention Center Court	4-lane w/ raised median	40,000	23,760	0.594	C	23,700	0.593	C	0.001	No
	Fifth Ave. to Park Blvd.	4-lane w/ raised median	40,000	25,352	0.634	C	25,200	0.630	C	0.004	No
	South of Park Blvd.	4-lane w/ raised median	40,000	29,023	0.726	C	29,000	0.725	C	0.001	No
Pacific Highway	West G Street to Harbor Drive	6-lane w/ raised median	50,000	9,600	0.192	A	9,600	0.192	A	0.000	No

SOURCE: Fifth Avenue Landing TIA (Chen Ryan Associates, Inc. 2016); Chen Ryan Associates, Inc. (2017).
LOS = level of service; ADT = average daily traffic; V/C = volume to capacity ratio

Table 4.11-17
Near-Term Year 2020 Plus Construction Traffic – Peak Hour Intersection LOS

#	Intersection	Near-Term Year 2020 Plus Construction Traffic				Near-Term Year 2020 Base				Δ in Delay AM/PM	Sig?
		AM		PM		AM		PM			
		Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS		
1	Pacific Highway & Harbor Drive	25.1	C	30.8	C	25.1	C	30.8	C	0.0/0.0	No
2	Harbor Drive & Kettner Blvd.	18.0	B	27.1	C	18.0	B	27.1	C	0.0/0.0	No
3	Market Street & Harbor Drive	27.1	C	21.5	C	27.1	C	21.5	C	0.0/0.0	No
7	Front Street & Harbor Drive	32.3	C	36.6	D	32.2	C	36.6	D	0.1/0.0	No
11	First Avenue & Harbor Drive	12.9	B	24.3	C	13.0	B	24.3	C	0.0/0.0	No
17	Fifth Avenue & Harbor Drive	16.6	B	28.7	C	13.5	B	26.8	C	3.1/1.9	No
18	Park Boulevard & Harbor Drive	54.3	D	15.3	B	52.0	D	14.5	B	2.3/0.8	No

SOURCE: Fifth Avenue Landing TIA (Chen Ryan Associates, Inc. 2016); Chen Ryan Associates, Inc. (2017).

Operation

Significant Impact. Project operation would result in additional traffic volumes during events held at EMPS. During non-event days, traffic is anticipated to remain similar to existing conditions. The analysis of the existing traffic conditions with the addition of traffic resulting from project events assumes a worst-case-scenario of a 10,000-attendee event. In reality, the majority of events held at EMPS would have a maximum attendance of 5,000 or fewer. Each year of projected programming, the Symphony anticipates that event attendance would have an average of less than 5,000 attendees per event. The number of 8,000- to 10,000-seat events would be restricted to no more than six events per year. Because events would typically begin in the evenings and/or on weekends, with few occurring during the daytime hours, traffic associated with the project would occur outside of the typical AM and PM peak traffic hours. Additionally, impacts would only occur during the hours prior to and following events (e.g., between 6:00 p.m. and 8:00 p.m. and between 9:00 p.m. and 11:00 p.m.) held at the Bayside Performance Park and would not occur the duration of events. While Symphony rehearsals would be open to the general public, rehearsals are not anticipated to generate substantial amounts of traffic and would only be held between the hours of 9:00 a.m. and 4:00 p.m. for daytime rehearsals, or between 7:00 p.m. and 10:00 p.m. for evening rehearsals (limited to 30 times per year). Between 25 and 100 staff members and musicians would attend each rehearsal; based on past Symphony rehearsals, musicians and staff are anticipated to carpool to the site. While members of the general public are free to access the Bayside Performance Park to listen to rehearsals, rehearsal attendance by EMPS users is considered incidental to the primary use of EMPS. Therefore, rehearsals are not anticipated to cause an increase in traffic such that surrounding roadways and intersections would be significantly impacted.

ADT volumes for roadway segments in the study area during Existing Plus Design Event Conditions, or traffic conditions that would occur with a 10,000-attendee event, are shown in Figure 4.11-14. Table 4.11-18 displays the results of the LOS analysis for these roadway segments, along with a comparison between the Existing Plus Current Event and Existing Plus Design Event Conditions and between the Existing Non-Event and Existing Plus Design Event Conditions. As shown, all roadway segments in the study area would operate at an acceptable LOS of LOS C or better under the largest event the project would facilitate. No significant impacts would occur comparing project event conditions to either Existing Plus Current Event or Existing Non-Event Conditions.

The Existing Plus Design Event Conditions intersection turning movements are shown in Figures 4.11-15a and 4.11-15b for the event arrival and dismissal periods. Table 4.11-19 displays the results of the LOS and average vehicle delay analysis for key study intersections, along with a comparison between the Existing Plus Current Event Conditions and Existing Plus Design Event Conditions and between the Existing Non-Event and Existing Plus Design Event Conditions. As shown in Table 4.11-19, the following intersections would operate at an unacceptable LOS under the worst-case-scenario (e.g., 10,000-attendee) event, resulting in significant impacts:

Map Source: Chen Ryan

FIGURE 4.11-14
Projected Roadway Volumes
(Existing Plus Design Event Conditions)

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Table 4.11-18 Existing Plus Design Event Conditions – Roadway Segment LOS																
			Threshold	Existing Plus Design Event			Existing Plus Current Event					Existing Non-Event				
Roadway	Segment	Cross Section	(LOS E)	ADT	V/C	LOS	ADT	V/C	LOS	Δ	Sig?	ADT	V/C	LOS	Δ	Sig?
Harbor Drive	Broadway to Pacific Highway	2-lane w/ CLTL	20,000	12,479	0.624	C	12,323	0.616	C	0.008	No	12,275	0.614	C	0.010	No
	Pacific Highway to Kettner Boulevard	6-lane w/ raised median	50,000	16,166	0.323	A	15,904	0.318	A	0.005	No	15,826	0.317	A	0.007	No
	Market Street to Front Street	5-lane w/ raised median	45,000	14,595	0.324	A	14,333	0.319	A	0.006	No	14,255	0.317	A	0.008	No
	First Avenue to Convention Center Court	4-lane w/ raised median	40,000	17,865	0.447	B	15,805	0.395	B	0.052	No	15,497	0.387	B	0.059	No
	Fifth Avenue to Park Boulevard	4-lane w/ raised median	40,000	19,163	0.479	B	17,222	0.431	B	0.049	No	16,746	0.419	B	0.060	No
	South of Park Boulevard	4-lane w/ raised median	40,000	14,188	0.355	A	14,068	0.352	A	0.003	No	14,052	0.351	A	0.003	No
Pacific Highway	West G Street to Harbor Drive	6-lane w/ raised median	50,000	9,252	0.185	A	9,146	0.183	A	0.002	No	9,116	0.182	A	0.003	No

SOURCE: Chen Ryan Associates, Inc. (2017).

LOS = level of service; ADT = average daily traffic; V/C = volume to capacity ratio; Δ = change; Sig? = Significant?

CLTL = center-lane turn left

Map Source: Chen Ryan

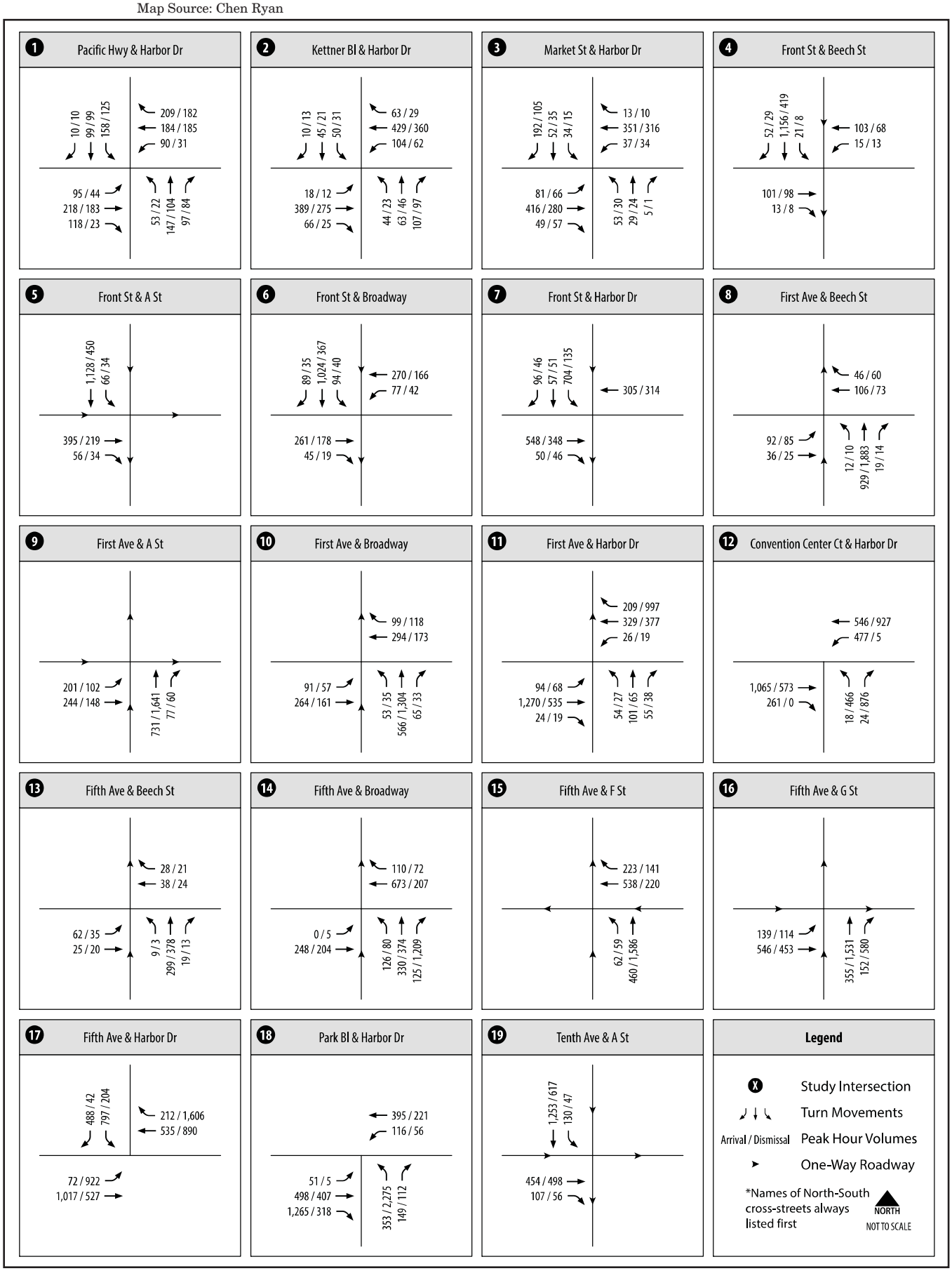

FIGURE 4.11-15a
Projected Intersection Volumes (Existing Plus Design Event Conditions)

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Map Source: Chen Ryan

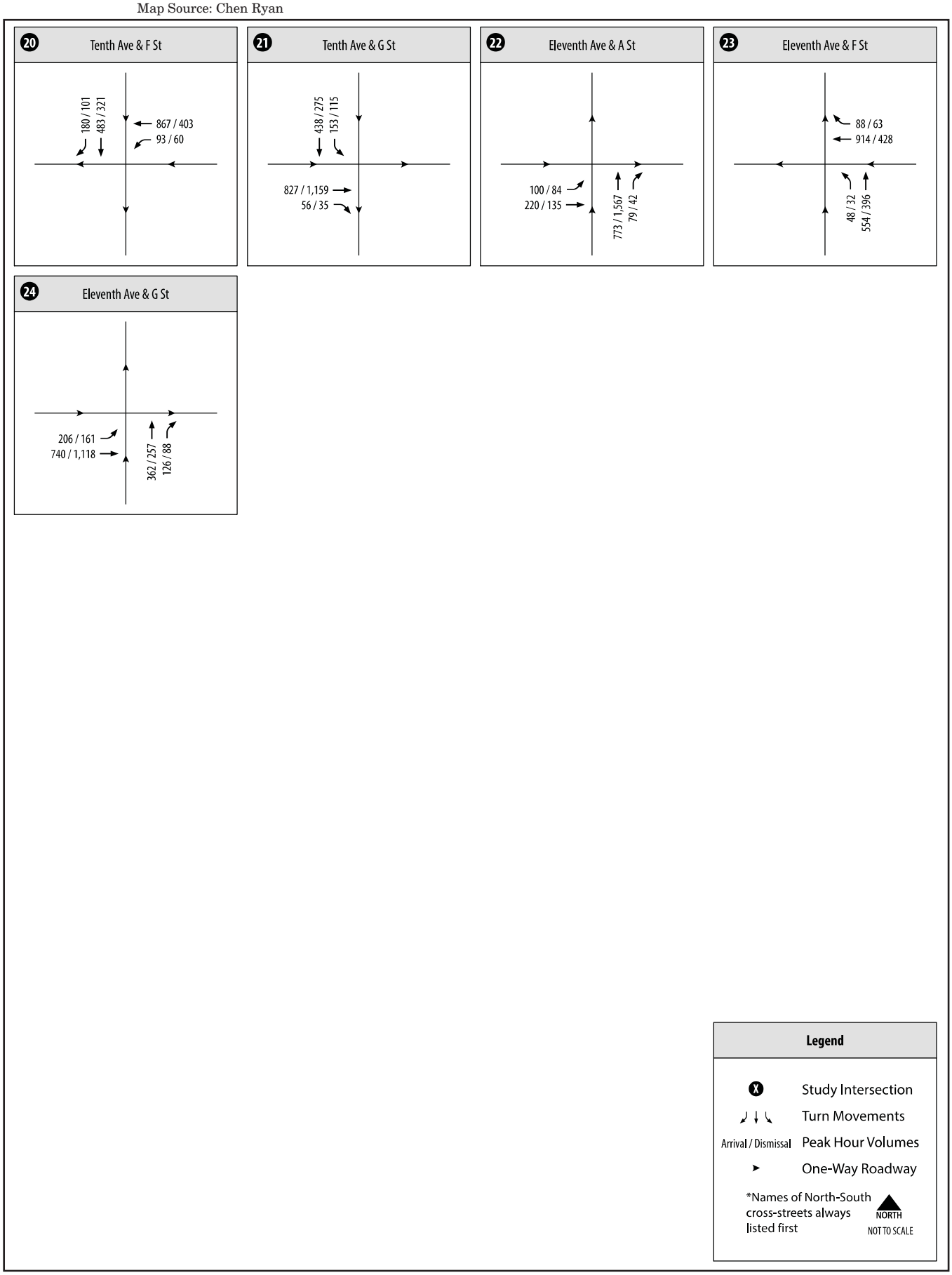

FIGURE 4.11-15b
Projected Intersection Volumes (Existing Plus Design Event Conditions)

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Table 4.11-19 Existing Plus Design Event Conditions – Peak Hour Intersection LOS																	
		Existing Plus Design Event				Existing Plus Current Event						Existing Non-Event					
		Arrival		Dismissal		Arrival		Dismissal				Arrival		Dismissal			
#	Intersection	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Δ in Delay Arrive/Dis	Sig?	Avg. Delay	LOS	Avg. Delay	LOS	Δ in Delay Arrive/Dis	Sig?
1	Pacific Highway/ Harbor Drive	18.4	B	16.4	B	17.8	B	16.4	B	0.6/0.0	No	16.1	B	16.4	B	2.3/0.0	No
2	Harbor Drive/Kettner Blvd	18.2	B	15.3	B	18.2	C	15.3	B	0.0/0.0	No	16.8	B	15.3	B	1.4/0.0	No
3	Market Street/ Harbor Drive	16.3	B	14.5	B	16.3	B	14.5	B	0.0/0.0	No	14.4	B	14.5	B	1.9/0.0	No
4	Front Street/Beech Street	12.0	B	14.1	B	11.1	B	14.1	B	0.9/0.0	No	11.1	B	14.0	B	0.9/0.1	No
5	Front Street/A Street	8.5	A	10.4	B	8.5	A	10.4	B	0.0/0.0	No	8.5	A	10.4	B	0.0/0.0	No
6	Front Street/Broadway	16.6	B	22.4	C	16.6	B	22.4	C	0.0/0.0	No	16.0	B	22.4	C	0.6/0.0	No
7	Front Street/Harbor Drive	12.4	B	6.6	A	8.5	A	6.3	A	3.9/0.3	No	6.7	A	6.3	A	5.7/0.3	No
8	First Avenue/Beech Street	7.5	A	27.5	C	7.5	A	8.6	A	0.0/18.9	No	7.5	A	8.6	A	0.0/18.9	No
9	First Avenue/A Street	15.0	B	8.5	A	15.0	B	6.7	A	0.0/1.8	No	15.0	B	6.6	A	0.0/1.9	No
10	First Avenue/Broadway	19.8	B	16.9	B	17.3	B	13.6	B	2.5/3.3	No	14.3	B	13.0	B	5.5/3.9	No
11	First Avenue/Harbor Drive	11.7	B	18.8	B	11.2	B	10.1	A	0.5/8.7	No	10.2	B	10.1	B	1.5/8.7	No
12	Convention Center Ct/ Harbor Drive[1]	98.7	F	234.21	F1	4.7	A	7.51	A1	94.0/226.71	Yes	3.6	A	4.01	A1	95.11/ 230.21	Yes
13	Fifth Avenue/Beech Street	13.5	B	12.2	B	13.5	B	12.1	B	0.0/0.1	No	12.7	B	12.1	B	0.8/0.1	No
14	Fifth Avenue/Broadway	12.3	B	105.6	F	9.8	A	12.3	B	2.5/93.3	Yes	7.1	A	10.8	B	5.2/94.8	Yes
15	Fifth Avenue/F Street	23.0	C	16.6	B	17.9	B	14.6	B	5.1/2.0	No	10.0	A	14.6	B	13.0/2.0	No
16	Fifth Avenue/G Street	14.0	B	182.8	F	13.9	B	19.9	B	0.1/162.9	Yes	13.6	B	17.9	B	0.4/164.9	Yes
17	Fifth Avenue/Harbor Drive	179.1	F	964.7	F	17.9	B	47.5	D	161.2/917.2	Yes	9.4	A	9.6	A	169.7/ 955.1	Yes
18	Park Boulevard/ Harbor Drive[1]	45.9	D	216.0	F1	12.4	B	15.6	B1	33.5/200.41	Yes	9.9	A	9.11	A	36.0/ 206.91	Yes
19	Tenth Avenue/A Street	17.2	B	14.4	B	15.2	B	14.1	B	2.0 0.3	No	13.4	B	14.1	B	3.8/0.3	No
20	Tenth Avenue/F Street	21.9	C	23.4	C	21.9	C	23.4	C	0.0/0.0	No	21.9	C	23.4	C	0.0/0.0	No
21	Tenth Avenue/G Street	17.2	B	13.0	B	16.7	B	12.9	B	0.5/0.1	No	16.4	B	12.9	B	0.8/0.1	No

Table 4.11-19 Existing Plus Design Event Conditions – Peak Hour Intersection LOS																	
		Existing Plus Design Event				Existing Plus Current Event						Existing Non-Event					
		Arrival		Dismissal		Arrival		Dismissal				Arrival		Dismissal			
#	Intersection	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Δ in Delay Arrive/Dis	Sig?	Avg. Delay	LOS	Avg. Delay	LOS	Δ in Delay Arrive/Dis	Sig?
1	Pacific Highway/ Harbor Drive	18.4	B	16.4	B	17.8	B	16.4	B	0.6/0.0	No	16.1	B	16.4	B	2.3/0.0	No
2	Harbor Drive/Kettner Blvd	18.2	B	15.3	B	18.2	C	15.3	B	0.0/0.0	No	16.8	B	15.3	B	1.4/0.0	No
3	Market Street/ Harbor Drive	16.3	B	14.5	B	16.3	B	14.5	B	0.0/0.0	No	14.4	B	14.5	B	1.9/0.0	No
4	Front Street/Beech Street	12.0	B	14.1	B	11.1	B	14.1	B	0.9/0.0	No	11.1	B	14.0	B	0.9/0.1	No
5	Front Street/A Street	8.5	A	10.4	B	8.5	A	10.4	B	0.0/0.0	No	8.5	A	10.4	B	0.0/0.0	No
6	Front Street/Broadway	16.6	B	22.4	C	16.6	B	22.4	C	0.0/0.0	No	16.0	B	22.4	C	0.6/0.0	No
7	Front Street/Harbor Drive	12.4	B	6.6	A	8.5	A	6.3	A	3.9/0.3	No	6.7	A	6.3	A	5.7/0.3	No
8	First Avenue/Beech Street	7.5	A	27.5	C	7.5	A	8.6	A	0.0/18.9	No	7.5	A	8.6	A	0.0/18.9	No
9	First Avenue/A Street	15.0	B	8.5	A	15.0	B	6.7	A	0.0/1.8	No	15.0	B	6.6	A	0.0/1.9	No
10	First Avenue/Broadway	19.8	B	16.9	B	17.3	B	13.6	B	2.5/3.3	No	14.3	B	13.0	B	5.5/3.9	No
11	First Avenue/Harbor Drive	11.7	B	18.8	B	11.2	B	10.1	A	0.5/8.7	No	10.2	B	10.1	B	1.5/8.7	No
12	Convention Center Ct/ Harbor Drive[1]	98.7	F	234.21	F1	4.7	A	7.51	A1	94.0/226.71	Yes	3.6	A	4.01	A1	95.11/ 230.21	Yes
13	Fifth Avenue/Beech Street	13.5	B	12.2	B	13.5	B	12.1	B	0.0/0.1	No	12.7	B	12.1	B	0.8/0.1	No
14	Fifth Avenue/Broadway	12.3	B	105.6	F	9.8	A	12.3	B	2.5/93.3	Yes	7.1	A	10.8	B	5.2/94.8	Yes
15	Fifth Avenue/F Street	23.0	C	16.6	B	17.9	B	14.6	B	5.1/2.0	No	10.0	A	14.6	B	13.0/2.0	No
16	Fifth Avenue/G Street	14.0	B	182.8	F	13.9	B	19.9	B	0.1/162.9	Yes	13.6	B	17.9	B	0.4/164.9	Yes
17	Fifth Avenue/Harbor Drive	179.1	F	964.7	F	17.9	B	47.5	D	161.2/917.2	Yes	9.4	A	9.6	A	169.7/ 955.1	Yes
18	Park Boulevard/ Harbor Drive[1]	45.9	D	216.0	F1	12.4	B	15.6	B1	33.5/200.41	Yes	9.9	A	9.11	A	36.0/ 206.91	Yes
19	Tenth Avenue/A Street	17.2	B	14.4	B	15.2	B	14.1	B	2.0 0.3	No	13.4	B	14.1	B	3.8/0.3	No
20	Tenth Avenue/F Street	21.9	C	23.4	C	21.9	C	23.4	C	0.0/0.0	No	21.9	C	23.4	C	0.0/0.0	No
21	Tenth Avenue/G Street	17.2	B	13.0	B	16.7	B	12.9	B	0.5/0.1	No	16.4	B	12.9	B	0.8/0.1	No

- #12: Convention Center Court/Harbor Drive – LOS F at Event Arrival and Dismissal
- #14: Fifth Avenue/Broadway – LOS F at Event Dismissal
- #16: Fifth Avenue/G Street – LOS F at Event Dismissal
- #17: Fifth Avenue/Harbor Drive – LOS F at Event Arrival and Dismissal
- #18: Park Boulevard/Harbor Drive – LOS F at Event Dismissal

All other intersections in the study area would operate at an acceptable LOS of LOS E or better under the largest event the project would facilitate. During event dismissal, the signals at intersection #12 (Convention Center/Harbor Drive) and intersection #18 (Park Boulevard/Harbor Drive) are turned off and the San Diego Harbor Police provides traffic control at these intersections. Therefore, the projected LOS and delay listed for these two intersections do not necessarily reflect actual conditions during event dismissal and traffic control would reduce impacts at these two intersections.

As discussed previously, the project would not contribute 50 or more peak hour trips in either direction on a freeway; therefore, freeway segments are not required to be analyzed as part of the study area. However, Table 4.11-20 displays results of the LOS analysis conducted for freeway segments under Existing Plus Design Event Conditions for informational purposes. All freeway segments analyzed would operate at an acceptable LOS under the largest event the project would facilitate and no significant impact would occur.

As discussed above and shown in Tables 4.11-18 through 4.11-20, under the worst-case-scenario (e.g., a 10,000-attendee event), the project would result in significant impacts due to an exceedance of the City of San Diego's Traffic Impact Study Manual thresholds at five intersections during event dismissal and/or arrival. No roadway or freeway segments would be impacted. As previously described, because events would typically begin in the evenings and/or on weekends, traffic associated with the project would occur outside of the typical AM and PM peak traffic hours. Additionally, impacts would only occur during the hours prior to and following events (e.g., between 6:00 p.m. and 8:00 p.m. and between 9:00 p.m. and 11:00 p.m.) held at the Bayside Performance Park. Therefore, impacts to the five intersections would be temporary and short-lived and there would not be a permanent impact on the circulation system.

It is also important to note that admission-based Symphony performances, partnership performances, and event rentals held at the Bayside Performance Park would be limited to 110 half-day or 55 full-day events or less each year, based on the hours of 6:00 a.m. to 11:00 p.m., and the vast majority of events would not likely reach the maximum capacity of 10,000 attendees. The number of events with attendances between 8,000 and 10,000 would be limited to no more than 6 each year. Based on the anticipated programming, the project would facilitate events with an average of less than 5,000 attendees per event (based on the projected programming for the first year of operation), meaning that most events would generate less traffic and associated circulation impacts than presented in this worst-case-scenario analysis. However, the anticipated programming is subject to change, and

Table 4.11-20
Existing Plus Design Event Conditions – Freeway Segment LOS

Freeway	Segment	ADT[1]	Dir.	Peak Hour Volume	Existing Plus Design Event		Existing Plus Current Event		Δ V/C	Sig?	Existing Non-Event		Δ V/C	Sig?
					V/C	LOS	V/C	LOS			V/C	LOS		
I-5	Grape Street to First Avenue	181,000	NB	3,500	0.37	B	0.37	B	0.05	No	0.36	B	0.08	No
			SB	7,600	0.81	D	0.81	D	0.05	No	0.80	D	0.08	No
	First Avenue to SR-163	200,000	NB	3,200	0.34	B	0.34	B	0.00	No	0.34	B	0.00	No
			SB	8,800	0.75	D	0.75	D	0.00	No	0.75	D	0.00	No
	SR-163 to B Street	248,000	NB	6,300	0.45	B	0.45	B	0.00	No	0.45	B	0.00	No
			SB	8,200	0.58	C	0.58	C	0.00	No	0.58	C	0.00	No
	B Street to SR-94	186,000	NB	3,200	0.34	B	0.34	B	0.00	No	0.34	B	0.00	No
			SB	7,100	0.76	D	0.76	D	0.00	No	0.76	D	0.00	No
	SR-94 to Imperial Avenue	184,000	NB	3,900	0.33	B	0.33	B	0.00	No	0.33	B	0.00	No
			SB	6,200	0.53	C	0.53	C	0.00	No	0.53	C	0.00	No
	Imperial Avenue to SR-75	177,400	NB	3,900	0.33	B	0.33	B	0.03	No	0.33	B	0.04	No
			SB	5,900	0.50	C	0.49	B	0.03	No	0.49	B	0.04	No
SR-163	South of Robinson Avenue	112,400	NB	3,400	0.72	D	0.72	D	0.07	No	0.70	C	0.10	No
			SB	2,900	0.62	C	0.62	C	0.07	No	0.62	C	0.10	No
SR-94	West of 25th Street	144,000	EB	4,800	0.51	C	0.51	C	0.03	No	0.51	C	0.04	No
			WB	3,800	0.40	B	0.40	B	0.02	No	0.40	B	0.03	No

SOURCE: Caltrans PeMS (2016); Chen Ryan Associates, Inc. (2016).
[1]Traffic volumes obtained from Caltrans PeMS for Fridays during the month of September 2016 and averaged.
I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
ADT = average daily traffic;
Dir. = Direction; SB = southbound; NB = northbound; EB = eastbound: WB = westbound
V/C = volume-to-capacity ratio; LOS = level of service; Δ V/C = change in V/C; Sig? = Significant?

therefore, the analysis is based on events with 10,000 attendees. Additionally, compared to existing conditions, the project would increase annual events from up to 37 events to up to 110 half-day or 55 full-day events, and the project would also allow events to occur year-round as opposed to during the summer season only.

Due to the intermittent schedule and off-peak timing of events; infrequency of events that would reach 10,000 attendees; and temporary nature of the impacts associated with the arrival and dismissal periods, no permanent or physical mitigation measures are required. However, appropriate traffic planning for events could ensure consistency with local circulation policies and goals, thus reducing temporary impacts to less than significant levels. Mitigation measure (MM) TRA-1 would require the Symphony to continue to implement an annual Traffic Management Plan (TMP), as is their current practice. The TMP would reflect changes in parking availability and circulation, and would provide traffic control requirements at the intersections of Convention Center Court/Harbor Drive, Fifth Avenue/Broadway, Fifth Avenue/G Street, Fifth Avenue/Harbor Drive, and Park Boulevard/Harbor Drive to maximize traffic circulation at these areas. Continued traffic control and planning would reduce impacts related to conflicts with the City of San Diego's Traffic Impact Study Manual. However, because the ability of the TMP to avoid significant impacts at the five identified intersections cannot be determined with certainty, impacts would remain significant and unavoidable.

b. Level of Significance prior to Mitigation

No construction-related traffic impacts would occur. During project operation, less than significant impacts would occur to roadway and freeway segments during under the worst-case-scenario (e.g., 10,000-attendee) event. However, temporary and significant traffic impacts to the following intersections would occur during the arrival and/or dismissal periods of a worst-case-scenario (e.g., 10,000-attendee) event:

- #12: Convention Center Court/Harbor Drive – LOS F at Event Arrival and Dismissal
- #14: Fifth Avenue/Broadway – LOS F at Event Dismissal
- #16: Fifth Avenue/G Street – LOS F at Event Dismissal
- #17: Fifth Avenue/Harbor Drive – LOS F at Event Arrival and Dismissal
- #18: Park Boulevard/Harbor Drive – LOS F at Event Dismissal

c. Mitigation Measures

MM TRA-1 Traffic Management Plan

The Symphony shall prepare and submit to the District annual TMPs that describe the traffic to be generated by events and how the Symphony intends to manage circulation. The TMPs shall, at a minimum, describe the following for the upcoming year:

- Projected event attendances and event schedule;
- Pedestrian/bicycle circulation within and adjacent to EMPS;
- Vehicular circulation into and within EMPS;

- Intersection traffic control and/or traffic officer requirements at the intersections of Convention Center Court/Harbor Drive, Fifth Avenue/Broadway, Fifth Avenue/G Street, Fifth Avenue/Harbor Drive, and Park Boulevard/Harbor Drive; and
- Event traffic signage and placement.

The Symphony shall implement the approved TMP during all events held at the Bayside Performance Park. All traffic control and signage shall be in place during event arrival and dismissal periods and conducted in accordance with the TMP.

d. Level of Significance after Mitigation

Implementation of MM TRA-1 would improve traffic conditions during event arrival and dismissal periods, thus reducing the delays at the five intersections identified to be significantly impacted. However, it cannot be determined with certainty that the impacts would be reduced to less than significant levels. Impacts may remain significant even following implementation of MM TRA-1.

Threshold 2: Congestion Management Programs

Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

a. Impact Discussion

Less than Significant Impact. SANDAG is the lead agency for congestion management compliance for the San Diego region. As discussed in Section 4.11.3.3, the RP (which combines SANDAG's RCP and RTP/SCS) complies with 23 CFR 450.320 to ensure the region's compliance with the federal congestion management process. As such, the project and the RP were reviewed for consistency to determine whether the project would conflict with an applicable congestion management program. The project does not include any land use designation changes and would not result in changes to the existing transportation infrastructure; therefore, no directly applicable land use policies in the RP were identified. The project would not interfere with the objectives or projects identified in the RP. As such, the project would not conflict with an applicable congestion management program and impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not conflict with an applicable congestion management program. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with congestion management plan conflicts; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with congestion management plan conflicts. Impacts would be less than significant.

Threshold 3: Air Traffic

Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

a. Impact Discussion

Less than Significant Impact. As discussed in Section 4.6, Land Use and Planning, though the project is within two miles of San Diego International Airport (SDIA) and one mile of Naval Air Station North Island (NASNI), it is not within an Accident Potential Zone for either airport per the Airport Land Use Compatibility Plan (ALUCP) for SDIA and the 2011 Airport Compatible Use Zones Update for NASNI. The project would not result in a change in air traffic patterns or cause safety risks associated with air traffic in and out of SDIA or NASNI. However, the project is within Review Area 2 of the Airport Influence Area defined by the SDIA's ALUCP. Review Area 2 is defined by airspace protection and overflight boundaries. The project is required to submit a Federal Aviation Administration (FAA) filing (e.g., Notice of Proposed Construction or Alteration, Form 7460-1) to determine consistency with the SDIA ALUCP. Though the project is placing a permanent structure (e.g., performance stage and ancillary facilities) where none currently exists, it would not increase the height of structures at EMPS under existing conditions (e.g., temporary concert stage and bleachers used during the Bayside Summer Nights). A final determination of the project's hazard associated with SDIA air traffic would be made after the filing is completed pursuant to the SDIA ALUCP requirements. Therefore, with fulfillment of regularity requirements, the impact would be less than significant. The permanent performance stage proposed by the project is not anticipated to result in a change in air traffic patterns or result in safety risks associated with air traffic. Additionally, should the FAA's determination include conditions such as height restrictions, the changes would be reflected in the project design, ensuring impacts related to a safety hazard for people in the project area would not occur. Impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not impact air traffic. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to air traffic; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with air traffic. Impacts would be less than significant.

Threshold 5: Emergency Access

Would the project result in inadequate emergency access?

a. Impact Discussion

Less than Significant Impact. Existing access to EMPS is via Marina Park Way, which can be accessed from East Harbor Drive via Convention Way. Emergency vehicles would utilize Marina Park Way. The San Diego Harbor Police vessels also have the capability to access EMPS via the San Diego Bay if necessary. Access to EMPS is not controlled by gates, and the project would not impede emergency access. The project does not include any physical changes to roadways that could result in inadequate emergency access. However, the pedestrian promenade around the perimeter of the Bayside Performance Park would be widened, allowing for vehicular access if necessary in case of an emergency. Though the EMPS parking lot would be reconfigured, adequate circulation to, from, and throughout the parking lot would be maintained. In addition, the project would maintain the locations of the existing temporary loading zones and emergency/fire lanes. No roadway or lane would be blocked during events.

Though not required to reduce the impact to less than significant levels, per MM TRA-1, the TMP would implement traffic control requirements at every event in order to maximize traffic circulation. Emergency access would not be restricted by the traffic control officers; rather, traffic control officers would give preference to emergency services and facilitate emergency access whenever emergency vehicles are present. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not impact emergency access. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to emergency access; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts to emergency access. Impacts would be less than significant.

Threshold 6: Public Transit, Bicycle, and Pedestrian Facilities

Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

a. Impact Discussion

Less than Significant Impact. Potential impacts to transit, pedestrian, and bicycle facilities were evaluated through a review of project plans and via site visits by traffic engineers. An impact would occur if the project would substantially increase hazards due to a design feature or would conflict with applicable policies, plans, or programs. The following plans include policies or goals associated with transit, pedestrian, and bicycle facilities, and are be applicable to the project:

- South Embarcadero Public Access Program
- The City of San Diego Bicycle Master Plan
- The City of San Diego Pedestrian Master Plan
- Downtown San Diego Mobility Plan
- San Diego Forward: The Regional Plan
- Riding to 2050 The San Diego Regional Bike Plan

Pedestrian and bicycle access throughout EMPS would be restricted during the up to 10-month construction period, with the exception of pedestrians intending to access the public fishing pier. However, the pedestrian and bicycle facilities within EMPS do not provide through access and the temporary closure of these facilities would not impact the pedestrian and bicycle transportation system. Construction would not impede access to any transit facility.

Consistent with the aforementioned transit and alternative transportation plans, the project includes public access enhancements throughout EMPS that would benefit pedestrians and cyclists following construction, including the replacement of the existing 8-foot-wide promenade around the perimeter of the Bayside Performance Park with a 12-foot-wide promenade; installation of public access wayfinding signage; installation of LED lighting to illuminate portions of the promenade and public areas for nighttime wayfinding and safety; and installation of public educational signage. The existing bicycle parking rack near the bait stop and deli would remain. The project would not prevent access to any public transit station or facility or increase hazards associated with existing facilities. The project would not conflict with the South Embarcadero Public Access Program as it would at a minimum maintain and otherwise enhance (as described above) all public access

amenities within EMPS. As discussed in Section 4.7, Land Use and Planning, the South Embarcadero Public Access Program would be amended to include an updated map of EMPS that includes the project's enhancements (see Appendix L).

Site access during events held at the Bayside Performance Park would occur similarly as site access during the existing Bayside Summer Nights series. Patrons access the site generally via pedestrian facilities as those arriving via vehicle must utilize off-site parking and those arriving via public transit must walk to the site from the nearby transit stations. The Symphony would provide a shuttle to and from the Bayside Performance Park from off-site parking locations. During events, pedestrians entering and leaving EMPS would be controlled by traffic directors at Marina Park Way to facilitate pedestrian and bicycle crossings. Signage would also be placed strategically to direct pedestrians leaving nearby parking structures to the appropriate path or shuttle stop. Therefore, the project would not prevent access to any of the pedestrian and bicycle facilities (e.g., promenade) at any time following construction and would not increase hazards associated with existing facilities.

Because the project does not involve any improvements to roadways or other transportation-related facilities (other than the widened promenade within EMPS) and would not impede transit, pedestrian, or bicycle access, no conflict with applicable policies, plans, or programs supporting alternative transportation would occur. Rather, the project encourages the use of pedestrian and bicycle facilities through site enhancements intended to increase accessibility of EMPS. Less than significant impacts would result.

b. Level of Significance prior to Mitigation

The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with public transit, bicycle, or pedestrian facilities; therefore, no mitigation measures are required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with public transit, bicycle, or pedestrian facilities. Impacts would be less than significant.

Threshold 7: Parking

Would the project result in inadequate parking capacity?

a. Impact Discussion

Significant Impact. A significant impact would occur if the project would result in an inadequate parking capacity in the surrounding downtown San Diego area. The parking lot at EMPS would continue to be limited for use by public park users, though the Real Estate Agreement would allow a select portion of the parking lot to be utilized for Symphony performances and event rentals. The Real Estate Agreement would allow the Symphony or event rentals to utilize up to 56 of the parking spaces at EMPS during events, with the remaining 76 parking spaces to remain available to the public for park use. Similar to existing practices, the 56 spaces would be utilized for disabled event patrons and select event staff and musicians. No parking spaces would be reserved for rehearsal use on non-event days. All rehearsal staff and musicians would be required to park off-site to ensure EMPS parking is reserved wholly for use by the general public/park users when events are not occurring. Though the project would add 4 parking spaces to EMPS parking lot (increasing from 128 to 132 parking spaces), parking capacity at EMPS would decrease by approximately 40 percent during events. Additionally, the project would increase the number of events from up to 37 to up to 110 half-day or 55 full-day annual admission-based events (including Symphony performances, partnership performances, and event rentals), thereby increasing the amount of time in which parking spaces available to public park users would be reduced compared to existing conditions.

The 56 parking spaces within EMPS parking lot would not serve the majority of event attendees and event staff/musicians. The number of off-site parking spaces required by project events was determined using survey data to estimate the number of patrons arriving via automobile, excluding those arriving by Uber, Lyft, and other rideshare services, and considering attendees that carpool to the performances/events. Parking demands were estimated based on a 10,000-attendee event, which would be the maximum capacity of the Bayside Performance Park. As previously noted, the Symphony's projected annual programming anticipates that events would have an average attendance of less than 5,000 per event and the Symphony would be permitted to hold no more than six 8,000- to 10,000-seat events each year. Though the projected programming is subject to change, the Bayside Performance Park would have a maximum capacity of 10,000 attendees. Therefore, a 10,000-person event is a worst-case-scenario for parking demand associated with the project.

The over 700 unique survey responses indicated that 74.6 percent of attendees arrive to the events via automobile (other than Lyft, Uber, or other rideshare service). Therefore, for a 10,000-person event, an estimated 7,460 patrons would arrive via automobile. Factoring in the proportion of survey responses that indicated arrival in a carpool, a total parking demand of 2,919 vehicles is estimated to occur during a 10,000-person event. Table 4.11-21 provides the breakdown of attendees anticipated to carpool by carpool category (e.g., how many people share a vehicle) based on the survey results.

Table 4.11-21
Project Parking Requirements

Number of Attendees Arriving per Vehicle	Percent of Attendees by Carpool Category	Attendees per Carpool Category	Auto Trips by Carpool Category (one-way)
0	1.89%	141	141
1	46.96%	3,503	1,752
2	19.22%	1,434	478
3	20.97%	1,564	391
4	8.25%	616	123
More than 4	2.71%	202	34
Total	**100%**	**7,460**	**2,919**

SOURCE: Chen Ryan Associates, Inc. (2017).

Parking during project operation is anticipated to occur in a similar manner as the existing Bayside Summer Nights series. The parking lots utilized during the 2016 season would likely continue to be utilized by the Symphony for event parking, with a few exceptions. Table 4.11-22 lists parking lots anticipated to be utilized by Symphony performances and events and the parking capacities likely available for Symphony use. The locations of these parking lots relative to the project site are also depicted in Figure 4.11-16. While a portion of the EMPS parking lot would likely continue to be utilized by the Symphony during events, they would largely be reserved for Symphony staff and as ADA parking; therefore, the EMPS spaces were not included to determine the overall parking availability. It should be noted that due to potential development at the Fifth Avenue Landing parking lot site, the spaces at this parking lot may not be available at project buildout. Additionally, the availability at the Hilton and Convention Center parking garages are based on capacities after 6:00 p.m. on Saturdays, which were identified in August 2010 by the San Diego Convention Center Phase III Expansion & Expansion Hotel Project & Port Master Plan Amendment EIR (UPD-83356-EIR-855; SCH #2010121004).

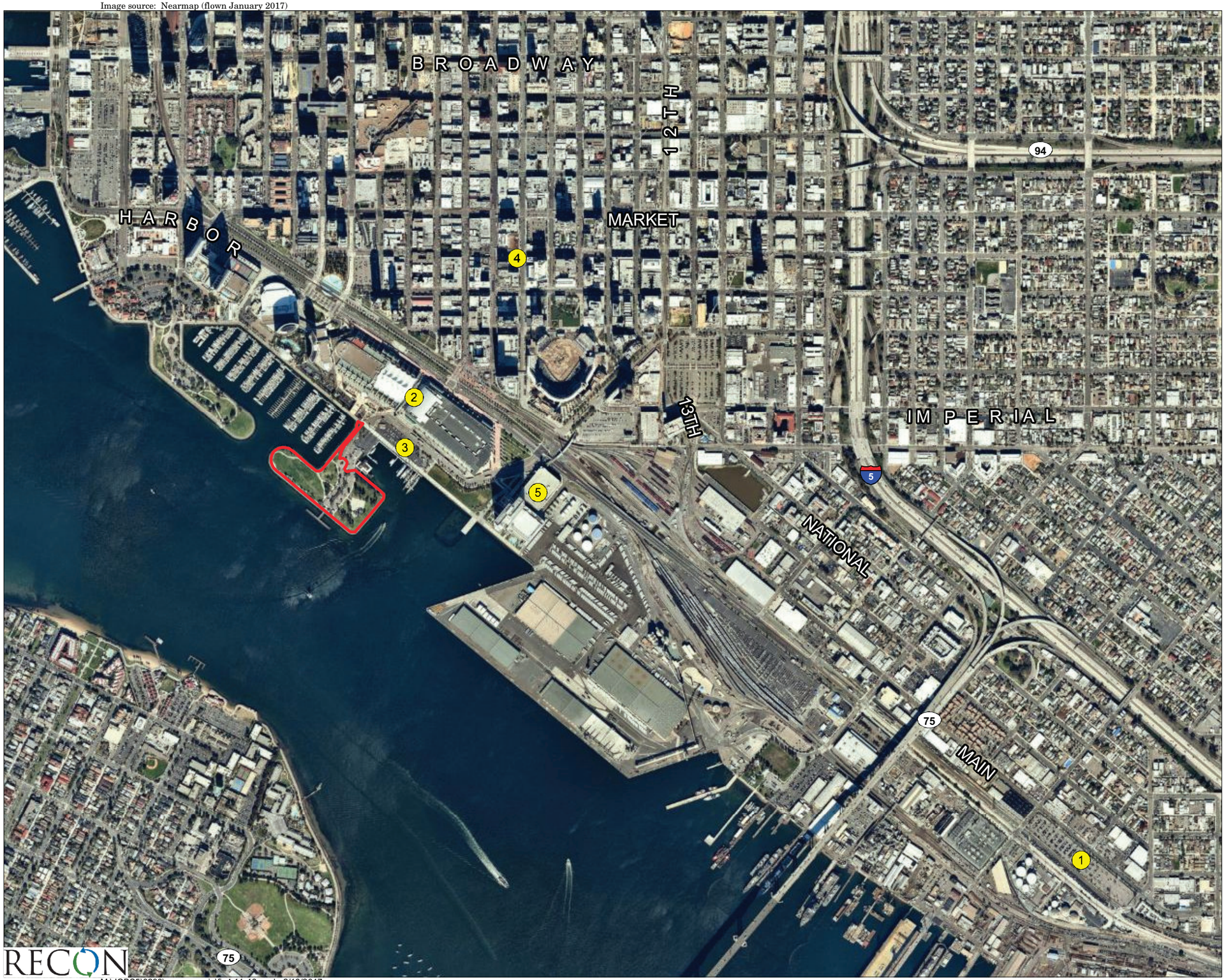
Table 4.11-22
Potential Project Event Parking Lots

Parking Lot	Anticipated Available Parking Capacity	Notes/Limitations
Hilton Parking Garage	1,300	Availability based on average capacity after 6:00 p.m. on Saturdays.
Convention Center Parking Garage	1,600	Availability based on average capacity after 6:00 p.m. on Saturdays
Gaslamp Area Local Parking Lots	1,900	Estimated capacity throughout local parking lots.
BAE Systems (Barrio Logan, at intersection of Sampson and Main)	200	Capacity based on the parking operator's agreement for Symphony use of its 900-space parking lot.
Fifth Avenue Landing Lot	287	Due to potential development on this site, these spaces may not be available at project buildout.
Total Anticipated Parking Availability	**5,287**	Subject to agreements between the Symphony and parking lot operators.
Total Anticipated Parking Availability with implementation of Fifth Avenue Landing Redevelopment Project	**5,000**	Existing parking spaces at Fifth Avenue Landing Lot may be unavailable due to the Fifth Avenue Landing Redevelopment Project.

Combined, the three primary parking locations that are currently utilized by the Symphony (Hilton, Convention Center and Fifth Avenue Landing) would provide a projected supply of 3,187 available spaces during project events, which exceeds the estimated 2,919 spaces required under worst-case-scenario conditions (e.g., during a 10,000-person event). Should the Fifth Avenue Landing parking lot become unavailable, local parking lots within the Gaslamp area (estimated 1,900 spaces available) and the BAE Systems parking lot (estimated 200 spaces available) could be utilized to meet parking needs. In total, 5,287 parking spaces are anticipated to be available as off-site parking for project events.

Although a sufficient number of parking spaces exist in the vicinity to accommodate future event demands under the project, parking in the downtown San Diego area is in high demand by visitors and patrons of other commercial uses such as restaurants, hotels, and other events such as those held at the Convention Center and Petco Park. Ongoing development within the downtown area may continue to increase parking demand in the region. The project would increase the number of events held at the Bayside Performance Park portion of EMPS from up to 37 events to up to 110 half-day or 55 full-day admission-based events annually, and would increase the seating capacity from up to 5,200 to up to 10,000 seats. Therefore, the project is considered to have a significant impact on parking.

Image source: Nearmap (flown January 2017)



Project Location

Parking Facilities

1. BAE Systems
2. Convention Center Parking Garage
3. Fifth Avenue Landing Lot
4. Gaslamp Area Local Parking Lots
5. Hilton Parking Garage

0 Feet 950

FIGURE 4.11-16

Potential Project Event Parking Lots

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MM TRA-2 would reduce overall parking demand and maintain efficient circulation during future Symphony events through implementation of a parking management plan. This measure contains many strategies already utilized by the Symphony during the Bayside Summer Nights series including coordination with parking lot operators to secure the appropriate number of parking spaces for event patrons and staff. The measure would also include incentivizing patrons to arrive to events by transit or ferry is one potential measure that can reduce parking demand and the number of vehicles driven to the project site on event days. Additionally, the Symphony would continue to provide transit and ferry schedule information in conjunction with the venues schedule and events announcements and promote the recently implemented Free Ride Everywhere Downtown (FRED) shuttle service in conjunction with other transit information on their website, per MM TRA-2. Continued coordination with parking operators and coordination with transit authorities is also required by the measure, as is participation in the District's seasonal Port of San Diego Shuttle Program.

However, MM TRA-2 would not address the reduction in public parking at EMPS parking lot, which would be reduced by approximately 40 percent during events. Though this temporary loss in parking availability occurs during existing Bayside Summer Nights events, the project aims to increase the number of events held each year, and events would occur year-round rather than during the summer months only. Therefore, even with implementation of an event parking management plan, impacts would remain significant.

b. Level of Significance prior to Mitigation

Significant impacts to parking would result during events held at the Bayside Performance Park.

c. Mitigation Measures

MM TRA-2 Parking Management Plan

The annual Traffic Management Plan required by MM TRA-1 shall include a Parking Management Plan that details the Symphony's strategy for event parking. The Symphony shall continue to implement the following parking strategies, as detailed in the Parking Plan:

- *Coordination* – Participate in the monthly Traffic Management Planning Team meetings at the Convention Center with representatives from the Convention Center, Hilton San Diego Bayfront Hotel, Padres, San Diego Police Department traffic control, and San Diego Unified Port District traffic division.
- *Traffic Personnel* – Locate staff in accordance with the 2016 Traffic Management Plan, to facilitate circulation and direct attendees to available parking locations.
- *Wayfinding Signage* – Utilize signage to direct patrons to the parking locations. Update signage directions according to forecast parking availability determined at monthly Convention Center Traffic Management Planning Team meetings.

- *Public Notification* – Notify event patrons of parking availability in advance of events and provide updates on the Symphony website.
- *Presale Parking* – Provide opportunities to purchase parking passes in advance of events.
- *Parking Agreements* – Obtain parking agreements to ensure adequate availability of parking spaces prior to events.
- *Transit and Ferry Information* – Provide transit and ferry schedule information in conjunction with venue schedule and event announcements to encourage arrival via public transit.
- *Transit and Ferry Incentives* – To promote patron and employee transit use, provide incentives such as concession vouchers with public transit pass labeled with the event date, discounted transit passes on event days, employee transit subsidies, and/or other incentive methods.
- *Port of San Diego Shuttle Program* – Participate in the District's on-going shuttle program.
- *Employee Off-Site Parking* – Provide off-site parking and shuttle accommodations for Symphony employees and event staff.
- *Transportation Network Companies* – Coordinate with rideshare companies (such as Lyft and Uber) to facilitate passenger drop-off and pick-up and to encourage patrons to utilize this option as a means to reduce parking demand.
- *Free Ride Everywhere Downtown* – Make event patrons aware of the "Free Ride Everywhere Downtown" (FRED) shuttle service, which provides free shuttle service within Downtown San Diego.
- *Bike Parking* – Ensure bicycle parking is available within or adjacent to the project site to encourage employees/patrons to arrive to the event via bicycle.
- *Bike Share Stations* – Coordinate with a bike share service, such as DECOBIKE San Diego, to ensure the bike station located Marina Park Way and the Embarcadero pathway has available bikes and docking stations.
- *Event Shuttle Service* – Off-site shuttle service shall be provided to transport attendees between parking locations and Bayside Performance Park.
- *Event Rentals* – Require organizations renting the venue to implement the Parking Plan for all such events and to make separate parking arrangements consistent with the size and scale of the respective event and with the Symphony's Parking Plan.

d. Level of Significance after Mitigation

Because sufficient parking does not exist on-site and the project would reduce public parking for EMPS users during events, impacts to parking would remain significant following implementation of MM TRA-2.

4.12 Utilities and Service Systems

4.12.1 Overview

This section describes the existing utility and energy systems that serve the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) site as well as the applicable regulations that govern their use, supply, distribution, and performance. The project involves the construction of enhancements throughout the Embarcadero Marina Park South (EMPS), located in the San Diego Unified Port District (District) tidelands. This section discusses the ability of existing or planned infrastructure and treatment capacities for these utilities and service systems to meet the needs of the project. Based on the discussions provided in the following subsections, the project would have a less than significant impact on utilities and service systems.

4.12.2 Existing Conditions

4.12.2.1 Wastewater

Wastewater service is provided to EMPS by the City of San Diego Public Utilities Department (PUD) Wastewater Branch. The Wastewater Branch collects, treats, and disposes of almost 180 million gallons of sewage every day (City of San Diego 2016a). The wastewater system comprises two components: the Metropolitan Sewerage Sub-System and the Municipal Wastewater Collection Sub-System. The Metropolitan Sewerage Sub-System treats wastewater from the City of San Diego and 15 other cities and districts, covering 450 square miles and a population of over 2.2 million. The Municipal Wastewater Collection Sub-System collects and conveys wastewater in the City of San Diego, covering 330 square miles and a population of over 1.3 million.

Wastewater from the project site is treated by the Point Loma Wastewater Treatment Plant (PLWTP), which treats approximately 175 million gallons of wastewater per day. The PLWTP is located on a 40-acre site on the bluffs in Point Loma (City of San Diego 2016a). Once the treatment process is complete, treated wastewater is discharged into the ocean through the Point Loma Ocean Outfall. The PLWTP operates under the National Pollutant Discharge Elimination System (NPDES) Permit No. CA0107409. The PLWTP currently meets the wastewater discharge requirements of its NPDES Permit, which allows approximately 240 million gallons per day (mgd).

Wastewater is generated at the EMPS by the restroom facilities located near the fishing pier and bait shop and deli. Sewer infrastructure serving EMPS includes underground pipe and an on-site pump station that convey wastewater generated at EMPS to the South

Metro Interceptor sewer pipeline and to Pump Stations 1 and 2 (City of San Diego 2016a). Pump Stations 1 and 2 are located on East Harbor Drive and North Harbor Drive, respectively, and are the largest pump stations in the San Diego wastewater system. Pump Station 1 has an average daily flow of 75 million gallons, sending wastewater north via the 8-mile South Metro Interceptor to Pump Station 2, which has an average daily flow of 180 million gallons. From there, Pump Station 2 pumps wastewater to the Point Loma Wastewater Treatment Plant through two 87-inch force mains. Staff oversees Pump Stations 1 and 2 at all times (24 hours a day).

4.12.2.2 Water

Water service is provided to EMPS by the City of San Diego PUD Water Branch, which serves over 1.3 million people encompassing over 200 square miles (City of San Diego 2016b). The PUD Water Branch is an agency member of the San Diego County Water Authority. It maintains and operates more than 3,302 miles of water lines, 49 water pump stations, 90-plus pressure zones, and more than 200 million gallons of potable water storage capacity (City of San Diego 2016b). Over 90 percent of the water supply is imported from northern California and the Colorado River (City of San Diego 2016b).

Every five years, the City of San Diego prepares an Urban Water Management Plan (UWMP) that contains future water demand and supply projections in accordance with the California Water Code and the California Urban Water Management Planning Act (UWMPA). The currently adopted UWMP—the 2015 UWMP—serves as the overarching water resources planning document for the City of San Diego. Table 4.12-1 lists the water demand and supply projections for the years 2020, 2025, 2030, 2035, and 2040 for a normal year, a single dry year, and multiple dry years. The 2015 UWMP supply reliability assessment is based on historical reservoir inflow and demand factors as a function of climate. Demand projections are based on models of residential and non-residential water use incorporating factors such as weather, income, price of water, economy, drought, passive conservation, and projected housing and employment demographics.

During the 2016 summer season (i.e,, June through September), an estimated 2 million gallons of water were consumed at the EMPS for the existing public restrooms and landscaping irrigation. Because the existing Bayside Summer Nights utilize portable restrooms (or “porta-potties”) that do not hook up to the EMPS water meters, there is no available measurement of the amount of water used by the performance series.

Table 4.12-1 City of San Diego Water Demand vs Supply in Acre-Feet Per Year (Normal Year, Single Dry Year, Multiple Dry Years)					
	2020	2025	2030	2035	2040
Normal Year					
Demand	200,984	242,038	264,840	273,748	273,408
Supply	200,984	242,038	264,840	273,748	273,408
Estimated Water Shortage	0	0	0	0	0
Single Dry Year					
Demand	213,161	256,883	281,167	290,654	290,292
Supply	213,161	256,883	281,167	290,654	290,292
Estimated Water Shortage	0	0	0	0	0
Multiple Dry Year (1st)					
Demand	213,161	256,883	281,167	290,654	290,292
Supply	213,161	256,883	281,167	290,654	290,292
Estimated Water Shortage	0	0	0	0	0
Multiple Dry Year (2nd)					
Demand	200,610	241,581	264,338	273,228	272,888
Supply	200,610	241,581	264,338	273,228	272,888
Estimated Water Shortage	0	0	0	0	0
Multiple Dry Year (3rd)					
Demand	208,665	251,402	275,139	284,412	284,058
Supply	208,665	251,402	275,139	284,412	284,058
Estimated Water Shortage	0	0	0	0	0
SOURCE: City of San Diego 2015.					

4.12.2.3 Solid Waste

The City of San Diego operates a Non-Exclusive Solid Waste Collection System consisting of 10 private companies that provide collection services to residents and businesses within the City. The City of San Diego and its contractors collect approximately 325,000 tons of solid waste destined for landfill, over 60,000 tons of household recyclables, and over 30,000 tons of yard waste from residences within San Diego each year. Solid waste at EMPS is collected by Allied Waste, the City of San Diego Franchise Waste Hauler, and disposed of at the Miramar Landfill. Other landfills that serve the City of San Diego include the Sycamore Landfill in the City of Santee and the Otay Landfill in the City of Chula Vista.

The City of San Diego's trash reduction and recycling programs and innovative engineering have helped extend the Miramar Landfill's working life, originally scheduled to close as early as 1995. Currently, the Miramar Landfill has a remaining capacity of 11.6 million tons and is estimated to be in service through 2030 (City of San Diego 2016c). Almost 910,000 tons of waste is disposed of each year at the Miramar Landfill, which has operated since 1959 (City of San Diego 2016c). Once the Miramar Landfill is closed, solid waste from the EMPS would be routed to the Sycamore Landfill, which has a remaining capacity of 39.6 million cubic yards, and the Otay Landfill, which has a remaining capacity of 24.5 mission cubic yards (CalRecycle 2016).

Between 2011 and 2016, the Bayside Summer Nights generated an estimated average of 0.76 tons of solid waste per performance or event and 8.4 tons of solid waste during the

setup and breakdown of the temporary concert venue each year. In total, 2016 Bayside Summer Nights season generated an estimated 50.13 tons of solid waste that year.

4.12.2.4 Energy

There is currently no natural gas service at EMPS. Electricity is provided to EMPS by San Diego Gas & Electric Company (SDG&E), which has a service territory covering San Diego County and portions of southern Orange County. SDG&E's energy portfolio is composed of both renewable and non-renewable sources, which vary by season and year. Its electricity is generated both locally and outside of SDG&E's service area, and these sources are capable of generating a total of approximately 3,100 megawatts (MW) of power (SDG&E 2014). Due to higher temperatures in the summer and increased demand for air conditioning, electricity loads in SDG&E's service territory tend to be higher in the summer season. Due to colder temperatures in the winter and increased demand for heating, natural gas loads tend to be higher in the winter.

The District and SDG&E have a memorandum of understanding to establish a relationship to work together on energy issues. The San Diego Unified Port District Energy Road Map was prepared to outline the partnership's goals by identifying opportunities to increase energy efficiency and reduce greenhouse gases (GHGs). The Energy Road Map provides recommendations for items such as facilities retrofits, land use planning and development opportunities, education and outreach, clean transportation, shipping terminals, shore power, and emerging technologies related to energy efficiency.

Based on energy usage data from May 2014 through May 2016, an estimated annual average of 57,344 kilowatt-hours (kWh) are used for the Bayside Summer Nights series including the San Diego Symphony Orchestra (Symphony) concerts and event rentals held during the season. Specifically, the 2016 Bayside Summer Nights season used approximately 52,974 kWh of electricity that year, which is slightly less than the previously noted annual average. In addition to the existing electricity hookups on-site, the Bayside Summer Nights series utilized one 100-kilovolt amps (KVA) generator. Because there are no existing natural gas hookups at EMPS, and food pavilions currently utilize portable propane tanks for cooking, there is no existing data on natural gas or propane usage.

4.12.3 Applicable Laws and Regulations

4.12.3.1 Federal

Energy Policy Act

The Energy Policy Act was passed in 2005 to address energy production in the United States, including energy efficiency, renewable energy, oil and gas, coal, tribal energy, nuclear matters and security, vehicles and motor fuels, hydrogen, electricity, energy tax incentives, hydropower and geothermal energy, and climate change technology. Programs implemented under this act include credits for constructing energy-efficient residences, production and purchase of energy-efficient appliances, and loan guarantees for innovative GHG reduction technologies.

4.12.3.2 State

a. California Water Code (Section 10910)

California Water Code Section 10910 (or Senate Bill 610), which became effective on January 1, 2002, requires local governments and water suppliers to prepare water supply assessments for certain projects—as defined in Water code 10912(a)—subject to California Environmental Quality Act (CEQA). The regulation—also known as the UWMPA—is intended to promote collaborative planning between local water suppliers and cities and counties, and is the basis for UWMPs. UWMPs provide water suppliers with information necessary to comply with Section 10910, including 20-year forecasts of water demand for a normal year, a dry year, and multiple dry years.

b. Executive Orders B-29-15 and B36-15

In April 2015, Governor Brown issued the state's first statewide mandatory water reductions in response to the severe statewide drought. Under Executive Order (EO) B-29-15, the State Water Resources Control Board (SWRCB) was directed to impose restrictions on water suppliers to achieve a 25 percent reduction in potable urban water use between June 2015 and February 2016, based on 2013 water use. In November 2015, Governor Brown issued EO B-36-15 to extend these restrictions on water suppliers through the end of October 2016.

c. California Integrated Waste Management Act

The California Integrated Waste Management Act (IWMA or Assembly Bill 939), passed in 1989, repealed portions of the Title 7.3 of the Government Code governing solid waste management and portions of the Health and Safety Code related to garbage and refuse disposal. The IWMA established an integrated waste management hierarchy to guide local agencies in implementing source reduction, recycling and composting, and environmentally safe transformation and land disposal. The IWMA created the California Integrated Waste Management Board and required counties to create a task force for the development of Source Reduction and Recycling Elements. Additionally, it established a mandated waste diversion target of 25 percent of all solid waste from landfills.

d. Clean Energy and Pollution Reduction Act

The Clean Energy and Pollution Reduction Act (or Senate Bill 350), was signed into law in 2015, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. It is considered the most significant climate and clean energy legislation since Assembly Bill 32 (Global Warming Solutions Act of 2006). The act authorizes various state agencies to take actions necessary to achieve Assembly Bill 32's goal of meeting 1990 GHG emissions levels by the year 2020 and established the new goal of meeting 40 percent below 1990 GHG emission levels by the year 2030. Ambitious targets for energy efficiency and renewable electricity and other actions were also established.

e. Assembly Bill 2076

Assembly Bill 2076, passed in 2000, directed the California Energy Commission and CARB to develop and adopt recommendations for reducing the state's petroleum dependence. The performance-based goal for petroleum dependence reductions is 15 percent less than 2003 demands by 2020.

f. Renewables Portfolio Standard and Renewable Energy Resources Act

The Renewables Portfolio Standard and Renewable Energy Resources Act (RPS) was established in 2002 and accelerated in 2006 by requiring 20 percent of all electricity retail sales in California to be sourced from renewable sources by 2010. The subsequent EO S-14-08 and Senate Bill X1-2 increased this goal to 33 percent by 2020. The new RPS applies to all electricity retailers in California, who had to implement goals of 20 percent of retails sales from renewable sources by the end of 2013 and 25 percent by the end of 2016 and ultimately must adopt the goal of 33 percent by the end of 2020. Most recently, Assembly Bill 350 (2015) requires 50 percent of electricity retail sales to be sourced from renewables by 2030. The RPS is enforced by the California Energy Commission and California Public Utilities Commission.

g. California Code of Regulations, Title 20 and Title 24, Part 6

Title 20 of the California Code of Regulations contains standards for residential and non-residential building energy efficiency (Building Energy Efficiency Standards). New buildings constructed in California must comply with these standards, which contain requirements for siting, appliances, and energy sources. The standards were first adopted in 1977 and most recently in 2016. In 2008, the nation's first green building standards were also adopted as the California Green Building Standards Code (Title 24). These standards became mandatory in 2010 and include various planning, design, siting, energy efficiency, water conservation, material conservation, and indoor air contaminant requirements.

Title 24, Part 6 of the California Code of Regulations (California Energy Code) describes the energy standards for residential and non-residential buildings. The standards were first adopted in 1978 to reduce California's energy consumption and are updated periodically to include new energy efficiency technologies and methods for new construction, including new buildings, additions, alterations, and non-residential building repairs.

h. Appendix F of the CEQA Guidelines

Appendix F, Energy Conservation, of the CEQA Guidelines describes measures for energy conservation and efficiency. The means of achieving this goal include: (1) decreasing overall per capita energy consumption, (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil, and (3) increasing reliance on renewable energy sources. Per Appendix F, CEQA requires a discussion of potential energy impacts of proposed projects with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary energy consumption.

4.12.3.3 Local

The project is within the District's jurisdiction and is generally not subject to City of San Diego regulations. However, the wastewater, water, and solid waste collection systems serving the project are administered by the City of San Diego. As such, many City of San Diego policies related to utilities and service systems are applicable to the project.

a. District Green Port Program and Policy (BPC Policy 736)

The District's Green Port Program supports the goals of the Green Port Policy that was approved by the Board of Port Commissioners in 2008 to achieve long-term environmental, societal, and economic benefits through resource conservation, waste reduction, and pollution prevention. The Green Port Program goals encompass six key areas: energy, waste management, sustainable development, as well as water, air, and sustainable business practices. Specifically, the energy and waste management areas are applicable to this section (e.g., utilities and service systems). Its objective for energy is to conserve energy and maximize efficiency through implementing the recommendations outlined in SDG&E's Energy Road Map to reduce energy use and investigating opportunities to participate in renewable energy projects. For waste management, the District's goal is to reduce waste from District operations through material reuse, recycling, and composting. To date, the District has implemented energy efficiency initiatives, including an energy efficiency education program, energy use tracking throughout District buildings, and a District-wide energy audit in 2013.

b. City of San Diego Sewer Design Guide

The City of San Diego's Sewer Design Guide was last updated in 2015 and acts as a guide for engineers when planning and designing wastewater facilities. The guide was prepared for use by both public and private facilities and outlines all relevant City policies, applicable codes, and engineering and operational procedures. The guide was made in effort to establish a cost-effective, reliable, and safe wastewater collection system and is intended for use in conjunction with current standard drawings, specifications, codes, laws, and industry requirements for the planning and design of wastewater infrastructure.

c. City of San Diego Urban Water Management Plan

As discussed previously, the City of San Diego prepares an UWMP every five years to publish projected future water demand and supply projections in accordance with the California Water Code and the UWMPA. The 2015 UWMP is the most currently adopted plan and serves as the overarching water resources planning document for the City of San Diego. It services as a resource for planners, policy makers, and water agencies and suppliers over a 25-year time frame. The 2015 UWMP discloses that all projected water demand will be met during normal, dry, and multiple-dry year scenarios.

d. San Diego County Integrated Waste Management Plan

The County of San Diego prepared its Integrated Waste Management Plan (IWMP) to meet the requirements of the California IWMA and to achieve an overall reduction in the generation of waste and apply to treat discarded materials as a resource. Countywide goals included in the IWMP are to ensure an effective and economical integrated waste management system throughout the county. The plan includes a Siting Element, Summary Plan, and three elements from each jurisdiction: the Source Reduction and Recycling Element, Household Hazardous Waste Element, and Non-Disposal Facility Element.

e. City of San Diego Long-Term Resource Management Options Strategic Plan

The City of San Diego's Long-Term Resource Management Options Strategic Plan (Long-Term Strategic Plan) identifies options for managing solid waste generated within the City and disposed of at the Miramar Landfill. The Miramar Landfill, the City's only municipally operated landfill, was projected to reach capacity and close by 2021 at the time the Long-Term Strategic Plan was prepared and the Sycamore Landfill projected to reach capacity in 2025. The Long-Term Strategic Plan includes three phases that began in 2007. Phase I included a system analysis, regional demand and capacity analysis, and identification of screening options. Phase II included a review of the City's existing and future diversion programs and disposal system and recommended potential solutions to meet future solid waste generation. Phase III, not yet completed, will recommend a specific strategy and configuration system with a detailed implementation plan.

f. City of San Diego City Council Policy 900-16

City Council Policy 900-16 (Construction and Demolition Material Recycling) was enacted in 2004 as a commitment to recycling construction and demolition waste. The efforts are part of the City of San Diego's comprehensive solid waste management strategy. The policy encourages businesses, organizations, and contractors to facilitate as much waste diversion from landfills as possible through recycling, waste reduction, and reuse. Diversion goals are set at 100 percent of inert materials (e.g., concrete, rock, asphalt, dirt) and 50 percent of remaining materials by weight if mixed recycling facilities are available or as much as feasible through source separation if mixed recycling facilities are not available.

g. City of San Diego Construction and Demolition Debris Deposit Ordinance

The City of San Diego's Construction and Demolition Debris Deposit Ordinance took effect in 2008, requiring projects subject to building or demolition permits to pay a refundable construction and demolition recycling deposit and divert at least 50 percent of generated debris by recycling, reusing, or donating usable materials.

4.12.4 Project Impact Analysis

4.12.4.1 Methodology

This section evaluates impacts to utilities and service systems that would result from project implementation. Where available, the existing utility demands of the project site were compared to the anticipated demands with project implementation. Impacts are considered significant if the project would result in an exceedance of local service capacities and/or requirements, among others. However, any need for physical improvements to existing infrastructure, such as on-site distribution pipelines or other service structures, is considered part of the project. The thresholds for determining significance are defined below.

4.12.4.2 Thresholds of Significance

Appendix G of the CEQA Guidelines provides the basis for determining impacts to public services. The project would result in significant impacts if it would result in exceedance of the following thresholds by service category:

1. Wastewater
   a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
   b. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
   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.
2. Stormwater
   a. Require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Water Supply
   a. Not have sufficient water supplies available to serve the project from existing entitlements and resources, requiring new or expanded entitlements.
   b. Require or result in the construction of new water supply facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
4. Solid Waste
   a. Is not served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
   b. Conflict with federal, state, and local statutes and regulation related to solid waste.

5. Energy
   a. Results in wasteful, inefficient, or unnecessary use of energy.
   b. Requires or results in the construction of new energy infrastructure or the expansion of existing infrastructure, the construction of which could cause significant environmental effects.

4.12.4.3 Project Impacts and Mitigation Measures

Threshold 1: Wastewater

Would the project exceed wastewater treatment requirements of the Regional Water Quality Control Board?

Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Would the project 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?

a. Impact Discussion

Less than Significant Impact. Wastewater collection, treatment, and disposal at the project site would be provided by the City of San Diego PUD Wastewater Branch, as is currently the case in EMPS. A four-unit public restroom facility connected to the wastewater system currently exists in EMPS. The Bayside Summer Nights events and other large events held at EMPS set up portable restroom facilities during events and do not connect to the wastewater system. The project would refurbish the four existing public restrooms at the EMPS and construct a new 68-stall restroom facility within the Bayside Performance Park portion of EMPS. The new restroom facility would include sensored, low-flow water use fixtures consistent with the District's standards. All new restroom facilities would connect to the existing water and sewer lines serving the site. The addition of the new 68-stall restroom facility and increased number of annual events and event attendances would result in an increase in wastewater generation at the site compared to existing conditions. A maximum capacity event (e.g., 10,000 attendees) is anticipated to generate approximately 22 kGal of wastewater. The project would not generate wastewater that would contain harmful levels of toxins nor would it introduce new types of wastewater from what is currently generated at EMPS.

As discussed in Section 4.12.2, Existing Conditions, the PLWTP, which currently treats wastewater generated at EMPS, has an approximately 65 mgd available capacity before it reaches its 240 mgd limit per its NPDES Permit (e.g., its permit allows 240 mgd and currently treats approximately 175 mgd). Therefore, the PLWTP would have sufficient capacity to treat the 22 kGal of wastewater anticipated to be generated from a maximum-attendance event. Additionally, most events would generate far less wastewater as the

majority of events would include attendances of 5,000 or less – the average attendance for the first year of projected programming would be 3,131 attendees per event. Additionally, in 2015, Governor Brown's EO B-29-15 ordered a statewide 25 percent reduction in potable urban water usage through February 2016, which has been met. The conservation efforts implemented to meet the 25 percent water reduction have in turn resulted in reduced sewage flows to the City's water treatment facilities and also resulted in excess capacity. While there would be a net increase in the generation of wastewater, as previously discussed, the increase would not be significant considering the size of the overall wastewater service system and conservation efforts that have resulted in excess wastewater capacity.

The project would construct a permanent performance venue with a 10,000-seat capacity where a temporary concert venue with a 5,200-seat capacity is currently utilized. However, annual events would have an average attendance of less than 5,000 attendees, and events would be limited to approximately 15 percent of the year as described in Section 3.4.7.1 Bayside Performance Park Programming. Of the project's 68 restroom stalls, only four would be open to the public outside event hours. The remaining 64 stalls would only be open to patrons during events and therefore would only generate wastewater during events. 85 percent of the time, the Bayside Performance Park would operate as a public park, similar to existing conditions. Rehearsals held at EMPS would bring between 25 and 100 staff members and musicians to EMPS, and any attendance by the general public is anticipated to be incidental to normal park use. Although the proposed park enhancements are anticipated to bring more people to EMPS and generate more wastewater, it would not be a substantial increase on the wastewater treatment system as a whole. The PLWTP has excess capacity and would be able to serve the project's increase in wastewater as previously described. Given that the PLWTP currently has the capacity to treat an additional 65 mgd and a maximum-capacity event would generate 22 kGal of wastewater, the increase would not result in an exceedance of the wastewater treatment capacity allowed by the PLWTP's NPDES Permit. In addition, as the project would not generate additional types of wastewater compared with existing conditions, the existing wastewater system would be able to effectively treat wastewater generated by the project. Therefore, the project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and new or expanded wastewater facilities would not be required to serve the project.

The existing wastewater conveyance infrastructure for EMPS is anticipated to be adequate to serve the project without requiring any upgrades, Therefore, with sufficient capacity of the existing on-site infrastructure as well as at the PLWTP, the project would have a less than significant impact on wastewater treatment requirements.

b. Level of Significance prior to Mitigation

The project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board, require the construction or expansion of wastewater treatment facilities, or result in a determination of inadequate wastewater capacity. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts to wastewater systems and service; therefore, no mitigation measures would be required.

d. Level of Significance after Mitigation

No mitigation is required for impacts to wastewater systems and service. Impacts would be less than significant.

Threshold 2: Stormwater

Would the project result in or require the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?

a. Impact Discussion

Less than Significant Impact. The EMPS stormwater drainage system consists of curb inlets and drainage pipes with two outfalls that drain into the San Diego Bay. The existing stormwater drainage system is limited to the parking lot area of EMPS. As discussed in Section 4.5, Hydrology and Water Quality, the project would install a new modular wetland/stormwater treatment and drainage system throughout the Bayside Performance Park and parking lot. The modular wetland/stormwater treatment and drainage system would allow for stormwater filtration through vegetated swales, media filters, and a biofiltration system depending on location within the EMPS. Two flap gate backflow prevention devices would also be installed within the storm drain system to prevent flooding of EMPS during extreme high tide and rain events. The system would be installed in accordance with the project's Stormwater Quality Management Plan and applicable District and state policies pertaining to storm water. Because the site-wide modular wetland/storm water treatment and drainage system is included as part of the project and would not require work outside the project boundaries, its potential effects on hydrology and water quality are analyzed in Section 4.6, Hydrology and Water Quality, of this Environmental Impact Report. Impacts associated with new or expanded stormwater drainage facilities would be less than significant.

b. Level of Significance prior to Mitigation

The project would not result in a significant impact associated with storm water drainage facilities construction or expansion. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with storm water drainage facilities; therefore, no mitigation measures would be required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with storm water drainage facilities. Impacts would be less than significant.

Threshold 3: Water Supply

Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, requiring new or expanded entitlements?

Would the project require or result in the construction of new water supply facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a. Impact Discussion

Less than Significant Impact. The project would construct a permanent performance venue within EMPS, where temporary performance venue structures are currently utilized. Water would be utilized during construction for dust control and grading/compaction purposes, though this use would be temporary and amounts would be insignificant. Therefore, this analysis focuses on water consumption during operation of the project. Although performances and events occur at the project site under existing conditions, the project would increase the number of annual events and event capacity (from 5,200 to 10,000 seats) as described in Section 3.4.7.1, Bayside Performance Park Programming. Additionally, while the Bayside Summer Nights Temporary Occupancy Permit currently allows for up to 37 performances and events each year (34 were held in 2016), the project's Real Estate Agreement would allow up to 110-half-day events or 55 full-day paid-admission events each year. Therefore, water consumption within EMPS would increase. However, the project has incorporated sustainability measures in its design that aim to conserve water, including sensored low-flow restroom appliances, synthetic sand-based turf, and drought tolerant/low-water landscaping. These sustainability measures would help keep water consumption at the minimum necessary.

Using an assumption of 116 performances or events a year based on the Symphony's projected programming for 2031 (see Section 3.4.7.1, Bayside Performance Park Programming) (includes 100 Symphony performances, partnership performances, and event rentals that are subject to the limitation of no more than 110 paid-admission events annually, plus 16 free public events and Education and Public Engagement Program events, which are not subject to limitation), project events would utilize an estimated 1.2 million gallons (or 1,154 kilo gallons) annually. The water usage for EMPS operations outside of the Bayside Performance Park is anticipated to continue to remain similar to existing water usage. While non-event-day rehearsals would bring between 25 and 100 staff members and musicians to EMPS in excess of normal park use, this would not result in a substantial difference in EMPS water consumption on rehearsal days. No upgrade to the water supply infrastructure that serves the site would be necessary.

The City of San Diego PUD Water Branch, which serves over 200 mgd of potable water, supplies water to the project site (City of San Diego 2016b). Because the state is currently in the midst of a severe multi-year drought, mandatory drought restrictions have reduced water demand. These restrictions, when combined with long-range water supply planning, have allowed the City of San Diego to maintain reliable water supplies during multiple drought years. While statewide water supplies are still very much a concern, the San Diego County Water Authority has been stockpiling surplus water saved through conservation efforts in the region's reservoirs. To appropriately plan future water supplies, the City of San Diego has prepared UWMPs. As shown previously in Table 4.12-1, the City of San Diego's water supply projections will meet demand projections through the year 2040 for a normal year, a single dry year, and multiple dry years. Additionally, given the City of San Diego's service capacity of over 200 mgd, the project's anticipated water usage of 1.2 million gallons annually would be well within the service system's capacity.

The City of San Diego's UWMP demand projections are based on econometric models of residential and non-residential water use and multiplied by projected demographics (e.g., housing and employment) in order to estimate future water demands by sector. While short-term water use projections include the realized reductions in water consumption that have resulted from statewide restrictions, the UWMP assumes that once mandatory water use restrictions are lifted, water demands would return to pre-drought levels (2008) within 15 years (City of San Diego 2015). The Governor, however, has stated that water conservation must become a permanent way of life in California and that drought restrictions should not be lifted, even as water supplies recover. However, the UWMP shows that projected water demands would be met by projected supply through the year 2040 (see Table 4.12-1). The project's anticipated annual water demand—1.2 million gallons, which equals approximately 3.5 acre-feet per year (AFY)—would be accommodated by the City of San Diego's anticipated demand through year 2040. Based on the UWMP, the anticipated demand for year 2040 would be 290,299 AFY. The increase in approximately 3.5 AFY represents less than 0.00001 percent of the total water demand in year 2040, which is an insignificant amount of water compared to demand, which the UWMP anticipates will be met. Because projected water supplies are sufficient to serve the project and no new water treatment plants or expansion of existing facilities would be necessary, impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not result in a significant impact to the local water supply due to the availability of sufficient supplies through the Metropolitan Water District, San Diego County Water Authority, and City of San Diego.

c. Mitigation Measures

The project would not result in a significant impact associated with the local water supply. Impacts would be less than significant and no mitigation is required.

d. Level of Significance after Mitigation

Impacts to water supply would be less than significant.

Threshold 4: Solid Waste

Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Would the project conflict with federal, state, and local statutes and regulation related to solid waste?

a. Impact Discussion

Less than Significant Impact. Construction of the proposed project is expected to result in approximately 8,000 tons of demolition and construction solid waste. During construction of the project, construction and demolition debris would be recycled either on-site or at a local recycling facility as required by the City of San Diego's Construction and Demolition Debris Deposit Ordinance. The project also includes the refurbishment and reuse of the materials in the existing fitness equipment, basketball court gazebo, and public restrooms to the highest extent possible, replacing existing materials with new materials only where necessary. No soil would be exported from the site, as grading would balance all cut and fill on-site. Materials that are not recyclable would be disposed of at the Miramar Landfill.

Following construction, there will no longer be the need to setup and breakdown the temporary concert venue each year, which on average generates an estimated 8.4 tons of solid waste annually. Still, the amount of solid waste generated at EMPS is expected to increase due to the anticipated increase in number of performances and events proposed to be held at the EMPS each year and the proposed increase in the seating capacity of the performance and event venue. As discussed previously, the project would be allowed up to 110 half-day or 55 full-day paid-admission Symphony performances, partnership performances, and event rentals each year, not including events that are free and open to the public. The anticipated programming for year 2031 includes a total of 116 events at the Bayside Performance Park, which would result in an annual waste generation of approximately 65.7 tons[1]. This is approximately 15.57 tons more than the 50.13 tons generated in 2016 at the temporary concert venue. Solid waste generation for EMPS operations outside of the Bayside Performance Park is anticipated to continue to remain similar to the existing conditions. While non-event-day rehearsals would bring between 25 and 100 staff members and musicians to EMPS in excess of normal park use, this would not result in a substantial difference in EMPS solid waste generation. The project site would include both solid waste and recycling bins for public and event use. The types of waste

[1]Note that these estimates take into account waste reductions consistent with Assembly Bill 341 (e.g., California's recycling goal of 75 percent by the end of 2020).

generated at the EMPS with project implementation would be similar to what occurs under existing conditions.

As discussed previously, the Miramar Landfill has a remaining capacity of 11.6 million tons. Solid waste anticipated to be generated during construction would account for less than 0.0007 percent of Miramar Landfill's total remaining capacity. During operation of the project, the solid waste generated by the Bayside Performance Park each year would account for approximately 0.000005 percent of Miramar Landfill's remaining capacity. Given the remaining capacity at the Miramar Landfill, the amount of solid waste generated by the project is negligible and would not result in an accelerated closure or need for new landfill facilities. Therefore, the Miramar Landfill would reasonably be able to accommodate the project through its projected closure in 2030.

The City of San Diego is evaluating whether the life of the Miramar Landfill can be extended through Phase III of the Long-Term Resource Management Options Strategic Plan, and it is possible that recycling, waste diversion, and engineering innovation would extend its service life. Following closure of the Miramar Landfill, solid waste generated at EMPS would be routed to Sycamore Landfill or Otay Landfill. The Sycamore and Otay Landfills have a combined greater remaining capacity than Miramar Landfill and could sufficiently accommodate solid waste generated under the project.

The project would further the District's Green Port Program goal to reduce waste from District operations through material reuse in the EMPS enhancements and recycling of construction debris and operational waste. Materials would be recycled to the highest extent feasible and in accordance with local policies such as the San Diego County IWMP and City of San Diego Construction and Demolition Debris Deposit Ordinance. No new types of waste would be generated by the project compared to existing conditions. Therefore, the project would not conflict with federal, state, and local statutes and regulations related to solid waste. Additionally, based on the above discussion, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Impacts would be less than significant.

b. Level of Significance prior to Mitigation

The project would not result in a significant impact associated with solid waste landfill capacity or regulations. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with solid waste; therefore, no mitigation measures would be required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with solid waste. Impacts would be less than significant.

Threshold 5: Energy

Would the project result in wasteful, inefficient, or unnecessary use of energy?

Would the project require or result in the construction of new energy infrastructure or the expansion of existing infrastructure, the construction of which could cause significant environmental effects?

a. Impact Discussion

Less than Significant Impact. This impact analysis addresses Appendix F of the CEQA Guidelines, which requires a discussion of the potential energy impacts of projects, with an emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The Bayside Summer Nights events that are currently operated by the Symphony at the EMPS utilize the site's existing electricity connections and one 100 KVA generator. As previously discussed, the project would increase the event capacity from 5,200 to 10,000 seats and increase the allowed annual events from 37 performances to up to 110-half-day events or 55 full-day paid-admission events each year. The Symphony may also host an unlimited number of free public events, which are open to the general public at no cost, at the Bayside Performance Park. Electricity would be required to operate security, event, and public art lighting, speakers, stage and back-of-house facilities, sub-grade restrooms, food vendors, and the box office.

Currently, Bayside Summer Nights uses 52,974 kWh each season (June through September). With project implementation, the Symphony performances event rentals—to be held year-round—would use an annual estimated 187,691kWh, assuming 116 performances and events per year as projected for the year 2031[2]. No generator would be required during performances and events following project implementation as the existing electrical connections would be extended to connect to the performance stage and ancillary structures. Because no natural gas connections currently exist (existing operations utilize propane tanks for cooking at the food pavilions), the project would install natural gas distribution infrastructure for use by food vendors at performances and events. The installation would be considered part of the project and any necessary disturbance would be limited to the project boundaries. Symphony performances and event rentals are anticipated to use approximately 249,549British thermal units (BTU) of natural gas each year, assuming 116 events per year as projected by the anticipated programming for 2031.

Based on the greatest number of annual events currently projected by the Symphony—116 events in year 2031—the project would increase electrical energy usage by approximately 350 percent from the 2016 baseline and add a new natural gas usage of over 249,549BTU

[2]The anticipated programming for the year 2031 includes a total of 100 Symphony performances and event rentals, which are subject to a limitation of 110 paid-admission events per year, plus 16 free public events and Education and Public Engagement Program events, which have no annual limitation. See Table 3-5, Anticipated Bayside Performance Park Programming, of Chapter 3, Project Description.

annually. However, the project has been designed to be energy efficient, as detailed above. The use of energy for project operation is not considered wasteful, because it provides the public with beneficial recreational and cultural uses. The project would be used for civic and private events, including free public events offered by the Symphony, and would be a resource for San Diego residents and visitors alike. The project's energy use would not be considered unnecessary, as Symphony performances and waterfront public engagement activities are an integral part of San Diego's culture and high quality of life. Given SDG&E's capability to generate a total of 3,100 MW of power and commitment to meeting the region's energy demand, the project's increase in electricity usage would be within the service capacity and the project would have a negligible effect on regional energy resources. Although new natural gas connections would be installed on-site in order to connect to the existing downtown distribution system, all construction would be confined to the project limits and would occur in previously disturbed areas. Installation of the natural gas connection is considered part of the project and would not result in significant physical environmental effects other than those identified in this Environmental Impact Report for the entire project.

Fossil fuels would also be utilized by vehicles of performance and event patrons and Symphony staff traveling to and from project. As discussed in Section 4.11, Transportation, Circulation, and Traffic, a maximum attendance event of 10,000 seats would generate approximately 6,300 automobile trips, taking into account people who carpool and utilize alternative forms of transportation. The majority of events held at the Bayside Performance Park would have attendances of 5,000 or less and the project would not result in 6,300 automobile trips for each event. Regardless, the project would increase the number of events held at EMPS annually, resulting in an increase in patron and employee fossil fuel usage. This use in fossil fuels would be irretrievable. Additional discussion on the project's usage of energy generated from non-renewable resources is provided in Section 6.2, Significant Irreversible Environmental Changes.

Energy-efficient light-emitting diode (LED) lighting would also be used throughout EMPS, replacing existing incandescent lamps, and passive cooling techniques would control the building and performance stage shell temperatures to minimize need for active, electricity-powered cooling and heating. Additionally, an electric vehicle charging station would be installed on-site to promote a reduction in fossil fuel use. The project would also not require the use of a portable generator, as is currently required for Bayside Summer Nights, further reducing fossil fuel use. Additionally, MM GHG-3, required to minimize impacts associated with greenhouse gas emissions, would require the Symphony to install photovoltaic (PV) panels within the parking medians by 2030.

As discussed above, there would be an increase in electricity and natural gas usage at EMPS resulting from the project. However, the project has been designed with energy conservation considerations, including LED lighting and passive cooling techniques to minimize electricity usage; and an electric vehicle charging station to promote a reduction in fossil fuel usage, and would be required to install PV panels to increase the use of renewable energy used on the site, in accordance with MM GHG-3. As previously discussed, the increase in energy usage is well within the capacity of SDG&E, the electricity and

natural gas service provider for the site. Therefore, less than significant impacts would result.

b. Level of Significance prior to Mitigation

The project would not result in a significant impact associated with energy use. Impacts would be less than significant.

c. Mitigation Measures

The project would result in less than significant impacts associated with energy use; therefore, no mitigation measures would be required.

d. Level of Significance after Mitigation

No mitigation is required for impacts associated with energy use. Impacts would be less than significant.

5

Chapter 5
Cumulative Analysis

5.1 Overview

This chapter considers the cumulative effects of past, present, and reasonably foreseeable future projects and the Bayside Performance Park Enhancement Project and Port Master Plan Amendment's (project) contribution to these effects. Past projects are those that were completed and are now operational. Present projects are those that are under construction but not yet operational. Reasonably foreseeable future projects are those for which a development application has been submitted or credible available information suggests that project development is probable at the time the Notice of Preparation was issued for the project Environmental Impact Report (EIR) in December 2016.

Either on its own or with incorporation of mitigation measures, implementation of the project would result in less than cumulatively considerable contributions to impacts from other past, present, and reasonably foreseeable future projects for the following resources:

- Aesthetics and Visual Resources
- Air Quality
- Biological Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Parking
- Utilities and Service Systems

The project would result in cumulatively considerable impacts associated with GHG emissions and transportation, circulation, and parking. All other potential cumulative impacts would be less than significant .

Table 5-1 presents a summary of all the cumulative analysis, including the resource areas for which a cumulatively significant impact was identified and whether the project would result in cumulatively considerable contributions.

Table 5-1
Summary of Cumulative Impact Conclusions and Mitigation Measures

Summary of Potentially Significant Impact	Cumulative Impact	Project Contribution	Significance of Project Contribution
Aesthetics and Visual Resources	LTS	Not Cumulatively Considerable	LTS
Air Quality	Significant	Not Cumulatively Considerable	LTS
Biological Resources	LTS	Not Cumulatively Considerable	LTS
Geology and Soils	LTS	Not Cumulatively Considerable	LTS
Greenhouse Gas Emissions	Significant	Not Cumulatively Considerable	Significant
Hydrology and Water Quality	Significant	Not Cumulatively Considerable	LTS
Land Use and Planning	LTS	Not Cumulatively Considerable	LTS
Noise	LTS	Not Cumulatively Considerable	LTS
Public Services	LTS	Not Cumulatively Considerable	LTS
Recreation	LTS	Not Cumulatively Considerable	LTS
Transportation and Circulation	Significant	Cumulatively Considerable	Significant
Parking	Significant	Not Cumulatively Considerable	Significant
Utilities and Service Systems	Significant (Solid Waste)	Not Cumulatively Considerable	LTS
LTS = less than significant			

5.2 Cumulative Methodology

Per Section 15130(b) of the California Environmental Quality Act (CEQA) Guidelines, cumulative impact analysis may be conducted using one of two methods: the List Method, which includes “a list of past, present, and probable activities producing related or cumulative impacts”; or the Plan Method, which uses “a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or

area wide conditions contributing to the cumulative impact." The cumulative analyses in this EIR use the List Method.

5.2.1 Cumulative Projects List

The geographic extent of the project's cumulative study area is generally bounded by Ash Street to the north, Interstate 5 to the east, the Coronado Bridge to the south, and the Coronado Ferry Landing to the west. The cumulative projects for purposes of this analysis include past, present, and reasonably foreseeable projects within the cumulative study area. Based on information provided by the District and/or readily available online at the time the Notice of Preparation was issued for the project EIR in December 2016, 70 cumulative projects were identified for this analysis. The projects listed in the project's study have had applications submitted or have been approved, are under construction, or have recently been completed. The cumulative projects identified in the study area are listed in Table 5-2 and shown on Figures 5-1a and 5-1b (project numbering in Table 5-2 corresponds to the numbering on Figures 5-1a and 5-1b).

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
1	Bayside Fire Station (City of San Diego)	Southeast corner of Pacific Highway and Cedar	Project consists of the construction of a three-bay City of San Diego Fire Station.	Construction began May 2016 and is anticipated to be completed mid-2017.
2	B Street Mooring Dolphin Project	B Street Pier	Project consists of the installation of a mooring dolphin off the end of B Street Pier to allow for larger cruise ship docking.	Draft EIR circulated February 2013 The Final EIR has not yet been released.
3	B Street Shore Power Project	B Street Pier and Broadway Pier, 1140 and 1000 North Harbor Drive, San Diego, CA	Project consists of infrastructure components to provide shore power to existing terminal operations at the B Street and Broadway Piers (three berths) with the result of reducing air pollutant emissions and greenhouse gas emissions while cruise ships are berthed. Initially, shore power will be available to one ship at a time; in subsequent years, two ships will be able to use shore power at the same time.	Initial phase completed in December 2010. The second phase is scheduled to be completed in 2017.
4	B Street Cruise Ship Terminal Maintenance Projects	B Street Pier (North Harbor Drive)	Projects on the B Street Pier are required to address routine maintenance requirements to improve safety, security, integrity, aesthetics, and comfort of this facility. Roof replacement, canopy improvements, roll-up and rolling rate doors installation, fire system upgrades, clean and paint ceilings and hangers, mobile	Approved by the District in early 2012 and incorporated into District's Asset Management Program (AMP). Currently in design phase for 2017, followed by

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
			gangway and platform painting, and a photovoltaic system.	construction in 2018.
5	Portside Pier Restaurant Redevelopment Project	1360 North Harbor Drive, San Diego, CA	Project involves the redevelopment of an existing waterfront restaurant with a new facility, including new pilings, piers, decking, and structure. Development involves demolition of an existing restaurant and supporting structure (including 66 piles) and redevelopment with a new, two-story restaurant and supporting structure (on 53 piles). The new facility would be approximately 33,577 square feet and include three distinct dining establishments, a coffee and gelato shop, an expanded dock and dine for short-term boat berthing, and a public viewing deck. The Project would involve an approximately 8,722-square-foot increase in building floor area and a 4,480-square-foot net increase in water coverage. Restaurant seating would be increased by 464 seats. A new public viewing deck with approximately 108 seats is proposed and the replacement dock and dine boat dock would increase slips from 2 to 12 boat slips. The new building would be 7 feet taller than the existing.	The Board of Port Commissioners adopted the Mitigated Negative Declaration December 13, 2016. Construction is anticipated to commence in 2017.
6	Public Viewing Platform	1050 North Harbor Drive, San Diego, CA 92101	Project consists of the demolition of a vacant approximately 2,400-square-foot building, supported by piles over the San Diego Bay. The building was most recently used by the Bay Café as a restaurant, which ceased operations in January 2014. The project resulted in the demolition of only the building, leaving the concrete pad and supporting piles and creating a public access area with surface improvements (i.e., railing, enhanced paving or bricks, benches, or tables and chairs) that match the North Embarcadero Visionary Plan (NEVP) Phase 1 project adjacent to the project site. The public access area is open to the public at all times. The project also included structural repairs to	Construction completed Spring 2016.

Table 5-2 Cumulative Projects in the Vicinity of Project				
ID No.	Project Name	Project Location	Project Description Summary	Status
			some of the concrete pile extension jackets in order to preserve the platform structure and extend its useful life.	
7	North Embarcadero Visionary Plan Phase 1	North Harbor Drive from F Street to Ash Street, and West Broadway from North Harbor Drive to Pacific Highway	Project consists of public access improvements to North Embarcadero, including: realigning a portion of North Harbor Drive from B Street Pier to south of the Broadway Pier eastward; construction of a 105-foot-wide esplanade, public plaza at the foot of West Broadway, gardens, shade pavilions, ticket kiosks, information building, walk-up café, restroom, median improvements on West Broadway between North Harbor Drive and Pacific Highway; restriping North Harbor Drive to provide an additional turn lane to the Grape Street/North Harbor Drive intersection.	Construction completed May 2016.
8	Environmental Impact Review for North Embarcadero Plan and Port Master Plan Amendment	North Harbor Drive between Laurel Street and G Street	Environmental review associated with the realignment of North Harbor Drive between Laurel Street and G Street in order to define the future character of North Embarcadero consistent with conditions specified in the California Coastal Commission-issued Coastal Development Permit dated April 18, 2011 (SDUPD Clerk Document No. 58230) and an Memorandum of Understanding (MOU) entered into on November 9, 2010 (SDUPD Clerk Document No. 57019). The Project will analyze plans for key public infrastructure improvements related to parks and open space, parking, traffic, and multi-modal circulation, including an analysis of 15 "planning elements" described in the CDP and MOU.	Pre-Design Concept Underway; Environmental Review anticipated to begin Late-2017.
9a*	Wyndham Hotel Renovations	1355 N. Harbor Drive, San Diego, CA	Project proposes the demolition of 28,685 square feet of existing facilities, to relocate the hotel entrance to Pacific Highway and A Street, construction of approximately 70,303 square feet to include a new lobby, pool deck, retail and pavilions, 2.8 acres of public space, and the addition of 141 parking spaces on a new	Proposed (application submitted), not entitled.

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
			parking deck on the existing parking structure.	
9b*	Wyndham Hotel with a 205-foot setback park and potential realignment of North Harbor Drive pursuant to NEVP Phase 1 CDP Conditions and MOU, which require an analysis of the 205-foot set back park on equal footing with the North Embarcadero Port Master Plan Amendment	1355 N. Harbor Drive, San Diego, CA	Project consists of redevelopment with an alternative 205-foot waterfront setback park as specified in the NEVP Phase 1 CDP dated April 18, 2011 (SDUPD Clerk Document No. 58230) and MOU entered into on November 9, 2010 (SDUPD Clerk Document No. 57019). Realignment of North Harbor Drive may also occur. The alternate 205-foot setback park is part of the 15 "planning elements" to be analyzed on equal footing with the proposed North Embarcadero Port Master Plan Amendment project.	Pre-Design Concept Underway for North Embarcadero/ Harbor Drive realignment; Environmental Review anticipated to begin Late-2017.
10	Lane Field North and South Hotel Project	North side of Broadway between North Harbor Drive and Pacific Highway	Project involves the construction of two hotels (totaling 800 rooms), parking facilities, and retail uses on a 5.8-acre parcel formerly used as a parking lot. Construct park/plaza on western 150-feet of property.	Construction of Lane Field North was completed in April 2016. Lane Field South began in June 2016. Construction is anticipated to be completed in Fall 2018.
11	Manchester Pacific Gateway (Navy Broadway Complex Project)	Broadway/ Harbor/ Pacific Highway	Project consists of the redevelopment of a 13.7-acre parcel with 2.9 million square feet of office space, including a 351,000-square-foot museum; 213,000-square feet of retail and restaurant space; more than 3,100 parking spaces; and a 1.9 acre public park at the corner of Broadway and Harbor Drive.	Development Agreement, Master Plan, and Phase I Buildings Consistency Determination approved in 2009. Construction is anticipated to begin in 2017.
12a*	San Diego Convention Center Phase III Expansion and Expansion Hotel Project as shown in the Port Master Plan	111 West Harbor Drive	Project consists of the expansion of the existing Convention Center to add approximately 220,150 square feet of exhibit hall space, approximately 101,500 square feet of meeting rooms, and approximately 78,470 square feet of ballroom space to the existing facility. Public amenities include a 5-acre rooftop park/plaza. It would be accessible to the public with lighted paths, seating areas, an open lawn/performance area, and several observation vistas. Spaces on the rooftop park/plaza	EIR certified and PMPA approved by the District Board in September 2012. PMPA approved by CCC October 2013. Project is currently unfunded and the San Diego Convention Center Corporation does not have real

Table 5-2 Cumulative Projects in the Vicinity of Project				
ID No.	Project Name	Project Location	Project Description Summary	Status
			would range from grand areas where events can take place to more intimate, contemplative areas. Does not involve any in-water work. The ballroom and meeting facility expansion would contain approximately 55,000 net square feet of total meeting space including a grand ballroom and break-out meeting space. The grand ballroom would be located atop the existing seven-story hotel parking facility adjacent to the hotel. At its highest point, the new grand ballroom would rise approximately 60 feet above the top floor of the existing parking deck. The Expansion Hotel would consist of a maximum of 500 guestrooms in a new guestroom tower and an adjacent ballroom/meeting facility. The new tower would consist of 24 guestroom levels atop 6 levels of lobby, amenity, meeting, and support spaces, including a 10,000-square-foot fitness/spa facility and up to 2,500 square feet of retail space. The height of the expansion tower would not exceed the height of the existing Hilton Hotel tower.	property rights to a portion of the project site, but the City of San Diego has expressed interest in pursuing the project.
12b*	Fifth Avenue Landing Redevelopment	At the southerly paper end of Fifth Avenue, between the back of the Convention Center and South Embarcadero	Development includes: one 44-story, 498-foot tall hotel with up to 850-rooms; one 5-story, 76-foot tall low-cost overnight accommodation with up to 565-beds; a 44-foot tall, 213-space parking structure; retail; meeting space with ancillary guest amenities; a pedestrian bridge connecting the hotel to the Convention Center; approximately 92,143 square feet of public access areas approximately comprised of 8,322 square feet at ground level and 83,820 square feet on a podium level located 42 feet above grade. The existing public promenade width of 35-feet would be preserved.	The Board of Port Commissioners authorized staff to commence environmental review in March 2016. EIR under preparation.

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
13	Pacific Gate Residential Project	Southeast Corner of Pacific Highway and Broadway	Project consists of the development of a 41-story residential tower comprising 217 residential units and 16,027 square feet of retail commercial space, and 419 parking spaces.	Design approved in 2016. Construction estimated to be completed winter of 2017.
14	Pacific and Broadway Parcel #9 Condos and Retail	Pacific Highway/ Broadway/E/Rail Corridor	Project consists of the development of 232 condos and 16,000 square feet of retail.	Began construction December 2015, anticipated to be completed in 2017.
15	Pacific and Broadway Parcel #1 Condos and Retail	Pacific Highway/ Broadway	Project consists of 306 condos and 15,000 square feet of retail.	Pending approval.
16	Ballpark Village Parcel C	Bordered by Park Boulevard to the west and north, 12th Avenue to the east, and Imperial Avenue to the south	The project proposes to remove the existing surface parking lot and develop 646 residential units at the project site. The residential units would include 280 condominiums and 366 apartments. There would also be 41,505 square feet of gross retail space.	In construction from 2015 to 2018.
17	Ballpark Village Parcel D	Southwest corner of the 11th Avenue/ Imperial Avenue intersection	The project would include 1,800 hotel rooms and meeting space.	In construction from 2015 to 2018.
18	Tenth Avenue Marine Terminal Redevelopment Project	686 Switzer Street, San Diego, CA 92101	Project's EIR includes a program- and project-level analysis. The program component assessed the Maximum Practical Capacity of three distinct cargo nodes (e.g., Refrigerated Container, Neo-bulk/Break Bulk, and Dry Bulk) to the horizon year of 2035. Long-term infrastructure investments may include up to five gantry cranes, additional and consolidated dry bulk storage capacity, enhancements to the existing conveyor system, demolition of molasses tanks and Warehouse C, additional open storage space, and on-dock intermodal rail facilities. The project-level improvements would be completed by June 30, 2020, and involve demolition of the two transit sheds, installation of a small gear-shack with restrooms and outdoor storage space, and on-terminal rail upgrades. Project improvements do not involve any in-water work; all program and	EIR was certified on December 13, 2016. Construction of Phase 1 to begin in 2017.

Table 5-2 Cumulative Projects in the Vicinity of Project				
ID No.	Project Name	Project Location	Project Description Summary	Status
			project level improvements would be landside.	
19	Dole Fresh Fruit Refrigerated Rack Project	850 B. Water Street, within the District's TAMT	Project consists of the installation of 5 new refrigerated racks with an additional 94 electrical outlets, which would increase outlets from 669 to 763. Improvements would increase storage capacity within existing footprint that would accommodate up to three new larger ocean-going vessels.	Construction completed end of 2016.
20	Mitsubishi Cement Corporation	850 B. Water Street, within the District's TAMT	Project involves improvements to Warehouse C at the Tenth Avenue Marine Terminal to import up to 500,000 metric tons of cement per year with an annual number of customer truck trips estimated to be 20,000 or an average of less than 55 trucks per day of operation with a maximum number of trucks visiting the site at 192 per day.	Proposed (application submitted), not entitled.
21	San Diego-Coronado Bay Bridge Lighting Project	San Diego, CA 92113 and Coronado, CA 92118	Project proposes to illuminate the bridge columns with up-lighting and down-lighting.	Proposed, not entitled.
22	New Restaurant at Ferry Landing	1201 First Street, Coronado, CA 92118	Project includes the construction of approximately 7,200 square feet of indoor space and approximately 4,854 square feet of outdoor space for restaurant use. The total number of restaurant seats for both spaces is anticipated to be approximately 300. The height of the restaurant is anticipated to be approximately 24 feet above ground level. The Project is designed to allow for accessibility between the existing parking areas and the shoreline public walkway. The Project will provide pedestrian/bicyclist amenities to the existing observation deck adjoining the shoreline public walkway adjacent to the Project site. The Project will incorporate current Americans with Disabilities standards, energy efficient systems and lighting, additional recycling facilities, and water saving plumbing and irrigation systems.	Environmental review underway
23	San Diego Bay and Imperial Beach Oceanfront	Throughout District tidelands	Project proposes the addition of an Ordinance to the Port District Code that would establish a	Draft EIR expected for public review

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
	Fireworks Display Events		program to regulate fireworks. Specifically, the program would govern the existing and proposed new fireworks display events requiring a discretionary action by the District or operated by the District's tenants that occur within the San Diego Bay and Imperial Beach Oceanfront. Four new fireworks display events are proposed, including three displays along the Chula Vista Bayfront and one display along the National City Bayfront.	early 2017.
24	Integrated Planning Process – Port Master Plan Update (PMPU)	Throughout District tidelands	Comprehensive Update of the Port Master Plan anticipated including new topical sections, or elements, to provide baywide guidance related to Land and Water Use, Coastal Access and Recreation, Mobility, Natural Resources, Safety and Resiliency, and Economic Development.	Planning Phase – Program EIR under preparation.
25	Pinnacle Towers	15th Street and Island Street	the project will be located on the block bounded by 14th Street, 15th Street, Island Avenue, and J Street in downtown San Diego. The project includes the construction of 442 apartments, 451 condos, and 17,100 square feet of commercial space.	First tower is complete; second is under construction; anticipated completion –2019
26	460 16th Street	15th Street/16th Street/J Street/Island Avenue	Project consists of the development of 368 apartments and 18,000 square feet of retail.	Grading underway, to be completed March 2018
27	13th Street, Park Boulevard, and C Street	South side of C Street between Park Boulevard and 13th Street	Project consists of the development of 117 apartments and 9,000 square feet of retail.	Grading underway, to be completed February 2018
28	1435 Imperial Avenue	South side of Imperial Avenue between 14th and 15th Streets	Project consists of the development of 63 living units (62 of which are affordable housing).	Up to 1st floor complete, due to be completed January 2018
29	Airborne San Diego	1401 Imperial Avenue	Project consists of the construction of a 21,000-square-foot indoor sky diving facility.	Nearing completion, was to be completed July 2016
30	Alexan San Diego	Bordered by 13th Street, 14th Street, J Street, and K Street	Project consists of the construction of 320 apartments and 1,000 square feet of retail.	Grading underway, to be completed December 2017
31	Broadstone Makers Quarters	Bordered by Broadway, 16th Street, 17th Street, and E Street	Project consists of the construction of 269 apartments and 5,000 square feet of retail.	Grading underway; to be completed December 2017

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
32	Church of Scientology	West side of 4th Avenue between A and Ash Street	Project consists of the construction of 16,000-square-foot addition to an existing building.	Under construction; to be completed October 2016
33	Hotel Churchill	Northeast corner of 9th Avenue and C Street	Project consists of the construction of 73 living units (72 of which are affordable) and 3,000 square feet of retail.	Site work underway; to be completed July 2016
34	Idea 1	West side of 13th Street between F Street and E Street	Project consists of the construction of 292 apartments and 10,000 square feet of retail.	Up to 1st floor; to be completed July 2017
35	Kettner & Ash	Southwest corner of Kettner Boulevard and Ash Street	Project consists of 285 condominiums and 12,000 square feet of retail.	Grading underway; to be completed December 2018
36	Mitra	West side of 15th Street between J Street and K Street	Project consists of the development of 10 apartments.	Building topped out; to be completed January 2017
37	Pendry Hotel	North side J Street between 5th Avenue and 6th Avenue	Project consists of the construction of a317-room hotel and 5,000 square feet of retail.	Construction completed December 2016
38	San Diego Central Central Courthouse	Bordered by Union Street, State Street, B Street, and C Street	Project will construct a 704,000-square-foot County Courthouse.	Exterior finishes underway; to be completed January 2017
39	The Rey Phase I	Bordered by 8th Avenue, 9th Avenue, A Street, and B Street	Project consists of the development of 480 apartments.	Exterior finishes underway; to be completed December 2016
40	11th & Broadway	East side of 11th Avenue between Broadway and E Street	Project consists of the development of 618 apartments (39 of which are affordable) and 11,000 square feet of retail.	Pending issuance of building permits; to be completed June 2019
41	15th Street & G Street	Northeast corner of 15th Street and G Street	Project consists of the development of 28 apartments and 3,000 square feet of retail.	Pending completion of building plans
42	330 13th Street	North side of K Street between Park Boulevard and 13th Street	Project consists of development of208 apartments and 5,000 square feet of retail.	Pending issuance of building permits; to be completed June 2019
43	401 West Ash	Southwest corner of Ash Street and State Street	Project consists of a 239-room hotel and 4,000 square feet of retail.	Pending issuance of building permits
44	450 B Office Building	North side of B Street between 4th Avenue and 5th Avenue	Project consists of a 50,000-square-foot office addition and 9,000-square-foot retail addition.	Pending completion of building plans
45	4th & J	North side of J Street between 3rd Avenue and 4th Avenue	Project consists of 170 apartments.	Pending completion of building plans

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
46	7th & A Mixed Use Development	North side of A Street between 7th Avenue and 8th Avenue	Project consists of the development of 256 apartments and 12,000 square feet of retail.	Pending completion of building plans
47	AC Hotel	743 5th Avenue	Project consists of the development of 145-room hotel and 9,000 square feet of retail.	Pending completion of building plans
48	Blue Sky Phase 2	Bordered by 8th Avenue, 9th Avenue, A Street, and B Street	Project consists of the development of 459 apartments.	Pending completion of building plans
49	Fairfield Marriott	831 6th Avenue	Project consists of the development of a 154-room hotel.	Pending completion of building plans
50	Gaslamp Brewing Company	East side of 17th Street between G Street and Market Street	Project is the 7,894-square-foot expansion of a previously conforming structure for brew pub; outdoor use area.	Pending completion of building plans
51	Horton Plaza CVS Additions	Bordered by 1st Avenue, Broadway Circle, 4th Avenue, and G Street	Project consists of a 4,000-square-foot addition for CVS relocation.	Pending issuance of building permits
52	Lucia Nel Cielo	Bordered by 16th Street, 17th Street, F Street, and G Street	Project consists of the development of 424 apartments and 3,000 square feet of retail.	Pending completion of building plans
53	Makers Quarter Block D	Northeast corner of 15th Street and F Street	Project consists of the development of a 44,000-square-foot office building and 9,000 square feet of retail.	Pending issuance of building permits
54	Moxy Hotel	East side of 6th Avenue between E Street and F Street	Project consists of the development of a 126-room hotel.	Pending completion of building plans
55	Pacific Heights	Bordered by A Street, B Street, 11th Avenue, and Park Boulevard	Project consists of the development of 279 apartments and 8,000 square feet of retail.	Pending completion of building permits
56	Sixth Avenue Suites	East side of 6th Street between Ash Street and Beech	Project consists of a 98-room hotel.	Pending issuance of building permits; to be completed March 2018
57	Stadium View	10th Avenue/11th Avenue/G Street/ Market Street	Project consists of the development of 117 condominiums and 6,000 square feet of retail.	Pending completion of building plans
58	Streetlights Maker Quarter	F Street/15th Street/ G Street/16th Street	Project consists of the development of 293 apartments and 23,000 square feet of retail.	Pending completion of building plans; to be completed June 2019
59	The Block	C Street/ Broadway Street/7th Avenue/ 8th Avenue	Project consists of the development of 498 apartments and20,000 square feet of retail.	Pending Issuance of building permits; to be completed June 2019

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
60	1122 Fourth Avenue	North side of C Street between 3rd Avenue and 4th Avenue	Project consists of the development of 282 apartments and 12,000 square feet of retail.	Pending Approval
61	1836 Columbia Street	West side of Columbia Street between Fir Street and Date Street	Project consists of the development of 18 apartments.	Pending Approval
62	701 5th Avenue	North side of G Street between 5th Avenue and 6th Avenue	Project involves a remodel of a theater building and constructing 56,600 square feet of retail.	Pending Approval
63	7th & Island Hotel	NW corner 7th Avenue/Island Avenue	Project consists of the construction of a 324-room hotel.	Pending Approval
64	7th & Market	Market Street/7th Avenue/8th Avenue/Island	Project consists of the development of 125 apartments (34 of which are affordable); 59 condominiums; 53 SRO units; a 153-room hotel; 155,000 square feet of office space; and 39,000 square feet of retail.	Pending Approval
65	Citiplace	North side Ash Street between 1st Street and Front Street	Project consists of the development of 147 apartments.	Pending Approval
66	Modera San Diego	East side of 14th Street between K Street and L Street	Project consists of the development of 383 apartments.	Pending Approval
67	Nook East Village	Northwestern corner 15th Street/K Street	Project consists of the development of 91 affordable SRO units and 1,800 square feet of retail.	Pending Approval
68	Park & Market	Park Avenue/11th Avenue/Market Street/G Street	Project consists of the development of 427 apartments (85 of which are affordable); 50,000 square feet of office space; and 21,000 square feet of retail.	Pending Approval
69	The Beacon	South side of C Street between 14th Street and 15th Street	Project consists of the development of 44 affordable apartments.	Pending Approval

Table 5-2
Cumulative Projects in the Vicinity of Project

ID No.	Project Name	Project Location	Project Description Summary	Status
70	District-Permitted Events at EMPS	Embarcadero Marina Park South (EMPS), 200 and 206 Marina Park Way	As is the case in all Port parks, the District currently also allows the use of EMPS for other, non-Symphony events of varying size and type through the issuance of Special Event Permits pursuant to the District's Special Event Procedures and Guidelines. These events are not associated with the events held at EMPS by the Symphony through their TUOP. In 2016, the District permitted approximately 80 events, including fundraisers, races, Comic Con events, weddings, film and photo shoots, and other private parties and events. Currently, the number of annual events operated through Special Event Permits at EMPS has increased by approximately 10 percent each year.	Present/Ongoing

*Represents sites that have been identified as having two proposed projects on the same project site. As a result, the project that represents the worst-case scenario (i.e., Wyndham Hotel with alternative 205-foot setback park; and San Diego Convention Center Phase III Expansion and Expansion Hotel Project) was selected for analysis in each applicable cumulative resource area.

Image source: Nearmap (flown July 2016)

Project Location

Cumulative Projects

1. Bayside Fire Station
2. B Street Mooring Dolphin Project
3. B Street Shore Power
4. B Street Cruise Ship Terminal
5. Portside Pier Restaurant Redevelopment
6. Public Viewing Platform
7. North Embarcadero Visionary Plan Phase 1
8. North Embarcadero Plan and Port Master Plan Amendment
9a. Wyndham Hotel Renovations*
9b. Wyndham Hotel with 205-foot Setback Park*
10. Lane Field North and South
11. Manchester Pacific Gateway (Navy Broadway Complex Project)
12a. San Diego Convention Center*
12b. Fifth Avenue Landing Redevelopment*
13. Pacific Gate
14. Pacific and Broadway Parcel #1
15. Ballpark Village Parcel C
16. Ballpark Village Parcel D
17. Tenth Avenue Marine Terminal
18. Dole Fresh Fruit
19. Mitsubishi Cement Corporation
20. San Diego-Coronado Bay Bridge Lighting
21. New Restaurant at Ferry Landing
22. San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events
23. Integrated Planning Process – Port Master Plan Update (PMPU)
24. Park and G
25. Pinnacle Towers
26. 460 16th Street
27. 13th, Park and C
28. 1435 Imperial Avenue
29. Airborne San Diego
30. Alexan San Diego
31. Broadstone Makers Quarters
32. Church of Scientology
33. Hotel Churchill
34. Idea 1
35. Kettner & Ash

* Represents sites that have been identified as having two proposed projects on the same project site.

0 Feet 1,500

FIGURE 5-1a
Cumulative Projects

RECON

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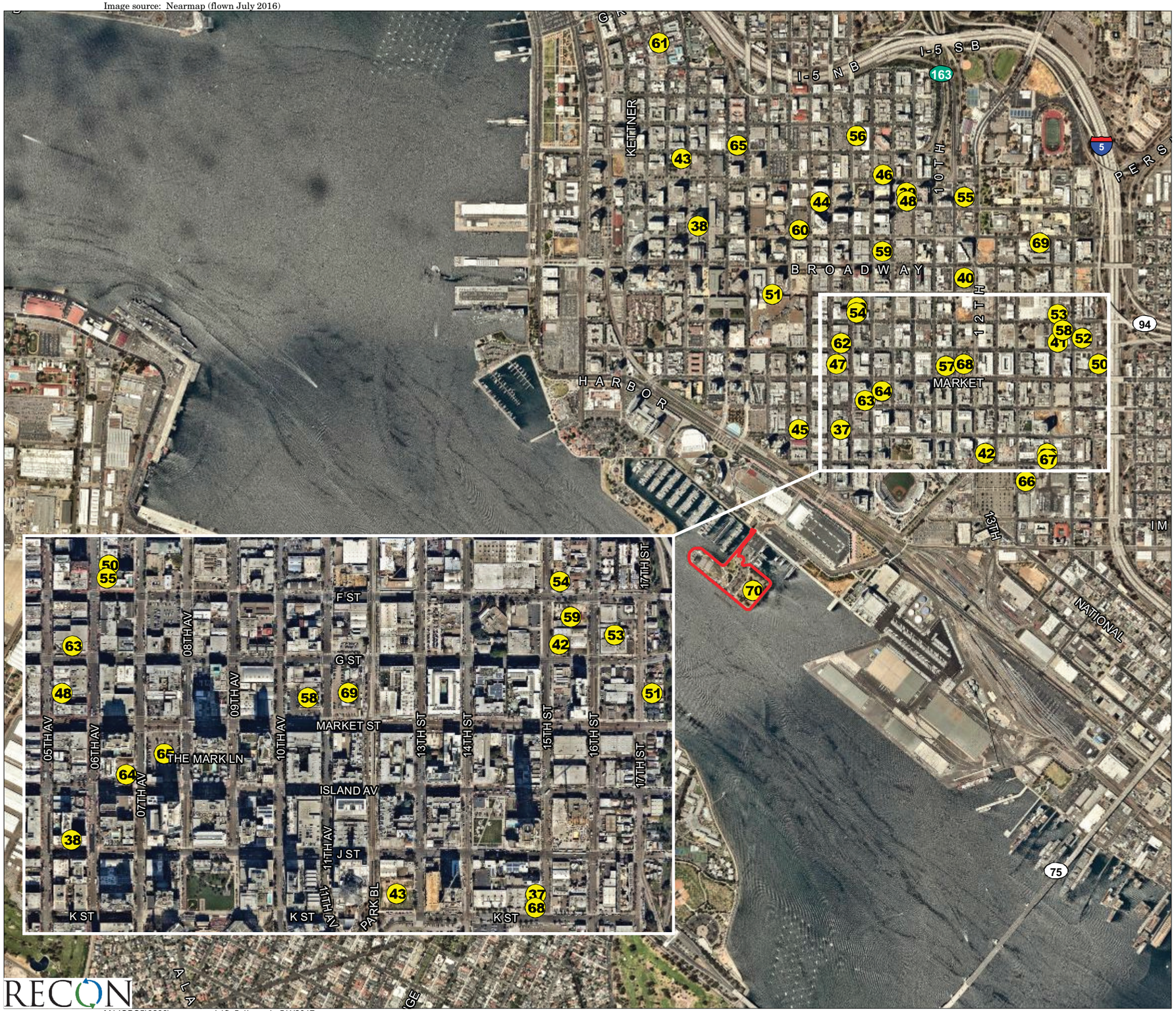
Image source: Nearmap (flown July 2016)



Project Location

Cumulative Projects

36 Mitra
37 Pendry Hotel
38 SD Central Courthouse
39 The Rey Phase I
40 11TH & Broadway
41 15TH & G
42 330 13th Street
43 401 West Ash
44 450 B Office Building
45 4th & J
46 7th & A Mixed Use Development
47 AC Hotel
48 Blue Sky Phase 2
49 Fairfield Marriott
50 Gaslamp Brewing Company
51 Horton Plaza CVS Additions
52 Lucia Nel Cielo
53 Makers Quarter Block D
54 Moxy Hotel
55 Pacific Heights
56 Sixth Avenue Suites
57 Stadium View
58 Streetlights Maker Quarter
59 The Block
60 1122 Fourth Avenue
61 1836 Columbia Street
62 701 5th Avenue
63 7th & Island Hotel
64 7th & Market
65 Citiplace
66 Modera San Diego
67 Nook East Village
68 Park & Market
69 The Beacon
70 District-Permitted Special Events at EMPS

0 Feet 1,500

RECON

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FIGURE 5-1b

Cumulative Projects

5.3 Cumulative Impact Analysis

The discussions below evaluate the potential for the project to contribute to a cumulative adverse impact on the environment. For each resource area, an introductory statement is made regarding what would amount to a significant cumulative impact in that particular resource area. The analysis that follows answers two separate questions:

- Is there a significant cumulative effect from past, present, and reasonably foreseeable projects?
- If a significant cumulative effect is identified, is the project's incremental contribution to the cumulative effect considerable?

If the project's contribution to the cumulative effect is considerable, a cumulatively significant impact would occur and mitigation would be required. The project would not result in any impacts to agriculture and forestry resources, cultural resources, mineral resources, hazards and hazardous materials, and population and housing. Therefore, the project has no potential to contribute to cumulative impacts in a manner that would be considered cumulatively considerable and no additional cumulative analysis is warranted for these five resource topics.

5.3.1 Aesthetics and Visual Resources

A cumulatively considerable impact on aesthetics and visual resources would result if the project would contribute to a significant cumulative impact related to a substantial and adverse change in the overall character of the area or a cumulative view blockage that would affect the overall scenic quality of a resource; develop structures that substantially differ from the character of the vicinity; or result in the addition of a substantial cumulative amount of light and/or glare.

5.3.1.1 Geographic Scope

The geographic scope of analysis for cumulative aesthetics and visual quality impacts includes viewsheds of downtown San Diego and San Diego Bay. As described in Section 4.1, Aesthetics and Visual Resources, the visual character surrounding the project site is highly developed and urbanized, as Embarcadero Marina Park South (EMPS) is located at the edge of downtown San Diego. From EMPS and Port Master Plan (PMP) designated Vista Areas, expansive views of the bay also characterize the visual quality of the area. As stated in Section 4.1.2.2, Designated Scenic Views, the project site (EMPS) is visible from several PMP-designated Vista Areas. EMPS is also visible from the portion of State Route (SR) 75 that crosses the San Diego-Coronado Bay Bridge, which is a state scenic highway.

5.3.1.2 Cumulative Effect

The San Diego Bayfront and surrounding downtown San Diego and Coronado areas are highly developed with little to no natural landscapes remaining. Development within the

cumulative study area ranges in visual character with varying styles of architecture, ornamental landscaping, and development intensity. High-rise structures largely define the San Diego Bayfront and lower-rise residential and commercial development dominates the Coronado Bayfront. Existing development along the waterfront has cumulatively blocked or obscured some views looking out to the San Diego Bay from more inland locations. Present and future projects along the waterfront would contribute incremental height increases or new blockages of views would continue to modify the appearance of the San Diego Skyline and block views of the bay. These projects include the Portside Pier Redevelopment Project (#5), Lane Field North and South Hotel Project (#10), Wyndham Hotel Renovations (#9a or #9b), Manchester Pacific Gateway (Navy Broadway Complex) (#11), Convention Center Phase III Expansion and Expansion Hotel Project (#12a) or Fifth Avenue Landing Redevelopment (#12b), Pacific Gate Residential Project (#13), Pacific and Broadway Parcel #99 Condos and Retail (#14), Pacific and Broadway Parcel #1 Condos and Retail (#15), Ballpark Village Parcel C (#16), and Ballpark Village Parcel D (#17). Some height increases or new view blockages resulting from these projects may be individually insignificant, but cumulatively, these incremental changes have the potential to result in significant alteration of visual character and views of San Diego Bay from more inland downtown locations. However, these cumulative projects have been and would be generally consistent with the existing design and character of the downtown locations and would be subject to viewshed regulations of the District's PMP, Civic San Diego's design guidelines and San Diego Downtown Community Plan, and/or the City of San Diego's Land Development Code. These plans and regulations would also limit future impacts associated with glare and light, though the existing nighttime views in downtown San Diego are characterized by urban light and lighting intended for nighttime wayfinding or security, as well as public art, is not out of character.

There are two other projects proposed within the immediate vicinity of the project that have the potential to result in cumulative impacts to aesthetics and visual character. These two projects—Convention Center Phase III Expansion Project (#12a) and Fifth Avenue Landing Redevelopment (#12b)—are proposed within the same general site. However, if project #12a is approved for implementation, project #12b would not occur; if project #12b is approved for implementation, then the majority of project #12a would not occur, with the exception that the expansion hotel portion could be brought forward. Therefore, as a worst-case-scenario for aesthetics and visual resources, this analysis assumes that project #12b and only the expansion hotel portion of project #12a would be implemented in conjunction with the project. This worst-case-scenario would include a 44-story, 498-foot-tall hotel and 5-story, 76-foot-tall low-cost overnight accommodation and other structures such as a parking facility, pedestrian bridge connecting the hotel to the Convention Center, and other amenities, as well as an expansion hotel within the Convention Center. The project(s) would be larger in height, bulk, and scale than the existing development in the immediate vicinity, though would be generally consistent with the character of the downtown surroundings, which include other high-, mid-, and low-rise hotel and residential structures. These project(s) would affect views of downtown San Diego from the project site, though views are already generally obscured by existing development. The project(s) would also be visible from PMP Vista Areas on Coronado Island and along SR-75 on the San Diego-Coronado Bay Bridge (a state scenic highway). Additionally, both the project and the

San Diego-Coronado Bay Bridge Lighting Project (#21) would introduce light displays. The project's LED light art installation could be harmonized or synchronized with potential future light displays on the Coronado Bridge, presenting a potential cumulative public art contribution.

Reasonably foreseeable future projects would continue to be designed and constructed in accordance with the appropriate existing viewshed planning documents, regulations, and design guidelines including the PMP, San Diego Downtown Community Plan, and/or the City of San Diego's Land Development Code. Cumulative projects have changed, and would continue to change, the Bayfront and downtown area to more urbanized character with taller buildings and bulkier scales that may increase stretches of obscured views to the bay where more open views previously existed. However, new development is required to be reviewed for consistency with the design standards of the aforementioned planning documents and regulations. Projects #12a and #12b, as well as other applicable projects in the District's jurisdiction, would also be required to comply with the South Embarcadero Design and Signage Guidelines, which would help ensure a consistent visual character at the area surrounding the project site. Any public art installed by cumulative projects within the District's jurisdiction would be reviewed by the District's Department of Culture and Arts as part of the Percent for Art program. Therefore, cumulative impacts to aesthetics and visual resources from past, present, and reasonably foreseeable future projects would be less than significant.

5.3.1.3 Project Contribution

The new stage and stage house would be the largest structure installed as part of the project. It would reach 57 feet tall at its highest point and include 9-foot-by-14-foot video screens within the stage shell structure, for a total width of 119 feet at its widest point. The total stage and stage shell combined with the back-of-house facilities would have a permanent footprint of 13,015 square feet (0.29 acre). The proposed performance stage would be no taller than the temporary concert stage currently utilized at EMPS for the Bayside Summer Nights; rather, it would appear more streamlined and less bulky than the portable metal temporary stage and stage house. Additionally, as discussed in Section 4.1, Aesthetics and Visual Resources, the project would complement surrounding development and help to create a sense of place in the South Embarcadero area by utilizing a stage shell that mimics the sail-like material and design used on the Convention Center roof. Generally, the project would result in an aesthetic improvement compared to the temporary concert venue, which requires screened metal fencing to section off a portion of EMPS, including the bulky metal concert stage and bleachers, for the entire summer season (June through September) each year. Additionally, the project is much smaller in bulk and scale, and far less tall than the surrounding existing and proposed development, which include high- and mid-rise buildings up to approximately 500 feet tall. Therefore, the project's small contribution to the less than significant cumulative impact would not rise to a level of being cumulatively considerable.

5.3.1.4 Level of Significance Prior to Mitigation

The project's contribution to cumulative aesthetics and visual resources impacts would be less than cumulatively considerable.

5.3.1.5 Mitigation Measures

No mitigation is required.

5.3.1.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative aesthetics and visual resources impacts would not be cumulatively considerable and would be less than significant.

5.3.2 Air Quality

A significant cumulative impact to air quality would result if the project, in conjunction with past, present, and reasonably foreseeable future projects, would contribute to a local violation of air quality standards or would impede regional attainment of air quality standards. Regional attainment of air quality standards would occur if a project proposes growth that was not accounted for in the Regional Air Quality Strategy (RAQS), otherwise obstructs implementation of the RAQS, or project emissions substantially contribute to a net increase of criteria pollutants for which the San Diego Air Basin (SDAB) is designated a nonattainment area (i.e., ozone and particulate matter).

5.3.2.1 Geographic Scope

The geographic scope for air quality impacts associated with air quality plans and air quality threshold levels is the SDAB, which covers 4,260 square miles of southern California and is contiguous with San Diego County. This is because plans and thresholds are established at the air basin-level in order to attain air quality standards that are assigned to the entire air basin. The geographic scope for cumulative impacts on sensitive receptors includes the surrounding neighborhoods and areas close to the sources of emissions as these impacts are more localized and limited to the area of dispersion.

5.3.2.2 Cumulative Effect

Past and present projects in the SDAB have emitted ozone precursors (e.g., reactive organic gases [ROG] and nitrogen oxide [NO_X]), particulate matter 10 microns or less in diameter (PM_{10}), and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) resulting in non-attainment certain air pollution standards. The SDAB's non-attainment status is for 8-hour ozone under the National Ambient Air Quality Standards (NAAQS) and for ozone, PM_{10}, and $PM_{2.5}$ under the California Ambient Air Quality Standards (CAAQS). As such, emissions of concern in this cumulative analysis include ROG, NO_X, PM_{10}, and $PM_{2.5}$. Reasonably foreseeable projects that could contribute cumulative impacts on localized air quality conditions are generally those that include construction activities which result in

fugitive dust during demolition and grading, emissions from construction vehicles and equipment, and chemicals used during construction. Projects in the cumulative study area with anticipated construction schedules that have the potential to overlap with construction of the project (e.g., would be under or begin construction from October 2018 through July 2019) include: B Street Cruise Ship Terminal Maintenance Projects (#4); Lane Field North and South Hotel Project (#10); Manchester Pacific Gateway (Navy Broadway Complex Project) (#11); Ballpark Village Parcels C and D (#16 and #17); and Tenth Avenue Marine Terminal Redevelopment (#18). Though unknown at this time and somewhat unlikely, construction of the Convention Center Phase III Expansion and Expansion Hotel Project (#12a) and Fifth Avenue Landing Redevelopment (#12b), which are in close proximity to the project, may occur concurrently with project construction. Because past and present projects have resulted in the current non-attainment status for ozone, PM_{10}, and $PM_{2.5}$ and reasonably foreseeable future projects would continue to contribute to the nonattainment status, potentially affecting sensitive receptors, a cumulatively significant impact, is present.

5.3.2.3 Project Contribution

As discussed in Section 4.2, Air Quality, the project would contribute emissions to the cumulative condition in the SDAB (e.g., non-attainment for ozone, PM_{10}, and $PM_{2.5}$). However, neither the project's construction emissions nor operational emissions would exceed the San Diego Air Pollution Control District Air Quality Impact Analysis (AQIA) trigger levels. The AQIA trigger levels were designed to provide limits below which stationary emission sources would not cause or substantially contribute criteria pollutant concentrations that exceed NAAQS or CAAQS. Although effects from cumulative projects are considered cumulatively significant, the project's incremental contribution from construction and operation emissions would not result in a significant net increase in non-attainment pollutants. As discussed in Section 4.2, Air Quality, under Threshold 1, the project would be consistent with the growth assumptions of the San Diego RAQS and supporting transportation control measures associated with the San Diego RAQS. The San Diego RAQS was developed to identify feasible emission control measures and achieve NAAQS and CAAQS attainment for ozone. Though a significant cumulative impact exists, the project's incremental contribution to cumulative air emissions would not conflict with progress toward attainment of the air quality standards and the project's construction and operation emissions would not be cumulatively considerable.

5.3.2.4 Level of Significance Prior to Mitigation

The project's contribution to cumulative air quality impacts would be less than cumulatively considerable.

5.3.2.5 Mitigation Measures

No mitigation is required.

5.3.2.6 Level of Significance after Mitigation

The project's incremental contribution to the identified cumulatively significant air quality impacts would not be cumulatively considerable. Impacts resulting from the project would be less than significant.

5.3.3 Biological Resources

A significant cumulative impact on biological resources would result if the project would contribute to cumulative impacts related to sensitive species, sensitive habitat, natural communities, federally protected wetlands, or wildlife movement corridors.

5.3.3.1 Geographic Scope

The geographic area for terrestrial biological resources to which the project may contribute includes EMPS and the South Embarcadero area. The geographic area for marine biological resources is limited to San Diego Bay. Cumulative impacts could occur to terrestrial and aquatic biological resources if native habitat is removed or degraded by projects that include grading, paving, landscaping, and construction on undeveloped land. The removal of non-native trees could also result in cumulative impacts to nesting areas for bird species. Cumulative impacts could occur to marine organisms if construction and operation activities in or along the water were to include dredging, filling, and wharf demolition and construction. Untreated runoff from construction or operation activities on land into harbors via storm drains or sheet runoff also has the potential to contribute to cumulative impacts.

5.3.3.2 Cumulative Effect

Past and present projects have transformed downtown San Diego and Coronado Island into a highly developed and dense urban area. Future projects listed in Table 5-2 would continue to urbanize the San Diego Bay waterfront through the proposed and planned commercial, industrial, and residential developments. However, there is very little to no sensitive natural habitat in the cumulative project study area (with the exception of San Diego Bay itself) and there is little potential for cumulative impacts associated with removal of native terrestrial habitat. Projects have the most potential to result in biological impacts due to dredge and fill within San Diego Bay. However, none of the cumulative projects identified in the cumulative study area include dredging and filling of the bay, though B Street Mooring Dolphin Project (#2), B Street Shore Power Project (#3), B Street Cruise Ship Terminal Maintenance Projects (#4), Portside Pier Restaurant Redevelopment Project (#5), and Fifth Avenue Landing Redevelopment (#12b) include or may include work within the bay, including pile driving activities that have the potential to result in impacts to biological resources. Additionally, the San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events (#23) would facilitate fireworks displays that can discharge debris into the bay, potentially affecting marine life. Projects involving the removal of trees and vegetation also have the potential to cumulatively impact nesting birds in the region as well as cumulative water quality impacts that would affect marine habitat.

All present and future projects within the City of San Diego's jurisdiction would be required to comply with the City of San Diego's Multiple Species Conservation Program Subarea Plan (MSCP Subarea Plan), and all present and future projects within the District's and U.S. Navy's jurisdiction would be required to comply with the Integrated Natural Resources Management Plan (INRMP). These two plans identify important sensitive habitat and species in San Diego Bay and adjacent terrestrial locations, as well as strategies and policies for the protection of sensitive habitat and species. The Migratory Bird Treaty Act (MBTA) also applies to all present and future projects, requiring the avoidance or mitigation of potential impacts on nesting birds. Additionally, the Municipal Permit and Industrial General Permit include regulations that would minimize water quality impacts from present and future projects that degrade marine habitat. Projects that include over one acre of disturbance would also be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that would require best management practices (BMPs) for minimizing water pollution, erosion, and sedimentation resulting from the project site during construction. Projects under one acre would be required to comply with the City of San Diego's water quality regulations during construction as well.

Bright nighttime lights, such as used for sports fields, has the potential to adversely affect migratory bird species traveling at night along the Pacific Flyway. As a densely developed urban area, downtown San Diego is already well-lit at night. Projects that add substantial amount of lighting within the cumulative study area have the potential to cause a cumulative impact should they combine to create a brighter night environment that would affect migratory birds. However, the majority of the development projects listed include residential and commercial development that would not include flood lights or other bright lights, and would be required to comply with the City of San Diego outdoor lighting ordinance (City of San Diego Ordinance Number 20186) that requires outdoor light fixtures to limit light pollution through the use of shields and flat lenses and/or directing light downward.

With implementation of existing regulations and compliance with the MSCP Subarea Plan and INRMP, cumulative impacts to biological resources from past, present, and reasonably foreseeable future projects would be less than significant.

5.3.3.3 Project Contribution

The project site is within an entirely landscaped and developed park containing no native or sensitive habitat. The project does not involve in-water work and would implement construction and operational storm water BMPs as described in Section 4.6, Hydrology and Water Quality, to minimize indirect water quality impacts to San Diego Bay. The project is consistent with the INRMP and would not change the ecosystem composition or result in a net loss of resource for birds, green sea turtles, fish, or marine mammals per the INRMP goals. Additionally, in accordance with MM BIO-1, pre-construction nesting bird surveys would be conducted if tree removal would occur during the nesting bird season to avoid impacts to nesting birds during tree removal and construction in accordance with the MBTA. Though the project's LED light art installation would illuminate portions of EMPS, it is not anticipated to have a significant effect on migratory birds using the Pacific Flyway

due to existing, brighter nighttime lighting sources including the Tenth Avenue Marine Terminal. Therefore, the project's incremental contribution to cumulative biological resource impacts would be less than significant.

5.3.3.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative biological resources impacts would not be cumulatively considerable.

5.3.3.5 Mitigation Measures

No mitigation is required.

5.3.3.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative biological resource impacts would not be cumulatively considerable and would be less than significant.

5.3.4 Geology and Soils

A significant cumulative impact on geology and soils would result if the project would contribute to cumulative impacts related to exacerbating the potential of a fault rupture, strong seismic ground shaking, ground failure, unstable soils, lateral spreading, subsidence, liquefaction, or collapse. The project would not result in impacts associated with soil erosion, expansive soil, use or installation of septic tanks, or paleontological resources; therefore, there is no potential for the project to have a cumulatively considerable impact on these issues and further discussion is not warranted.

5.3.4.1 Geographic Scope

The geographic scope for cumulative impacts associated with seismicity includes the San Diego Bayfront and downtown San Diego. An earthquake capable of creating substantial damage or injury at the project site could cause substantial damage or injury throughout the area of bay deposits and undocumented fill, which are prone to liquefaction and lateral spread. Because CEQA is concerned with a project's potential to exacerbate an existing condition, existing conditions' effects are not within the scope of this analysis.

The geographic scope related to unstable land is generally confined to the project site because these types of impacts are site-specific and relate primarily to construction and operation techniques. The project site is generally flat with gentle slopes, not subject to slope instability, and contains no unique geologic features so only liquefaction and only potential failure, lateral spread, or horizontal ground displacement during a seismic event are discussed in this cumulative analysis.

5.3.4.2 Cumulative Effect

Several major active faults are located within or near the cumulative study area. Past and present projects have increased development in downtown San Diego and Coronado and waterfront locations, placing infrastructure and commercial, industrial, and residential structures within areas susceptible to fault rupture and seismic ground shaking, exposing people and property to injury and damage risks. Past projects that involved dredging and filling throughout the San Diego Bay have also resulted in an increased potential for liquefaction following seismic activity.

While all identified cumulative projects would result in some amount of infrastructure, structures, and/or people working or residing on-site, the projects would not exacerbate the potential for geologic activity. Additionally, compliance with local and state seismic and building design standards and worker safety regulations would avoid or minimize harm to people or structures during seismic events. The City of San Diego grading requirements and geotechnical standards require projects in the cumulative study area to implement recommendations from geotechnical investigations. Such recommendations may include removing soils unsuitable for construction of structures and replacing them with suitable soils/materials, lessening the risk for liquefaction. Because existing regulation for past, present, and future projects would minimize geologic hazard risks to property and people, cumulative impacts related to fault rupture, seismic ground shaking, and liquefaction would be less than significant.

5.3.4.3 Project Contribution

As discussed in Section 4.4, Geology and Soils, the project would not exacerbate the potential for fault rupture, strong seismic ground shaking, or liquefaction during construction and operation. The project, like other projects in the cumulative study area, would be required to comply with the City of San Diego's local grading ordinance and geotechnical standards and the California Building Code, which generally lessen the potential for liquefaction and other geologic hazards to affect project structures and people at the site. Therefore, the project's contribution to cumulative geologic impacts would not be cumulatively significant.

5.3.4.4 Level of Significance Prior to Mitigation

The project's contribution to cumulative geologic impacts would not be cumulatively significant.

5.3.4.5 Mitigation Measures

No mitigation is required.

5.3.4.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative geologic impacts would not be cumulatively considerable and would be less than significant.

5.3.5 Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions, by nature, are a global and cumulative issue (see Section 4.5.1.1, Environmental Setting, for detail). There would be potential for a cumulatively considerable GHG-related impact if the project would conflict with the District's Climate Action Plan (CAP) reduction targets or would be non-compliant with applicable regulatory programs including: the Climate Change Scoping Plan adopted by the California Air Resources Board (CARB); and California Executive Order (EO) S-03-05 and EO B-30-15; Senate Bill (SB) 32. The GHG analysis within Section 4.5, Greenhouse Gas Emissions, is inherently a cumulative analysis. However, a summary of the discussion is provided below.

5.3.5.1 Geographic Scope

The geographic scope for greenhouse gas emissions is global. No single project, when taken in isolation, can cause climate change. Rather, climate change is the result of cumulative global emissions. Because climate change is the result of GHG emissions from innumerable sources worldwide, cumulative GHG emissions that contribute to global climate change will have a significant cumulative impact on the natural environment and on human development and activity. The global increase in GHG emissions that has occurred and will occur in the future is the result of actions and choices of individuals, businesses, local governments, states, and nations. Although the effects of climate change (both type and intensity) will vary by geographic location, the scope of impacts that will result from cumulative global emissions will be worldwide.

5.3.5.2 Cumulative Effect

Past, present, and reasonably foreseeable future projects throughout the world, including but not limited to the projects listed in Table 5-2, have contributed and will continue to contribute to cumulative impacts on global climate change. Projects within the cumulative study area would be required to comply with federal, state, and local policies and regulations regarding climate change adaptation, such as adapting to sea level rise, and GHG emission reduction goals, such as Executive Order (EO) S-3-05, EO B-30-15, Assembly Bill (AB) 32, Senate Bill (SB) 32, CARB's Climate Change Scoping Plan, SB 375, Pavley I, Renewables Portfolio Standard. Even with existing regulation, changes from past, present, and reasonably foreseeable future projects have and will continue to contribute to a cumulatively significant impact on global climate change.

5.3.5.3 Project Contribution

The project would be consistent with GHG emission reduction strategies identified in the District's Climate Action Plan. However, the project would generate GHG emissions that exceed 2020 significance thresholds developed to demonstrate consistency with the District's CAP and thereby demonstrate consistency with state GHG emission reduction goal codified by AB 32. Additionally, the project would also generate GHG emissions that exceed 2030 significance thresholds developed to demonstrate consistency with state GHG emission reduction goal codified by SB 32. Therefore, the project's contribution to cumulative global climate change impacts would be cumulatively significant.

5.3.5.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative GHG impacts would be cumulatively considerable and would be significant.

5.3.5.5 Mitigation Measures

MM GHG-1 through MM GHG-9, which are described in Section 4.5, Greenhouse Gas Emissions, would serve to reduce project GHG emissions.

5.3.5.6 Level of Significance after Mitigation

Project-level mitigation proposed in Section 4.5, Greenhouse Gas Emissions, would serve to reduce the project's incremental contribution to cumulative global climate change impacts. With incorporation of identified mitigation measures, the project GHG emissions would be reduced to a level that does not exceed 2020 significance thresholds developed to demonstrate consistency with the District's CAP and state GHG emission reduction goal codified by AB 32. Therefore, the project would be consistent with the District's CAP and state and state GHG emission reduction goal codified by AB 32.

With incorporation of identified mitigation measures (MM GHG-1 through MM GHG-9), the project GHG emissions would be reduced, however would remain at a level that exceeds 2030 significance thresholds developed to demonstrate consistency with state GHG emission reduction goal codified by SB 32. The project's incremental contribution to cumulative GHG impacts would remain cumulatively considerable and would remain significant after mitigation.

5.3.6 Hydrology and Water Quality

A significant cumulative impact to hydrology and water quality would result if the project, in conjunction with other past, present, and reasonably foreseeable projects, were to contribute to impacts related to cumulative water quality standard violations, water quality degradation, flood risk exposure, and tsunami exposure. The project would not result in impacts related to groundwater recharge; erosion and siltation; substantial alteration of drainage patterns; exceedance of storm water drainage capacity; placement of housing

within a 100-year flood zone, impediment/redirection of flood flows, or inundation associated with mudflow, and cumulative impacts related to these issues are not evaluated.

5.3.6.1 Geographic Scope

The geographic scope of analysis for cumulative impacts on hydrology and water quality is the Pueblo San Diego watershed, which includes all of the cumulative projects listed in Table 5-2.

5.3.6.2 Cumulative Effect

San Diego Bay is a Clean Water Act Section 303(d) listed water body for copper, and the San Diego Bay Water Quality Improvement Plan identifies dissolved copper, lead, and zinc as high priority pollutants. Past projects in the Pueblo San Diego watershed have contributed pollutants to San Diego Bay, though existing regulations and policies aim to reduce water quality degradation to the maximum extent feasible. Projects that would involve grading and construction, which include most of the projects listed in Table 5-2, could contribute pollutants such as oil, grease, suspended solids, metals, gasoline, pesticides, and pathogens into the stormwater conveyance system and San Diego Bay. Additionally, the San Diego Bay and Imperial Beach Oceanfront Fireworks Display Events (#23) would facilitate fireworks displays that can discharge debris into the bay, potentially affecting water quality.

Current and future projects would be required to comply with state and local regulatory standards regarding storm water runoff. As discussed previously, the National Pollution Discharge Elimination System (NPDES) Construction General Permit requires preparation of a SWPPP and implementation of BMPs to ensure runoff from project sites meet current water quality standards. The City of San Diego's Municipal Permit would require minimum BMPs for projects under one acre that do not require SWPPPs. Appropriate BMPs would ensure pollutants leaving the project site are reduced to the maximum extent practicable. Additionally, the District's Jurisdictional Runoff Management Plan (JRMP) and BMP Design Manual identify construction and operation BMPs for projects within District tidelands. Similarly, the City of San Diego's Storm Water Management and Discharge Control Ordinance identifies BMPs for projects within the City's jurisdiction. Even though all projects would be required to comply with state and local policies and standards pertaining to water quality, which would minimize individual projects' impacts, San Diego Bay is an impaired water body and has been for some time. Therefore, the cumulative effect of past, present, and reasonably foreseeable future projects may result in a cumulatively significant impact to water quality.

5.3.6.3 Project Contribution

Because of San Diego Bay's status as an impaired water body and potential for future projects to continue to degrade water quality, there is a cumulatively significant impact. The project would involve disturbance of well over one acre of land within EMPS, exposing soils and requiring a Construction General Permit. A preliminary SWPPP has been

prepared for the project in accordance with NPDES requirements, District minimum construction BMPs, Municipal Separate Storm Sewer System (MS4) Permit requirements, and JRMP requirements to protect water quality during construction. The project's preliminary Storm Water Quality Management Plan was prepared in accordance with the District's Stormwater Management and Discharge Control Ordinance (Article 10), MS4 permit, and District BMP Design Manual to address post-construction storm water control. The project would also improve site drainage through the proposed mechanical wetland/storm water drainage and filtration system, which includes methods such as vegetated swales and biofiltration to remove debris, sediments, total suspended solids, dissolved and particulate metals and nutrients, bacteria, oxygen demanding substances, organic compounds, and hydrocarbons. The project would also install flap gate backflow prevention devices on the storm water drainage system, which is not currently outfitted with such devices, to prevent backflow and flooding of the parking lot during extreme high tides.

The project would not adversely affect San Diego Bay due to compliance with the aforementioned regulations during construction and operation and project design features that would improve drainage and quality of storm water discharge into the bay. Increasing the number and annual events and event attendances has the potential to increase litter at EMPS that would unintentionally enter San Diego Bay. However, the project would include wildlife-proof waste receptacles and recycling containers and "no littering" throughout EMPS, in accordance with MM BIO-2, to deter park users and event patrons from littering. Additionally, the Symphony currently cleans the temporary concert venue (e.g., remove litter and debris) following events and would continue this practice following performances and events held at the Bayside Performance Park. Therefore, the project's incremental contribution to significant cumulative water quality impacts from past, present, and reasonably foreseeable future projects would not be cumulatively considerable.

5.3.6.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative impacts related to hydrology and water quality would not be cumulatively considerable.

5.3.6.5 Mitigation Measures

No mitigation is required.

5.3.6.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative impacts related to hydrology and water quality would not be cumulatively considerable and therefore would be less than significant.

5.3.7 Land Use and Planning

A significant cumulative impact would result if the project contributes to inconsistencies with the applicable land use plans that have resulted in, or will result in, significant physical impacts. Additionally, a significant cumulative impact would result from the physical division of established communities by the project in conjunction with other past, present, and reasonably foreseeable projects.

5.3.7.1 Geographic Scope

The geographic scope for cumulative land use and planning impacts includes areas within the District's jurisdiction and nearby downtown City of San Diego areas. Land use within the District's jurisdiction is governed by the PMP and land uses within the City of San Diego jurisdiction are governed by Civic San Diego's San Diego Downtown Community Plan. All past, present, and reasonably foreseeable future projects listed in Table 5-2 are included in the cumulative study area for land use.

5.3.7.2 Cumulative Effect

All projects are located within the urbanized City of San Diego or City of Coronado and do not physically divide any community, either individually or collectively. Past and future projects have been, and will continue to be, subject to land use consistency review by either the District or City of San Diego, depending on which jurisdiction the project falls under. Projects that are not consistent with the existing land use of the site must obtain either a PMP Amendment (PMPA) through the District or a land use plan amendment, rezone, or development amendment through the City of San Diego. Projects that would require a PMPA or City of San Diego land use amendment would require discretionary action, and therefore would require environmental and consistency review. Significant physical impacts, if any, resulting from cumulative projects would be studied and mitigated to the extent feasible in accordance with CEQA. Projects within the District's jurisdiction would also be required to be consistent with the District's Integrated Planning Vision, which is described in Section 4.7, Land Use and Planning, of this EIR. The Integrated Planning Vision, including a vision statement, Guiding Principles, and Framework Report, is guiding the current PMP Update (PMPU) process, and Board of Port Commissioners Policy No. 752 requires projects rely on the Guiding Principles while the PMPU is in program. As such, past, present, and reasonably foreseeable projects would not result in a significant cumulative impact on land use and planning.

5.3.7.3 Project Contribution

As described in Section 4.7, Land Use and Planning, the project does not intend to change the existing land use of the site. The project includes a PMPA to describe the current use of EMPS as a temporary performance venue and describe the parameters of the proposed Bayside Performance Park. The project would permanently remove small portions of EMPS from public accessibility due to construction of the stage and back-of-house facilities, box office, and food pavilions. To mitigate potential conflicts with the PMP, Integrated Planning

Vision, and California Coastal Act associated with preservation of public access and recreation, MM LUP-1 requires the applicant to provide for off-site acquisition or improvement of public parkland within the District's jurisdiction. The replacement would be equal to the area permanently removed from public access by the project. Therefore, with mitigation, the project would not conflict with the PMP or California Coastal Act. As detailed in Section 4.7, Land Use and Planning, the project would be consistent with all other applicable land use plans and policies. Therefore, the project's incremental contribution to less than significant cumulative impacts is not cumulatively considerable.

5.3.7.4 Level of Significance Prior to Mitigation

The project's incremental contribution to less than significant cumulative impacts associated with land use and planning is not cumulatively considerable. Less than significant impacts would occur.

5.3.7.5 Mitigation Measures

No mitigation is required.

5.3.7.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative impacts to land use and planning would not be cumulatively considerable and therefore would be less than significant.

5.3.8 Noise

A significant cumulative noise and vibration impact would result if the project, in conjunction with past, present, and reasonably foreseeable future projects, were to contribute to impacts related to exceedance of noise standards, groundborne vibration, or ambient noise levels.

5.3.8.1 Geographic Scope

The geographic scope for cumulative noise and vibration impacts varies depending on the noise source being discussed. The study area for cumulative traffic noise level increases include sensitive receivers along roads to which would be project generated traffic would substantially contribute, such as Harbor Drive and Pacific Highway. The study area for cumulative noise level increases to which on-site noise sources such and construction and amplified sound during events contribute includes nearby sensitive receptors along the San Diego Bayfront as well as sensitive receptors along the northern coast of Coronado. As propagation of groundborne vibration is limited, the study area for cumulative groundborne vibration would extend to a few hundred feet from the source. For temporary construction-related impacts, the scope would include the cumulative analysis of six planned projects that are anticipated to undergo construction concurrently with the project's construction timeframe. For cumulative noise impacts during project operation, the scope would include all past, present, and reasonable foreseeable projects listed in Table 5-2 which could

reasonably contribute to combine noise impacts in conjunction with the project. For purposes of the operational cumulative noise and vibration analysis, other existing event venues in the project vicinity, such as the Waterfront Park (adjacent to the San Diego County Administration Building) Petco Park, Midway Museum, and Embarcadero Marina Park North (EMPN), though not identified in Table 5-2, are discussed for purposes of this analysis.

5.3.8.2 Cumulative Effect

Noise and vibration from cumulative projects may increase future ambient noise levels at sensitive receptors nearest to the project site, though effects would be limited to simultaneously occurring projects close to the project site. Projects in the cumulative study area with anticipated construction schedules that have the potential to overlap with construction of the project include: B Street Cruise Ship Terminal Maintenance Projects (#4); Lane Field North and South Hotel Project (South portion) (#10); Manchester Pacific Gateway (Navy Broadway Complex Project) (#11); Ballpark Village Parcels C and D (#16 and #17); and Tenth Avenue Marine Terminal Redevelopment (#18). Though it is unknown at this time and construction overlap with the project is somewhat unlikely, it is important to note the Convention Center Phase III Expansion and Expansion Hotel Project (#12a) and Fifth Avenue Landing Redevelopment (#12b) given these projects' close proximity to the proposed project. However, noise and vibration effects are highly localized, meaning noise and vibration levels diminish the farther it gets from the source. Cumulative vibration impacts are not anticipated to be significant unless projects are directly adjacent. Though the nearest project—project #12a—is approximately 500 feet from EMPS, groundborne noise and vibration from common construction equipment such as large bulldozers, loaded trucks, and jackhammers attenuate levels that are not distinctly perceptible at 52, 45, and 22 feet. Additionally, noise generated by multiple, adjacent construction sites typically correspond closely to the noise levels generated by the single loudest noise source and do not combine to create louder noise.

Cumulative noise impacts would occur during operation of past, present, and reasonably foreseeable projects that contribute to increased frequency of elevated noise levels. Cumulative noise impacts are generally limited to instances where projects contribute a large number of noise sources in the same general vicinity, such as traffic volumes. As previously discussed in Section 4.8, Noise, cumulative traffic noise levels are anticipated to be less than 3 decibels (dB), which is considered barely perceptible to the average human; therefore, a significant cumulative impact associated with traffic would not occur (California Department of Transportation [Caltrans] 2013).

Events that occur at other venues such as the Waterfront Park, Petco Park, or EMPN, have the potential to occur at the same time. Additionally, future events may occur at the potential outdoor rooftop park of the Convention Center Phase III Expansion and Expansion Hotel Project (#12a), which is only approximately 500 feet from EMPS, located between the project and the existing Convention Center. The EIR for the Convention Center Expansion identified significant impacts associated with outdoor event noise, though impacts would be reduced to less than significant levels with implementation of

mitigation, which include achieving standards of 65 dB(A) L_{eq} from 7:00 a.m. to 7:00 p.m. and 60 dB(A) L_{eq} from 7:00 p.m. to 7:00 a.m. Still, there is little potential for significant cumulative noise impacts to be caused by multiple events occurring at the same time. This is because rather than combining to create louder noise, noise levels generated by multiple noise sources typically correspond closely to the noise levels generated by the single loudest noise source. Therefore, should multiple events occur concurrently in the San Diego downtown and waterfront areas, less than significant cumulative noise impacts would occur.

The project aims to increase the number of events at the Bayside Performance Park by the Symphony's programming. However, the construction of the Bayside Performance Park and park enhancements throughout EMPS (e.g., refurbishment of the basketball courts, gazebo, restrooms, parking lot, and other amenities and installation of new landscaping throughout) is also anticipated to indirectly increase the demand for events reservations at EMPS. Portions of EMPS are available for event use by other organizations and individuals through Special Event Permits with the District. As discussed in Table 5-2 for project #70, District-Permitted Special Events at EMPS, the District currently permits people and organizations to reserve portions of EMPS for special events, subject to the District's Special Event Procedures and Guidelines. While demand for these events currently increase by approximately 10 percent each year, during the initial two years following project construction, demand is anticipated to increase by 20 percent each year. Following the initial two years, events are anticipated to continue to increase at approximately 10 percent each year, as they do currently, until EMPS reaches its capacity to host events. While events held at EMPS through Special Event Permits would increase, it is not anticipated to cause significant cumulative noise impacts. This is because larger, sound-amplifying events would not be held at the same time as events under the Symphony's programming, and per the District's Special Events Guidelines, permitted events must comply with EMPS hours and noise ordinance standards of surrounding neighborhoods.

5.3.8.3 Project Contribution

Decibels (dB) are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A doubling of sound energy, such as the addition of a second equally loud noise source, increases cumulative noise level by 3 dB, an increase which is considered barely perceptible to the average human (Caltrans 2013). As discussed in the preceding section, noise levels generated by multiple noise sources typically correspond closely to the noise levels generated by the single loudest noise sources. In other words, noise generated by events, such as concerts, that occur in the same general area, or even adjacent to each other, do not combine to create louder sound. Rather, the combined sound will be at a noise level similar to the noise level of the loudest event. Therefore, a project-related event occurring at the same time as other events in the waterfront and downtown areas in the City of San Diego would not be a cumulatively considerable contribution.

As discussed in Section 4.8, Noise, under Threshold 1, use of amplified sound equipment associated with the project would generate noise levels that exceed applicable noise level

limits at EMPS, EMPN, Fifth Avenue Landing Park, and San Diego Bayfront Park. Project-generated noise that exceeds applicable noise level limits at sensitive receptors would be considered a significant direct impact. Rather than combining with other noise sources to create louder noise, noise levels at these sensitive receptors would correspond closely with noise levels generated by amplified sound equipment. Therefore, noise levels resulting from use of project amplified sound equipment would constitute a direct impact, but would not contribute to a greater cumulative impact.

As discussed in Section 4.8, Noise, under Threshold 4, the existing temporary venue accommodates up to 37 Bayside Summer Nights performances between June and September and the project would allow for up to 110 admission-based events each year. Including free public events not subject to the admission-based event limit, the anticipated programming for the Bayside Performance Park includes up to 116 events per year[1]. The increased frequency of events would increase the likelihood of a project-related event occurring at the same time as other events. As discussed previously concurrent events in the waterfront and downtown areas in the City of San Diego would not be a cumulatively considerable contribution.

The noise analysis conducted for this EIR used cumulative future traffic volumes identified for local roads in the traffic analysis to determine the cumulative noise level increase. As such, the project noise analysis provides a cumulative analysis. As presented in Section 4.8, Noise, the project has the potential to contribute traffic to local roadways such as Harbor Drive and Pacific Highway. Community noise equivalent levels (CNEL) along these along these roadways are anticipated to increase by less than a 1 dB. This noise level increase is less than perceptible to the average human. As such, the project's incremental contribution to significant cumulative noise impacts from past, present, and reasonably foreseeable future projects would not be cumulatively considerable.

5.3.8.4 Level of Significance Prior to Mitigation

The project's incremental contribution to less than significant cumulative impacts associated with noise and vibration is not cumulatively considerable. Less than significant impacts would occur.

5.3.8.5 Mitigation Measures

No mitigation measures are required.

[1]The programming for the year 2031 includes 100 admission-based events (Symphony performances, partnership performances, and event rentals) plus 16 free public events and Education and Public Engagement Program events. See Table 3-5, Anticipated Bayside Summer Nights Programming, of Chapter 3, Project Description.

5.3.8.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative impacts related to noise and vibration would not be cumulatively considerable and therefore would be less than significant.

5.3.9 Public Services

Cumulative impacts on public services could result when past, present, and reasonably foreseeable projects combine to increase demand on public services and facilities such that new or expanded facilities would be required to maintain acceptable levels of service, the construction of which would result in a physical impact on the environment. Public services and facilities include fire and emergency services, police protection, parks, and libraries. No impacts to schools or other public facilities (e.g., libraries) would result from the project; therefore, a cumulative impact analysis regarding schools and other public facilities is not warranted and not discussed below.

5.3.9.1 Geographic Scope

The geographic scope for cumulative impacts to public services includes the service areas of the service providers that operate in the project area. Therefore, the San Diego Harbor Police's (Harbor Police's) service territory (e.g., District tidelands) is the geographic scope for the analysis of fire and emergency and police protection services.

5.3.9.2 Cumulative Effect

Past projects have increased demand for public services throughout the years, requiring new and expanded facilities. Present and future projects would continue to incrementally increase demand on public services and eventually cause a need for additional new and expanded facilities. Though the future projects listed in Table 5-2 involve similar uses as existing in the cumulative study area (e.g., hotel, residential, commercial, etc.), most projects listed would result in increased demand on public services. The projects would add additional commercial spaces (e.g., meeting and convention space), hotel rooms, and residential units and would increase visitors and residents in the region.

Demand on fire and emergency and police protection services would increase as present and future projects are implemented, and a significant impact would occur if demand would result in the need for new or expanded facilities, resulting in a physical impact on the environment. Projects within District tidelands do not include any existing or proposed residential uses and are served by the Harbor Police, which is currently meeting response time standards. Additionally, police protection is not as reliant on facilities as it is on police officers, patrol cars, or vessels. While fire protection services are more likely to require additional facilities with an influx of new projects, one of the projects listed in Table 5-2 (e.g., Bayside Fire Station [#1]) includes a City of San Diego Fire Station anticipated to be completed in 2017. Additionally, the City of San Diego requires new residential and non-residential development to pay development impact fees that fund the expansion of public facilities in order to maintain existing levels of service. New public facility construction

funded by development impact fees would be subject to subsequent environmental review on a project-by-project basis. Therefore, the cumulative demand on public services would not result in a significant cumulative impact.

An analysis of cumulative impacts on recreation is provided in Section 5.3.10, Recreation.

5.3.9.3 Project Contribution

The project does not involve residential development, but it would increase the frequency of events and maximum seating capacity of events at EMPS to 10,000. The number of annual events and, during some events, event attendance would increase at the site which would increase demand on public services such as police and fire and emergency. The Harbor Police is currently meeting its service response standards and the project would likely not affect its ability to continue to meet its standards (Harbor Police Sergeant Donald Brick, personal communication, 2016). As such, the project's incremental contribution to a less than significant cumulative impact on public services is not cumulatively considerable.

5.3.9.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative impacts to public services would not be cumulatively considerable.

5.3.9.5 Mitigation Measures

No mitigation is required.

5.3.9.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative public services impacts would not be cumulatively considerable and would be less than significant.

5.3.10 Recreation

Significant cumulative impacts on recreation would result if the project in conjunction with past, present, and reasonably foreseeable future projects would require the construction or expansion of recreational facilities within District tidelands, which would result in an adverse physical effect on the environment.

5.3.10.1 Geographic Scope

The geographic scope for cumulative recreational impacts includes areas within 1,000 feet of District tidelands. Cumulative projects that have the potential to impact recreational facilities include residential development projects or projects that otherwise increase the local population causing a deterioration of existing recreational facilities or the need for construction of new or expanded recreational facilities.

5.3.10.2 Cumulative Effect

Potential cumulative impacts to recreational facilities, such as public parks, result when projects combine to substantially increase demand on existing recreational facilities such that existing facilities experience substantial deterioration or an expansion of those facilities or construction of new facilities would be required, resulting in a physical impact. The PMP calls for a variety of public access and recreational facilities throughout District tidelands. Projects within the District jurisdiction are required to comply with the PMP policies and Integrated Planning Guiding Principles regarding recreation and access and are often conditioned to provide public access or recreation opportunities. Additionally, the provision or improvement of public park/plaza space and/or public access are included in cumulative projects such as the Portside Pier Redevelopment Project (#5), Public Viewing Platform (#6), North Embarcadero Visionary Plan Phase 1 (#7), Wyndham Hotel with Setback Park[2] (#9b), Lane Field North and South Hotel Project (#10), Manchester Pacific Gateway (Navy Broadway Complex Project) (#11), San Diego Convention Center Phase III Expansion and Expansion Hotel Project (#12a), Fifth Avenue Landing Redevelopment (#12b), and New Restaurant at Ferry Landing (#22). Therefore, impacts related to parkland and recreational facilities from past, present, and reasonably foreseeable future projects would not be cumulatively significant.

5.3.10.3 Project Contribution

The project involves the enhancement of public recreational and access amenities throughout EMPS. During construction, EMPS would be closed for up to 10 months, during which other parks in the project vicinity may see an increase in demand (see Section 4.10, Recreation, for a list of parks within one mile of the project). Similarly, the District's remaining four fishing piers could see an increase in demand while the Embarcadero Marina Park Pier is temporarily closed. However, MM REC-1 requires the Embarcadero Marina Park Pier, access to and from the pier, and 20 parking spaces to remain open during construction to reduce demand on other waterfront recreational amenities that may occur during EMPS closure.

The only public access restrictions that would occur during operation of the project would be within the Bayside Performance Park portion of EMPS during event hours. The entire public promenade within EMPS would remain open at all times, including during events. Outside of event hours all areas of EMPS, with the exception of the proposed stage and back-of-house facilities, box office, and food pavilions, would be open to the public. The project would amend the South Embarcadero Redevelopment Plan's Public Access Plan (PAP). The newly amended PAP describes the improvement compared to existing conditions because during the Bayside Summer Nights, the entire temporary concert venue area is closed to the public throughout the June through September season (e.g., June through July or approximately 120 consecutive days). As such, even though annual events would be

[2]Wyndham Hotel is one of two projects that may occur on this site and implementation of the option containing a setback park is not certain.

increased from a maximum of 37 to a maximum of 110 admission-based events (includes paid Symphony performances, partnership performances, and event rentals), overall public access within the permanent performance and event venue would increase because the Bayside Performance Park would be open to the public during non-event hours, including on days in which half-day events are being held. Therefore, while the project would redevelop an existing public park, it would serve to enhance recreational and cultural amenities and public access of the site.

During the initial two years following construction of the project, the proposed enhancements are anticipated to attract more Special Event Permit applicants for use of EMPS, both within and outside of the Bayside Performance Park. The number of existing special events permitted by the District (project #70) and held at EMPS currently increase by approximately 10 percent each year. In the first two years following project construction, the rate of increase for these special events is anticipated to rise to 20 percent per year. However, following the initial two years, the rate of increase is anticipated to remain consistent with an approximate increase of 10 percent each year until EMPS reaches its capacity to host events. All events would be held pursuant to the District's Special Event Procedures and Guidelines, consistent with current practices. Permit holder responsivities, including cleanup, compliance with park hours, adherence to local noise ordinances of adjacent jurisdictions, damage security deposit, and compliance with stormwater best management practices. As such, the anticipated increase in events not associated with the project, but permitted by the District for use of EMPS, would not result in substantial deterioration of EMPS such that new or expanded facilities would be required.

The project's incremental contribution to a less than significant cumulative impact on recreation would be cumulatively considerable.

5.3.10.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative impacts to recreation would not be cumulatively considerable

5.3.10.5 Mitigation Measures

No mitigation is required.

5.3.10.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative recreation impacts would not be cumulatively considerable and would be less than significant.

5.3.11 Transportation and Circulation

Cumulative impacts on transportation and circulation could result when past, present, and reasonably foreseeable future projects combine to result in unacceptable roadway, intersection, or freeway ramp operations; or inadequate alternative transportation facilities

or service (e.g., pedestrian or bicycle facilities and mass transit capacity and service). A significant impact on roadway segment or intersection operations would occur if the project, in conjunction with other past, present, and reasonably foreseeable projects, would cause a segment or intersection to degrade from a level of service (LOS) E or better to a LOS F or if a cumulative average delay of 2 seconds at intersections would occur. A significant impact on alternative transportation modes would occur if an insufficient pedestrian, bicycling, and mass transit facilities would result from the project in conjunction with other cumulative projects.

5.3.11.1 Geographic Scope

The geographic scope for cumulative transportation and circulation impacts includes all intersections and roadway segments to which the project would contribute 50 or more peak hour trips.

5.3.11.2 Cumulative Effect

Near-Term Year 2020

Near-Term Year 2020 was selected because it represents the cumulative condition during project operation following project construction. Near-Term Year 2020 Base intersection volumes were developed using the same modeling techniques as employed for the Downtown San Diego Near-Term Year 2020 Traffic Assessment Report by Chen Ryan, Associates. The model was updated to include projects in the cumulative study area that would add 50 or more peak hour trips (see Appendix I, Civic San Diego Downtown Development Status Log, of the project's TIA, or Appendix M to this EIR). Project inclusion in the cumulative traffic analysis is based on availability and/or existence of each respective traffic analyses for the projects; all projects included in Table 5-2 for which traffic count data or traffic analyses were available were included in the analysis. LOS worksheets for the analysis are provided in the Traffic Impact Analysis (see Appendix M). For analysis purposes, Near-Term 2020 Non-Event, Near Term-2020 Plus Current Event (including traffic from existing Bayside Summer Nights performances/events), and Near-Term 2020 Plus Design Event (including projected traffic from proposed performances/events) were evaluated. Methodologies used in this cumulative traffic analysis are the same as those described in Section 4.11, Transportation, Circulation, and Parking.

Near-Term Year 2020 Non-Event Conditions

Near-Term 2020 Non-Event Conditions represent the cumulative traffic conditions during non-event days. Figure 5-2 displays the Near-Term 2020 Non-Event ADT volumes and Figures 5-3a and 5-3b display the Near-Term 2020 Non-Event peak hour intersection turning movements. Roadway and intersection geometrics were assumed to be identical to existing conditions.

Map Source: Chen Ryan

FIGURE 5-2
Average Daily Traffic Volumes - Near-Term Year 2020 Non-Event Conditions

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Map Source: Chen Ryan

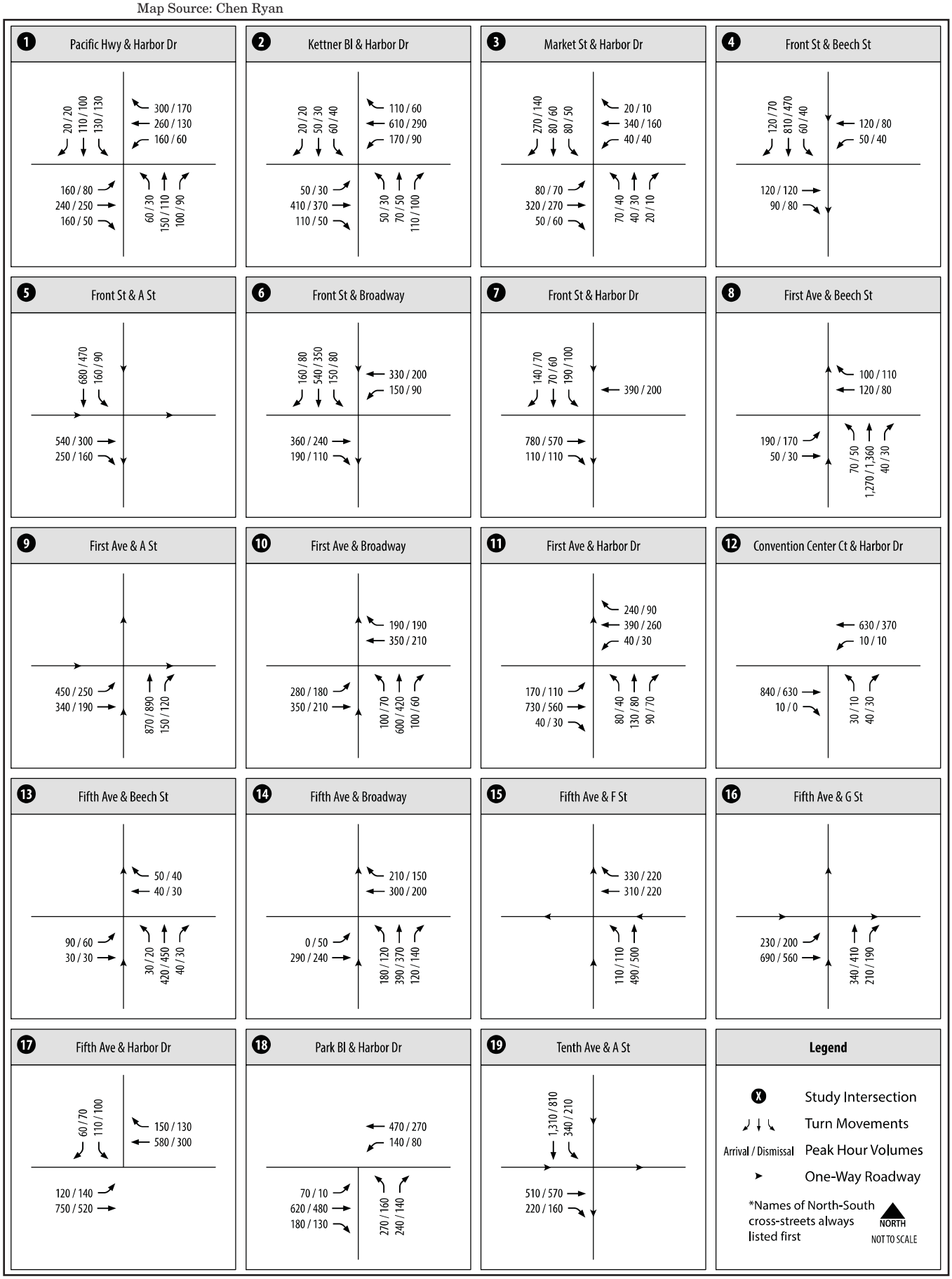

FIGURE 5-3a

Intersection Turning Movements - Near-Term Year 2020 Non-Event Conditions (Intersections 1-19)

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Map Source: Chen Ryan

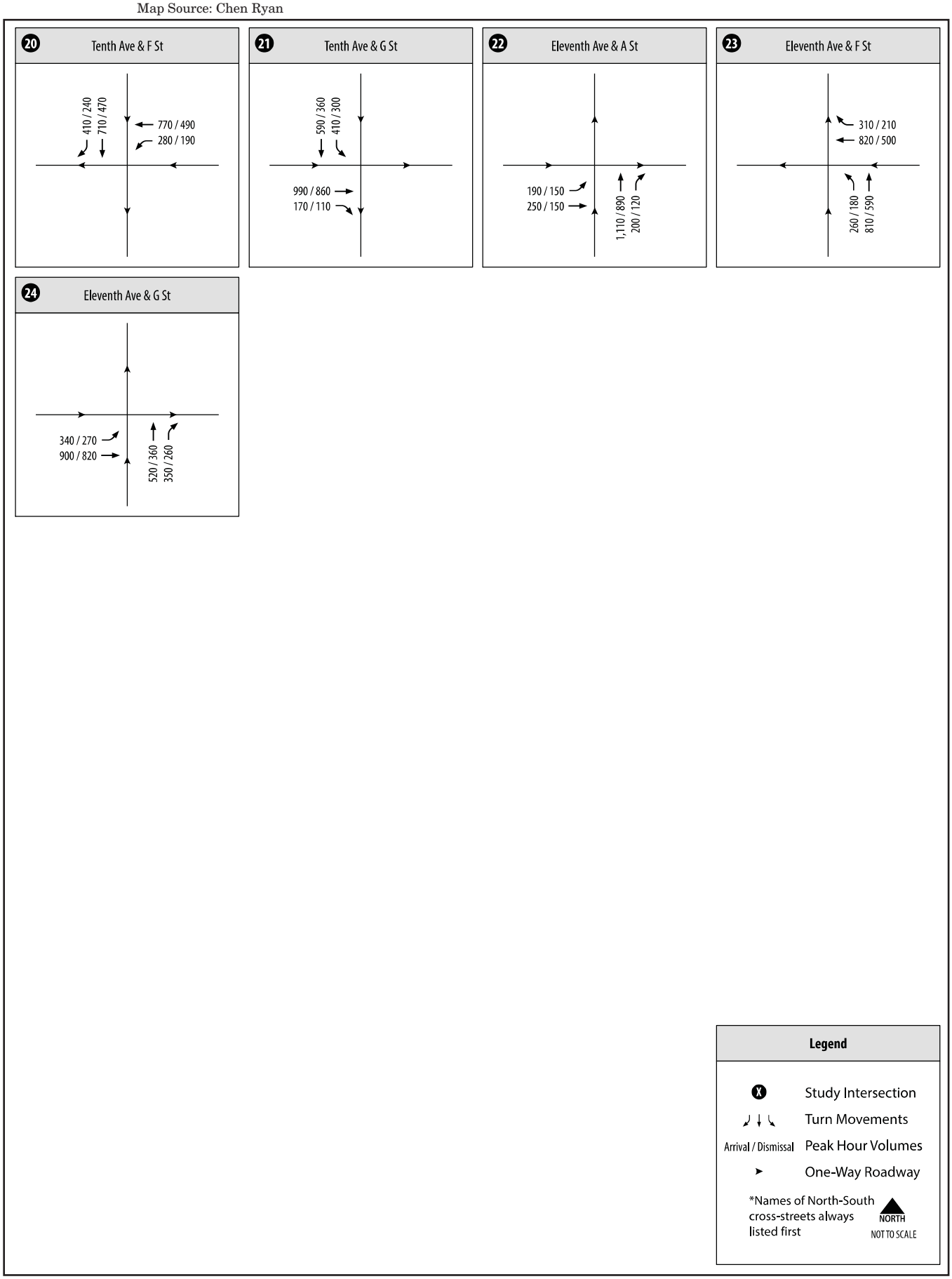

FIGURE 5-3b

Intersection Turning Movements - Near-Term Year 2020 Non-Event Conditions (Intersections 20-24)

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Roadway Segments

Table 5-3 lists results of the LOS analysis for key study roadway segments under Near-Term 2020 Non-Event Conditions. As shown, all study roadway segments are projected to operate at an acceptable LOS under Near-Term Year 2020 Non-Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on roadway segments in the study area during non-event days.

Table 5-3
Near-Term Year 2020 Non-Event Conditions Roadway Segment LOS

Roadway	Segment	Cross Section	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[2]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL[1]	20,000	18,000	0.900	E
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	23,300	0.466	B
	Market Street to Front Street	5-lane w/raised median	45,000	24,900	0.553	C
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	19,700	0.493	B
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	21,300	0.533	C
	South of Park Boulevard	4-lane w/raised median	40,000	17,800	0.445	B
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,300	0.186	A

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center lane turn lane
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio

Intersections

Table 5-4 shows the Near-Term Year 2020 Non-Event Conditions intersection LOS and average vehicle delay results for key study intersections, which are all currently signalized. As shown, all study area intersections are projected to operate at an acceptable LOS under Near-Term Year 2020 Non-Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on intersections in the study area during non-event days.

Table 5-4
Near-Term Year 2020 Non-Event Conditions Peak Hour Intersection LOS

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS[1]	Average Delay (seconds)	LOS[1]
1	Pacific Highway/Harbor Drive	43.0	D	16.9	B
2	Kettner Boulevard/Harbor Drive	26.6	C	16.7	B
3	Market Street/Harbor Drive	18.4	B	16.0	B
4	Front Street/Beech Street	12.5	B	14.0	B
5	Front Street/A Street	12.1	B	12.6	B
6	Front Street/Broadway	16.2	B	24.2	C
7	Front Street/Harbor Drive	8.5	A	6.4	A
8	First Avenue/Beech Street	15.4	B	16.8	B
9	First Avenue/A Street	17.5	B	11.3	B
10	First Avenue/Broadway	33.1	C	15.9	B
11	First Avenue/Harbor Drive	14.2	B	11.8	B
12	Convention Center Court/Harbor Drive	4.7	A	4.4	A
13	Fifth Avenue/Beech Street	14.5	B	13.1	B
14	Fifth Avenue/Broadway	10.7	B	12.4	B
15	Fifth Avenue/F Street	15.1	B	15.7	B
16	Fifth Avenue/G Street	14.6	B	18.9	B
17	Fifth Avenue/Harbor Drive	12.4	B	18.0	B
18	Park Boulevard/Harbor Drive	14.2	B	11.4	B
19	Tenth Avenue/A Street	19.8	B	17.2	B
20	Tenth Avenue/F Street	22.3	C	20.5	C
21	Tenth Avenue/G Street	18.8	B	13.8	B
22	Eleventh Avenue/A Street	13.9	B	10.6	B
23	Eleventh Avenue/F Street	20.6	C	8.9	A
24	Eleventh Avenue/G Street	13.4	B	13.4	B

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]ADT = average daily traffic
[2]LOS = level of service

Freeway Mainline

Table 5-5 shows the freeway segment analysis LOS results under Near-Term 2020 Non-Event Conditions. As shown, all study freeway segments operate at an acceptable LOS under Near-Term Year 2020 Non-Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on freeway segments in the study area during non-event days.

Table 5-5
Near-Term Year 2020 Non-Event Conditions Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.[3]	Lanes[4]	Capacity[5]	D[6]	K[7]	HVF[8]	Peak Hour Volume	V/C[9]	LOS[10]
I-5	Grape St. to First Ave.	171,400	NB	4M	9,400	41.0%	4.5%	2.2%	3,300	0.35	B
			SB	4M	9,400	59.0%	6.8%	3.9%	7,200	0.77	D
	First Ave. to SR-163	233,600	NB	4M	9,400	35.8%	4.2%	3.7%	3,700	0.39	B
			SB	5M	11,750	64.2%	6.5%	3.1%	10,300	0.88	D
	SR-163 to B St.	238,600	NB	6M	14,100	50.7%	4.7%	3.1%	6,000	0.43	B
			SB	6M	14,100	49.3%	6.3%	1.3%	7,900	0.56	C
	B St. to SR-94	177,000	NB	4M	9,400	38.5%	4.3%	2.2%	3,100	0.33	B
			SB	4M	9,400	61.5%	5.9%	2.9%	6,800	0.72	D
	SR-94 to Imperial Ave.	192,900	NB	5M	11,750	44.7%	4.5%	1.3%	4,100	0.35	B
			SB	5M	11,750	55.3%	5.8%	1.6%	6,500	0.55	C
	Imperial Ave. to SR-75	209,300	NB	5M	11,750	47.8%	4.4%	2.9%	4,600	0.39	B
			SB	5M	11,750	52.2%	6.0%	3.9%	6,900	0.59	C
SR-163	South of Robinson Ave.	128,600	NB	2M	4,700	52.5%	5.4%	13.0%	3,900	0.83	D
			SB	2M	4,700	47.5%	5.2%	1.3%	3,300	0.70	C
SR-94	West of 25th St.	153,900	EB	4M	9,400	53.1%	6.0%	0.8%	5,100	0.54	C
			WB	4M	9,400	46.9%	5.4%	1.8%	4,100	0.44	B

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[2]SANDAG Series 13 Forecast Year 2020; ADT = average daily traffic
[3]Dir. = Direction; NB = northbound; SB = southbound
[4]M = mainline
[5]Capacity is calculated as 2,350 vehicles per main lane during the peak hour.
[6]D = Directional Split
[7]K = Peak hour %
[8]HVF = Heavy vehicle factor
[9]V/C = volume-to-capacity ratio
[10]LOS = level of service

Near-Term Year 2020 Plus Current Event Conditions

Near-Term 2020 Plus Current Event Conditions represent the cumulative traffic conditions with traffic generated by a typical existing Bayside Summer Nights event. Figure 5-4 and Figure 5-5a and 5-5b depict the ADT volumes and intersection turning movements under the Near-Term 2020 Plus Current Event Conditions, respectively.

Map Source: Chen Ryan

FIGURE 5-4

Average Daily Traffic Volumes - Near-Term Year 2020 Current Event Conditions

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Map Source: Chen Ryan

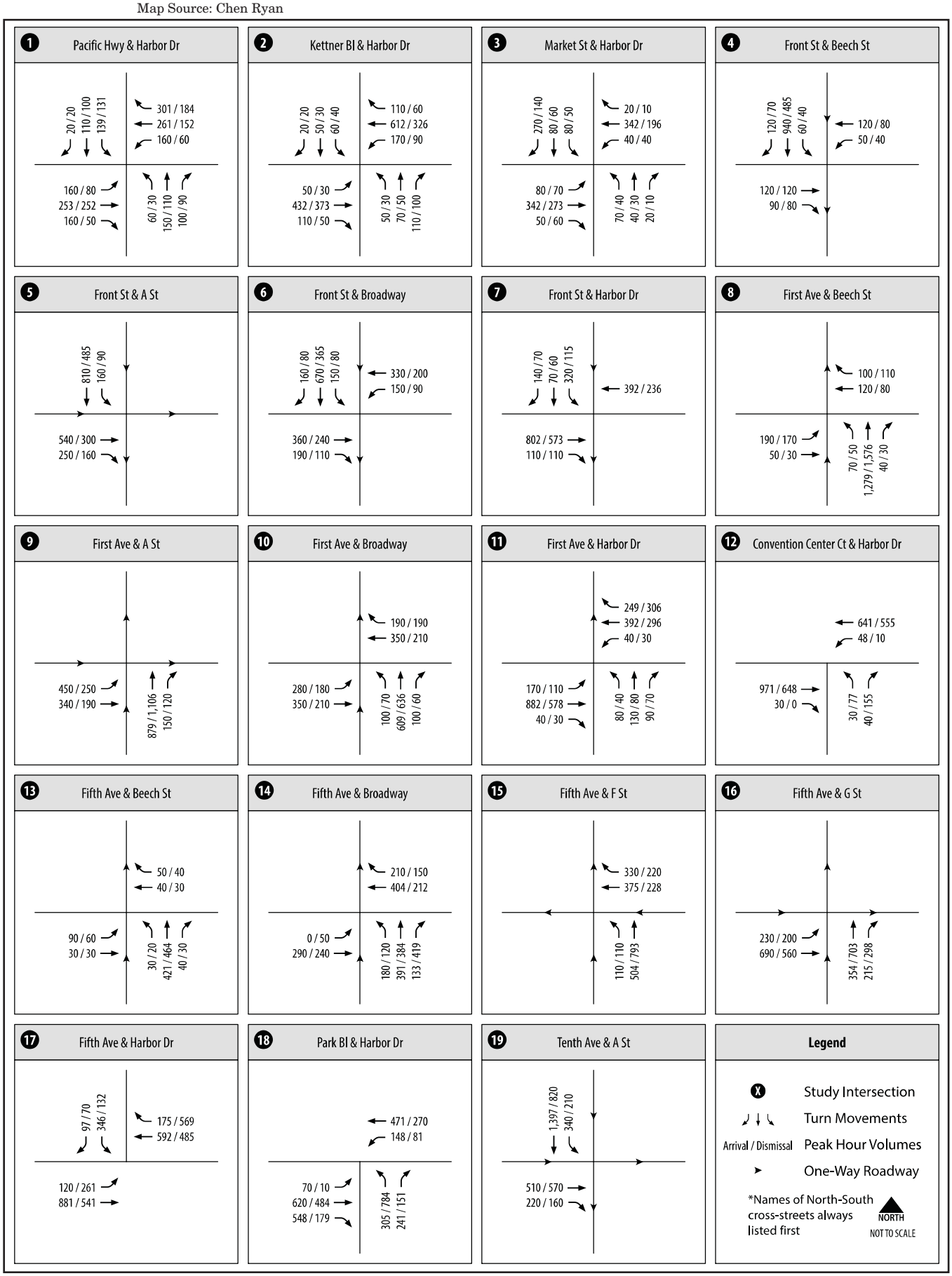

FIGURE 5-5a

Intersection Turning Movements - Near-Term Year 2020 Plus Current Event Conditions (Intersections 1-19)

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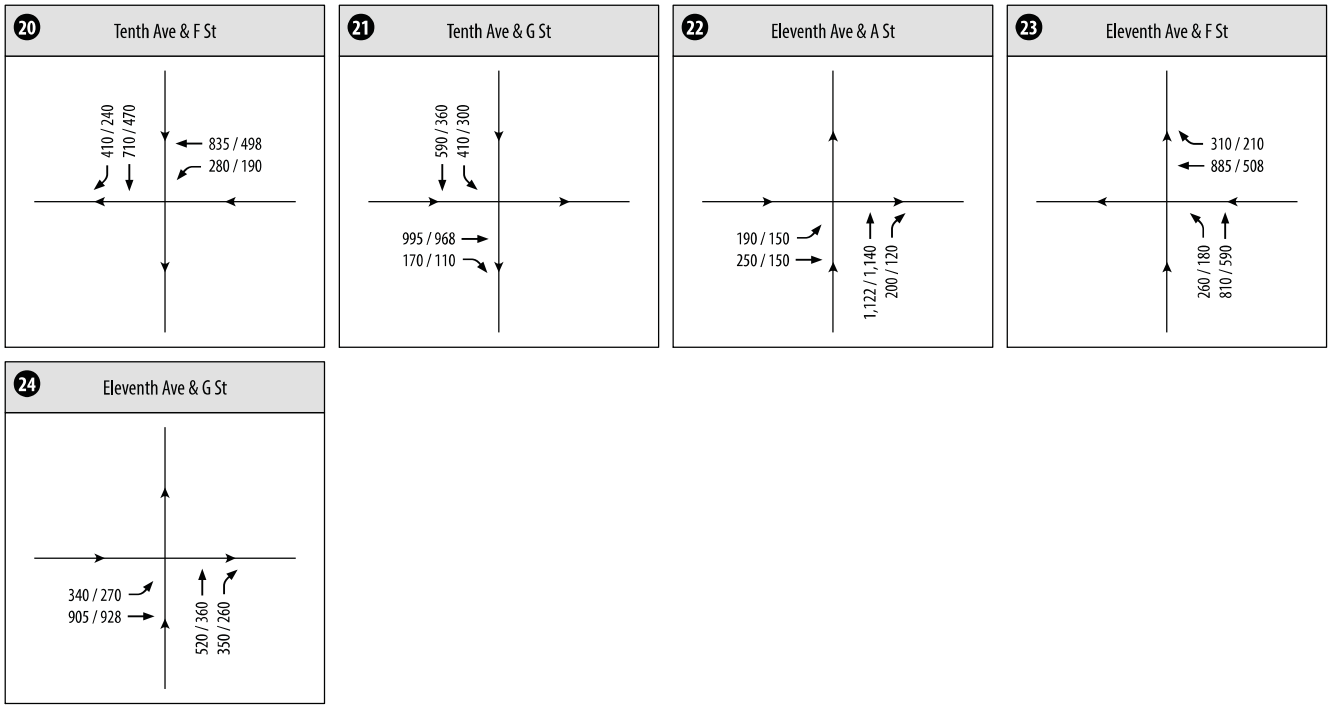
Map Source: Chen Ryan



Legend

X	Study Intersection
	Turn Movements
Arrival / Dismissal	Peak Hour Volumes
➤	One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

FIGURE 5-5b

Intersection Turning Movements - Near-Term Year 2020 Plus Current Event Conditions (Intersections 20-24)

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Roadway Segments

Table 5-6 lists results of the LOS analysis for key study roadway segments under Near-Term 2020 Plus Current Event Conditions. As shown, all study roadway segments are projected to operate at an acceptable LOS under Near-Term Year 2020 Plus Current Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on roadway segments in the study area during event arrival and dismissal periods under the same event conditions as an existing Bayside Summer Nights event.

Table 5-6
Near-Term Year 2020 Plus Current Event Conditions Roadway Segment LOS

Roadway	Segment	Cross Section	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[3]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL[1]	20,000	18,048	0.902	E
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	23,378	0.468	B
	Market Street to Front Street	5-lane w/raised median	45,000	24,978	0.555	C
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	20,008	0.500	B
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	21,776	0.544	C
	South of Park Boulevard	4-lane w/raised median	40,000	17,830	0.446	B
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,330	0.187	A

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center lane turn lane
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio

Intersections

Table 5-7 shows the Near-Term Year 2020 Plus Current Event Conditions intersection LOS and average vehicle delay results for key study intersections. Though all intersections are signalized, during event dismissal, the signals at intersections #12 (Convention Center Court/Harbor Drive) and #18 (Park Boulevard/Harbor Drive) are turned off so that Harbor Police officers may provide traffic control. Therefore, the LOS presented for these intersections may represent be a worse case than actual during event dismissal.

As shown, one intersection would operate an unacceptable LOS during the event dismissal period; all other study area intersections are projected to operate at an acceptable LOS under Near-Term Year 2020 Plus Current Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would have cumulatively significant impacts on one intersection during event arrival and dismissal periods under the same event conditions as an existing Bayside Summer Nights event.

Table 5-7
Near-Term Year 2020 Plus Current Event Conditions Peak Hour Intersection LOS

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS[1]	Average Delay (seconds)	LOS[1]
1	Pacific Highway/Harbor Drive	43.4	D	16.9	B
2	Kettner Boulevard/Harbor Drive	26.9	C	16.7	B
3	Market Street/Harbor Drive	18.4	B	16.0	B
4	Front Street/Beech Street	12.7	B	14.0	B
5	Front Street/A Street	12.1	B	12.6	B
6	Front Street/Broadway	16.2	B	24.2	C
7	Front Street/Harbor Drive	9.4	A	6.4	A
8	First Avenue/Beech Street	15.4	B	21.6	C
9	First Avenue/A Street	17.5	B	11.3	B
10	First Avenue/Broadway	33.8	C	16.8	B
11	First Avenue/Harbor Drive	14.2	B	11.8	B
12	Convention Center Court/Harbor Drive	5.8	A	7.6[2]	A[2]
13	Fifth Avenue/Beech Street	14.5	B	13.1	B
14	Fifth Avenue/Broadway	11.4	B	14.0	B
15	Fifth Avenue/F Street	15.5	B	15.7	B
16	Fifth Avenue/G Street	14.7	B	21.7	C
17	Fifth Avenue/Harbor Drive	24.5	C	80.5	**F**
18	Park Boulevard/Harbor Drive	14.8	B	18.3[2]	B[2]
19	Tenth Avenue/A Street	21.7	C	17.3	B
20	Tenth Avenue/F Street	22.3	C	20.5	C
21	Tenth Avenue/G Street	18.9	B	13.9	B
22	Eleventh Avenue/A Street	13.9	B	11.8	B
23	Eleventh Avenue/F Street	20.6	C	8.9	A
24	Eleventh Avenue/G Street	13.4	B	13.4	B

SOURCE: Chen Ryan Associates, Inc. (2017)
NOTE: **Bold/shaded** letter indicates unacceptable LOS.
[1]LOS = level of service; Δ = change in delay; Sig? = significant?
[2]Signal is turned off during event dismissal period and the intersection controlled manually by Harbor Police. Therefore, LOS and delay do not reflect field conditions.

Freeway Mainline

Table 5-8 shows the freeway segment analysis LOS results under Near-Term 2020 Plus Current Event Conditions. As shown, all study freeway segments operate at an acceptable LOS under Near-Term Year 2020 Plus Current Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on freeway segments in the study area during event arrival and dismissal periods under the same event conditions as an existing Bayside Summer Nights event.

Table 5-8
Near-Term 2020 Plus Current Event Conditions Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.	Peak Hour Volume	Near-Term Plus Current Event		Near-Term Non-Event		Δ V/C[5]	Sig?[6]
					V/C[3]	LOS[4]	V/C[3]	LOS[4]		
I-5	Grape St. to First Ave.	171,900	NB	3,300	0.35	B	0.35	B	0.00	No
			SB	7,200	0.77	D	0.77	D	0.00	No
	First Ave. to SR-163	233,600	NB	3,700	0.39	B	0.39	B	0.00	No
			SB	10,300	0.88	D	0.88	D	0.00	No
	SR-163 to B St.	238,600	NB	6,000	0.43	B	0.43	B	0.00	No
			SB	7,900	0.56	C	0.56	C	0.00	No
	B St. to SR-94	177,000	NB	3,100	0.33	B	0.32	B	0.00	No
			SB	6,800	0.72	D	0.72	D	0.00	No
	SR-94 to Imperial Ave.	192,900	NB	4,100	0.35	B	0.35	B	0.00	No
			SB	6,500	0.55	C	0.56	C	0.00	No
	Imperial Ave. to SR-75	209,600	NB	4,600	0.39	B	0.39	B	0.00	No
			SB	6,900	0.59	C	0.59	C	0.00	No
SR-163	South of Robinson Ave.	128,900	NB	3,900	0.83	D	0.83	D	0.00	No
			SB	3,300	0.70	C	0.72	D	0.00	No
SR-94	West of 25th St.	154,100	EB	5,100	0.54	C	0.55	C	0.00	No
			WB	4,100	0.44	B	0.44	B	0.00	No

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[2]SANDAG Series 13 Forecast Year 2020; ADT = average daily traffic
[3]V/C = volume-to-capacity ratio
[4]LOS = level of service
[5]Δ = change
[6]Sig? = Significant?

Near-Term Year 2020 Plus Design Event

Near-Term 2020 Plus Design Event Conditions represent the cumulative traffic conditions with traffic generated by combining the Near-Term Non-Event volumes with the Design Event Project Trip Assignment volumes described in Section 4.11, Transportation, Traffic, and Circulation. In other words, it represents the cumulative traffic conditions during a maximum-capacity (e.g., 10,000-attendee) event at the proposed Bayside Performance Park, which is a worst-case-scenario for cumulative traffic. Figure 5-6 and Figures 5-7a and 5-7b depict the ADT volumes and intersection turning movements under the Near-Term 2020 Plus Design Event Conditions, respectively.

Map Source: Chen Ryan

FIGURE 5-6
Average Daily Traffic Volumes -
Near-Term Year 2020 Design Event Conditions

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Map Source: Chen Ryan

FIGURE 5-7a

Intersection Turning Movements - Near-Term Year 2020

Plus Design Event Conditions (Intersections 1-19)

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Map Source: Chen Ryan

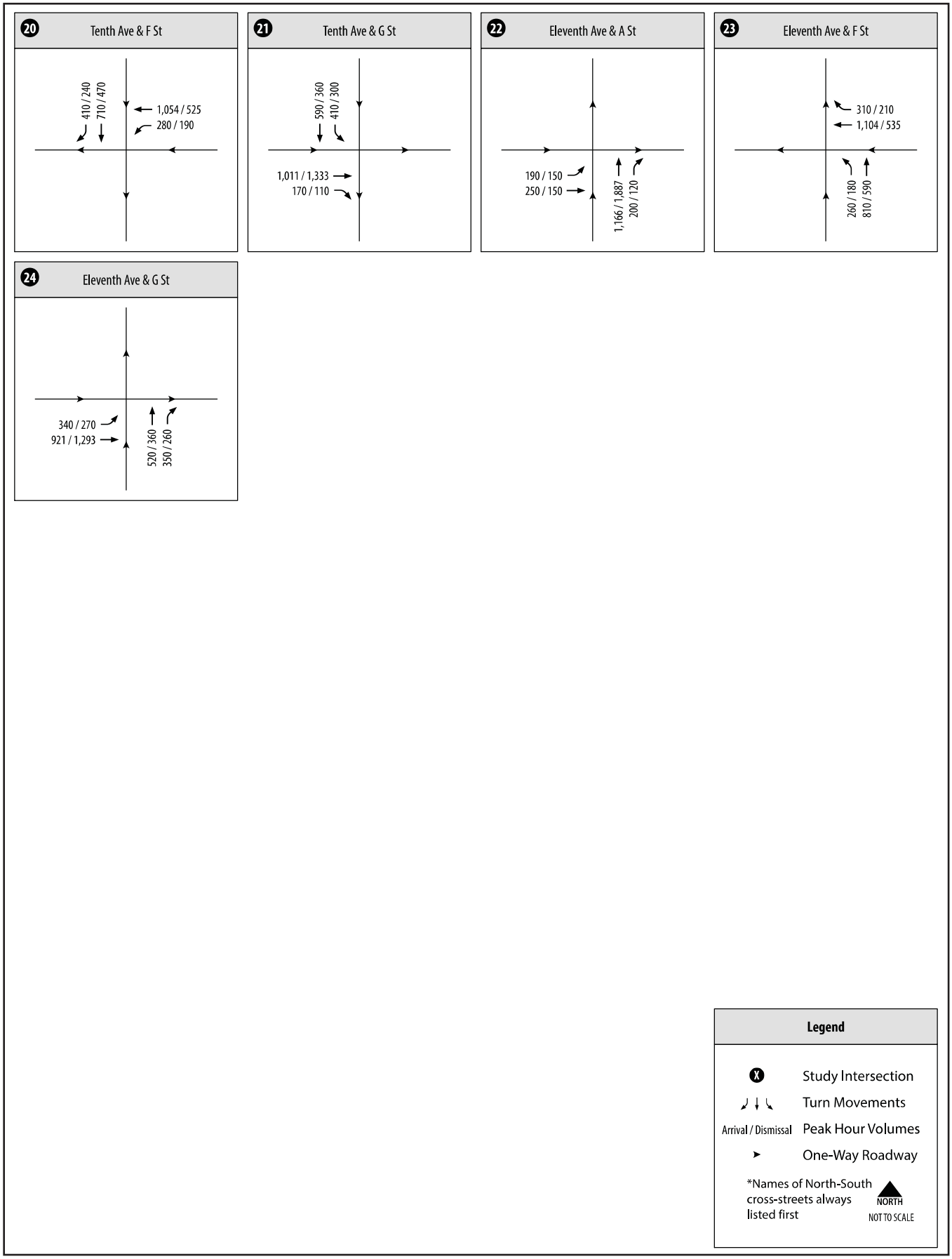

FIGURE 5-7b

Intersection Turning Movements - Near-Term Year 2020 Plus Design Event Conditions (Intersections 20-24)

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Roadway Segments

Table 5-9 lists results of the LOS analysis for key study roadway segments under Near-Term 2020 Plus Existing Event Conditions. A comparison of the Near-Term 2020 Plus Design event with both the Near-Term 2020 Plus Current Event and Near-Term 2020 Non-Event Conditions is provided. As shown, all study roadway segments are projected to operate at an acceptable LOS under Near-Term Year 2020 Plus Existing Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on roadway segments in the study area during the arrival and dismissal periods of a maximum-capacity/worst case scenario (e.g., 10,000-attendee) event at the Bayside Performance Park.

Intersections

Table 5-10 shows the Near-Term Year 2020 Plus Existing Event Conditions intersection LOS and average vehicle delay results for key study intersections. A comparison of the Near-Term 2020 Plus Design event with both the Near-Term 2020 Plus Current Event and Near-Term 2020 Non-Event Conditions is provided. Though all intersections are signalized, during event dismissal, the signals at intersections #12 (Convention Center Court/Harbor Drive) and #18 (Park Boulevard/Harbor Drive) are turned off so that Harbor Police officers may provide traffic control. Therefore, the LOS presented for these intersections may represent a worse case than actual during event dismissal.

As shown, the following five intersections would operate an unacceptable LOS during the event arrival and/or dismissal period:

- 12 – Convention Center Court/Harbor Drive – LOS F (Event Arrival & Dismissal)
- 14 – Fifth Avenue/Broadway – LOS F (Event Dismissal)
- 16 – Fifth Avenue/G Street – LOS F (Event Dismissal)
- 17 – Fifth Avenue/Harbor Drive – LOS F (Event Dismissal)
- 18 – Park Boulevard/Harbor Drive – LOS F (Event Dismissal)

All other study area intersections are projected to operate at an acceptable LOS under Near-Term Year 2020 Plus Existing Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would have cumulatively significant impacts on five intersections during the arrival and dismissal periods of a maximum-capacity/worst case scenario (e.g., 10,000-attendee) event at the Bayside Performance Park.

Freeway Mainline

Table 5-11 shows the freeway segment analysis LOS results under Near-Term 2020 Plus Existing Event Conditions. As shown, all study freeway segments operate at an acceptable LOS under Near-Term Year 2020 Plus Existing Event Conditions. Therefore, past, present, and reasonably foreseeable future projects in 2020 would not have cumulatively significant impacts on freeway segments in the study area during the arrival and dismissal periods of a maximum-capacity/worst case scenario (e.g., 10,000-attendee) event at the Bayside Performance Park.

Table 5-9 Near-Term Year 2020 Plus Existing Event Conditions Roadway Segment LOS																
				Near-Term Year 2020 Plus Design Event			Near-Term Year 2020 Plus Current Event					Near-Term Year 2020 Non-Event				
Roadway	Segment	Cross-Section[1]	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[2]	ADT[3]	V/C[4]	LOS[2]	Δ[5]	Sig? [6]	ADT[3]	V/C[4]	LOS[2]	Δ[5]	Sig?[6]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL	20,000	18,204	0.910	E	18,048	0.902	E	0.008	No	18,000	0.900	E	0.010	No
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	23,640	0.473	B	23,378	0.468	B	0.005	No	23,300	0.466	B	0.007	No
	Market Street to Front Street	5-lane w/raised median	45,000	25,240	0.561	C	24,978	0.555	C	0.006	No	24,900	0.553	C	0.008	No
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	21,052	0.526	C	20,008	0.500	B	0.026	No	19,700	0.493	B	0.034	No
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	23,734	0.593	C	21,776	0.544	C	0.049	No	21,300	0.533	C	0.061	No
	South of Park Boulevard	4-lane w/raised median	40,000	17,936	0.448	B	17,830	0.446	B	0.003	No	17,800	0.445	B	0.003	No
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,436	0.189	A	9,330	0.187	A	0.002	No	9,300	0.186	A	0.003	No

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center-lane turn left
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio
[5]Δ = change
[6]Sig? = Significant?

Table 5-10
Near-Term Year 2020 Plus Design Event Conditions – Peak Hour Intersection LOS

#	Intersection	Existing Plus Design Event				Existing Plus Current Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]	Existing Non-Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]
		Arrival		Dismissal		Arrival		Dismissal				Arrival		Dismissal			
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]			Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]		
1	Pacific Highway/ Harbor Drive	44.0	D	16.9	B	43.4	D	16.9	B	0.6/0.0	No	43.0	D	16.9	B	1.0/0.0	No
2	Harbor Drive/ Kettner Blvd	27.4	C	16.7	B	26.9	C	16.7	B	0.5/0.0	No	26.6	C	16.7	B	0.8/0.0	No
3	Market Street/ Harbor Drive	18.4	B	16.2	B	18.4	B	16.0	B	0.0/0.2	No	18.4	B	16.0	B	0.0/0.2	No
4	Front Street/ Beech Street	14.3	B	14.0	B	12.7	B	14.0	B	1.6/0.0	No	12.5	B	14.0	B	1.8/0.0	No
5	Front Street/ A Street	12.1	B	12.6	B	12.1	B	12.6	B	0.0/0.0	No	12.1	B	12.6	B	0.0/0.0	No
6	Front Street/ Broadway	16.2	B	24.2	C	16.2	B	24.2	C	0.0/0.0	No	16.2	B	24.2	C	0.0/0.0	No
7	Front Street/ Harbor Drive	14.6	B	7.0	A	9.4	A	6.4	A	5.2/0.6	No	8.5	A	6.4	A	6.1/0.6	No
8	First Avenue/ Beech Street	15.4	B	153.9	**F**	15.4	B	21.6	C	0.0/132.3	**Yes**	15.4	B	16.8	B	0.0/137.1	**Yes**
9	First Avenue/ A Street	17.5	B	13.0	B	17.5	B	11.3	B	0.0/1.7	No	17.5	B	11.3	B	0.0/1.7	No
10	First Avenue/ Broadway	35.5	D	20.8	C	33.8	C	16.8	B	1.7/4.0	No	33.1	C	15.9	B	2.4/4.9	No
11	First Avenue/ Harbor Drive	14.9	B	41.0	D	14.2	B	11.8	B	0.7/29.2	No	14.2	B	11.8	B	0.7/29.2	No
12	Convention Center Ct/ Harbor Drive[5]	110.4	**F**	254.1[5]	**F**[5]	5.8	A	7.6[5]	A[5]	104.6/ 246.5[5]	**Yes**	4.7	A	4.4[5]	A[5]	105.7/ 249.7[5]	**Yes**
13	Fifth Avenue/ Beech Street	14.5	B	13.2	B	14.5	B	13.1	B	0.0/0.1	No	14.5	B	13.1	B	0.0/0.1	No
14	Fifth Avenue/ Broadway	14.7	B	140.3	**F**	11.4	B	14.0	B	3.3/126.3	**Yes**	10.7	B	12.4	B	4.0/127.9	**Yes**
15	Fifth Avenue/ F Street	17.0	B	18.9	B	15.5	B	15.7	B	1.5/3.2	No	15.1	B	15.7	B	1.9/3.2	No
16	Fifth Avenue/ G Street	15.0	B	220.1	**F**	14.7	B	21.7	C	0.3/198.4	**Yes**	14.6	B	18.9	B	0.4/201.2	**Yes**
17	Fifth Avenue/ Harbor Drive	192.2	**F**	1049.4	**F**	24.5	C	80.5	**F**	167.7/968.9	**Yes**	12.4	B	18.0	B	179.8/1031.4	**Yes**

Table 5-10
Near-Term Year 2020 Plus Design Event Conditions – Peak Hour Intersection LOS

#	Intersection	Existing Plus Design Event				Existing Plus Current Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]	Existing Non-Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]
		Arrival		Dismissal		Arrival		Dismissal				Arrival		Dismissal			
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]			Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]		
18	Park Boulevard/ Harbor Drive[5]	58.9	E	240.1[5]	**F**	14.8	B	18.3[5]	B[5]	44.1/221.8[5]	**Yes**	14.2	B	11.4[5]	B[5]	44.7/228.7[5]	**Yes**
19	Tenth Avenue/ A Street	44.8	D	17.9	B	21.7	C	17.3	B	23.1/0.6	No	19.8	B	17.2	B	25.0/0.7	No
20	Tenth Avenue/ F Street	22.3	B	20.5	C	22.3	C	20.5	C	0.0/0.0	No	22.3	C	20.5	C	0.0/0.0	No
21	Tenth Avenue/ G Street	19.1	B	14.4	B	18.9	B	13.9	B	0.2/0.5	No	18.8	B	13.8	B	0.3/0.6	No
22	Eleventh Avenue/ A Street	14.0	B	16.5	B	13.9	B	11.8	B	0.1/4.7	No	13.9	B	10.6	B	0.1/5.9	No
23	Eleventh Avenue/ F Street	21.0	C	8.9	A	20.6	C	8.9	A	0.4/0.0	No	20.6	C	8.9	A	0.4/0.0	No
24	Eleventh Avenue/ G Street	13.4	B	13.4	B	13.4	B	13.4	B	0.0/0.0	No	13.4	B	13.4	B	0.0/0.0	No

SOURCE: Chen Ryan Associates, Inc. (2017).
NOTE: **Bold/shaded** letter indicates unacceptable LOS.
[1]Seconds
[2]LOS = level of service
[3]Δ = change
[4]Sig? = significant?
[5]Signal is turned off during event dismissal period and the intersection controlled manually by Harbor Police. Therefore, LOS and delay do not reflect field conditions.

Table 5-11
Near-Term Year 2020 Plus Design Event Conditions – Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.[3]	Peak Hour Volume	Existing Plus Design Event		Existing Plus Current Event		Δ V/C[6]	Sig?[7]	Existing Non-Event		Δ V/C[6]	Sig?[7]
					V/C[4]	LOS[5]	V/C[4]	LOS[5]			V/C[4]	LOS[5]		
I-5	Grape Street to First Avenue	173,400	NB	3,300	0.35	B	0.35	B	0.00	No	0.35	B	0.00	No
			SB	7,300	0.78	D	0.77	D	0.01	No	0.77	D	0.01	No
	First Avenue to SR-163	233,600	NB	3,700	0.39	B	0.39	B	0.00	No	0.39	B	0.00	No
			SB	10,300	0.88	D	0.88	D	0.00	No	0.88	D	0.00	No
	SR-163 to B Street	238,600	NB	6,000	0.43	B	0.43	B	0.00	No	0.43	B	0.00	No
			SB	7,900	0.56	C	0.56	C	0.00	No	0.56	C	0.00	No
	B Street to SR-94	177,000	NB	3,100	0.33	B	0.33	B	0.00	No	0.33	B	0.00	No
			SB	6,800	0.72	D	0.72	D	0.00	No	0.72	D	0.00	No
	SR-94 to Imperial Avenue	192,900	NB	4,100	0.35	B	0.35	B	0.00	No	0.35	B	0.00	No
			SB	6,500	0.55	C	0.55	C	0.00	No	0.55	C	0.00	No
	Imperial Avenue to SR-75	210,700	NB	4,700	0.40	B	0.39	B	0.01	No	0.39	B	0.01	No
			SB	7,000	0.60	C	0.59	C	0.01	No	0.59	C	0.01	No
SR-163	South of Robinson Avenue	130,000	NB	3,900	0.83	D	0.83	D	0.00	No	0.83	D	0.00	No
			SB	3,400	0.72	D	0.70	C	0.02	No	0.70	C	0.02	No
SR-94	West of 25th Street	154,900	EB	5,200	0.55	C	0.54	C	0.01	No	0.54	C	0.01	No
			WB	4,100	0.44	B	0.44	B	0.00	No	0.44	B	0.00	No

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]Traffic volumes obtained from Caltrans PeMS for Fridays during the month of September 2016 and averaged; ADT = average daily traffic
[2]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[3]Dir. = Direction; NB = northbound; SB = southbound
[4]V/C = volume-to-capacity ratio
[5]LOS = level of service
[6]Δ = change in delay
[7]Sig? = significant?

Future Year 2035

Roadway and intersection geometrics under Future Year 2035 Base Conditions were assumed to be identical to existing conditions, with the exception of the following modifications identified in the April 2016 Downtown San Diego Mobility Plan Technical Report:

- Connect the two segments of Park Boulevard that currently terminate at Harbor Drive and Tony Gwynn Drive, enabling northbound-southbound movements through the Park Boulevard/Harbor Drive intersection.
- Reduce Pacific Highway from a 6-lane roadway with raised median to a 4-lane roadway with a raised median.
- Add an auxiliary lane to SR-94 in each direction.

Figure 5-8 and Figures 5-9a and 5-9b display the Future Year 2035 roadway geometrics for Harbor Drive and Pacific Highway and intersection geometrics for key study area intersections, respectively.

Like the Near-Term Year 2020 analysis, this analysis provides an evaluation of cumulative conditions under three difference scenarios: Future Year 2035 Non-Event Conditions, (including traffic from existing Bayside Summer Nights performances/events), and Near-Term 2020 Plus Design Event Conditions (including projected traffic from proposed performances/events) were evaluated. Future Year 2035 volumes were developed using the modeling techniques employed for the Downtown San Diego Mobility Plan Technical Report, calibrated to the event arrival and departure peak periods.

Future Year 2035 Non-Event Conditions

Future Year 2035 Non-Event Conditions represent the cumulative traffic conditions on non-event days. Future Year 2035 Non-Event Conditions ADT volumes and peak hour intersection turning movements are displayed in Figure 5-10 and Figures 5-11a and 5.11b, respectively.

Map Source: Chen Ryan

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FIGURE 5-8

Future Year 2035 Roadway Geometrics

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Map Source: Chen Ryan

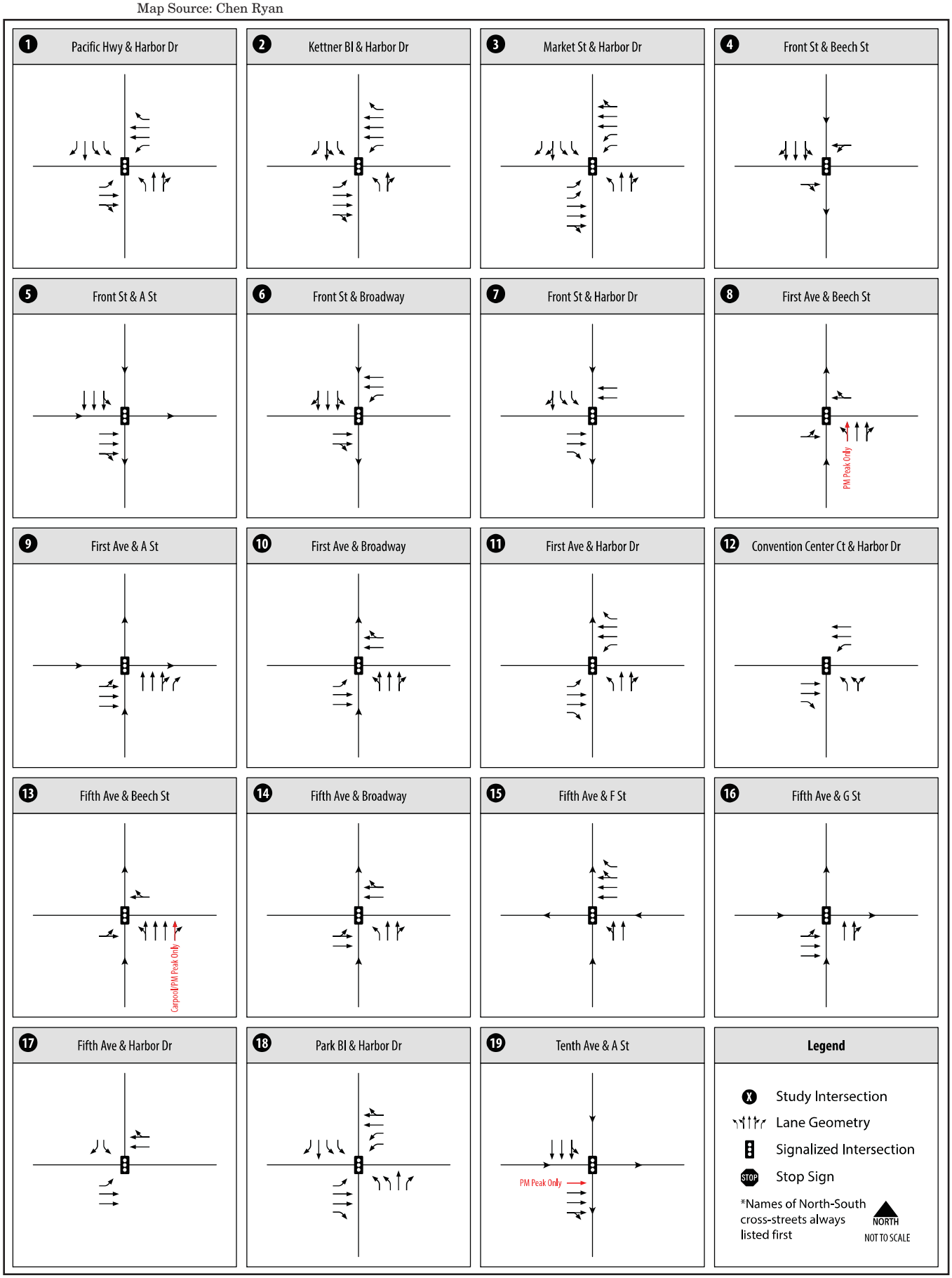

FIGURE 5-9a

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Future Year 2035 Intersection Geometrics (Intersections 1-19)

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Map Source: Chen Ryan

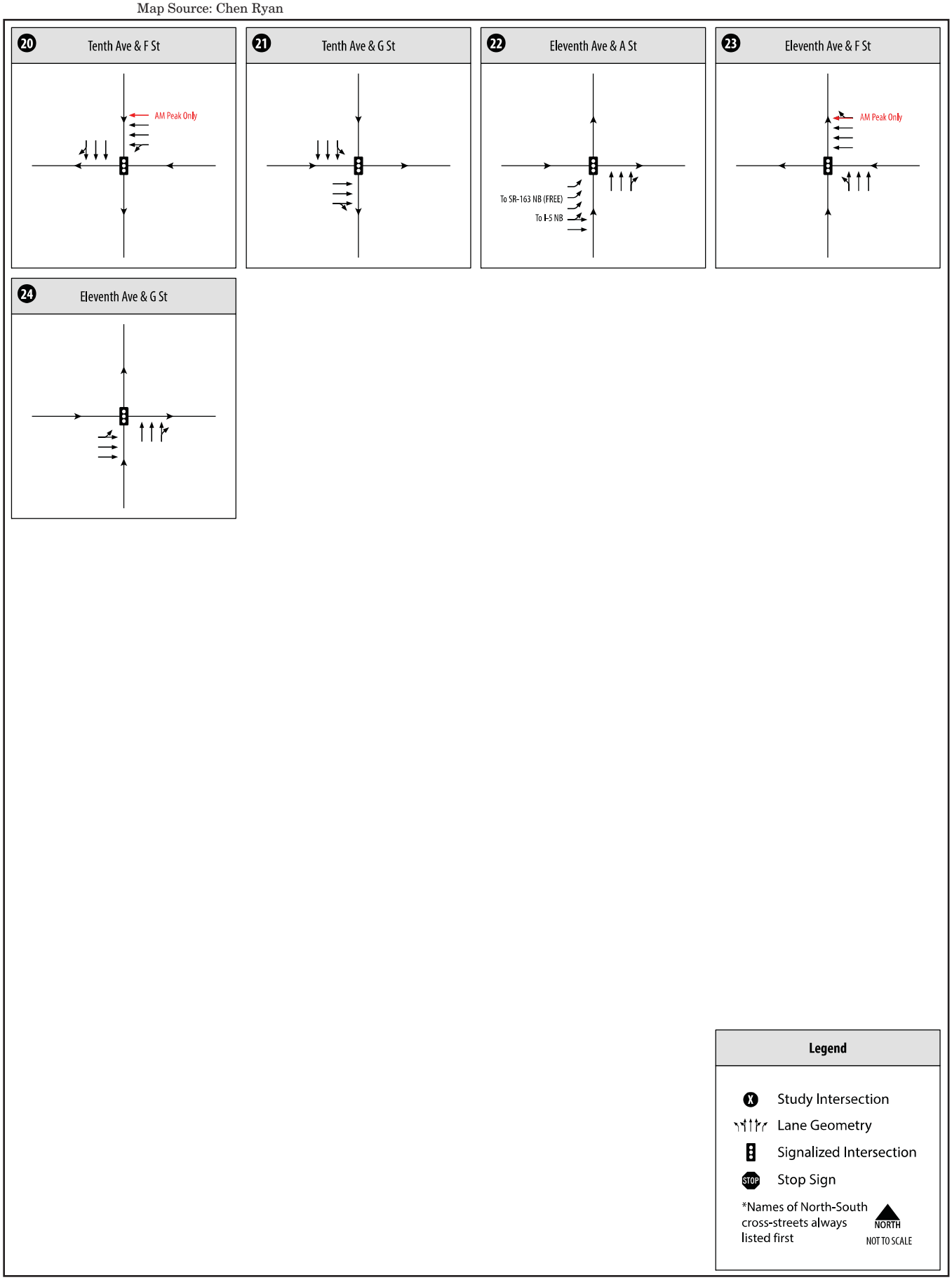

FIGURE 5-9b

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Future Year 2035 Intersection Geometrics (Intersections 20-24)

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Map Source: Chen Ryan

FIGURE 5-10

Average Daily Traffic Volumes - Future Year 2035 Non-Event Conditions

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Map Source: Chen Ryan

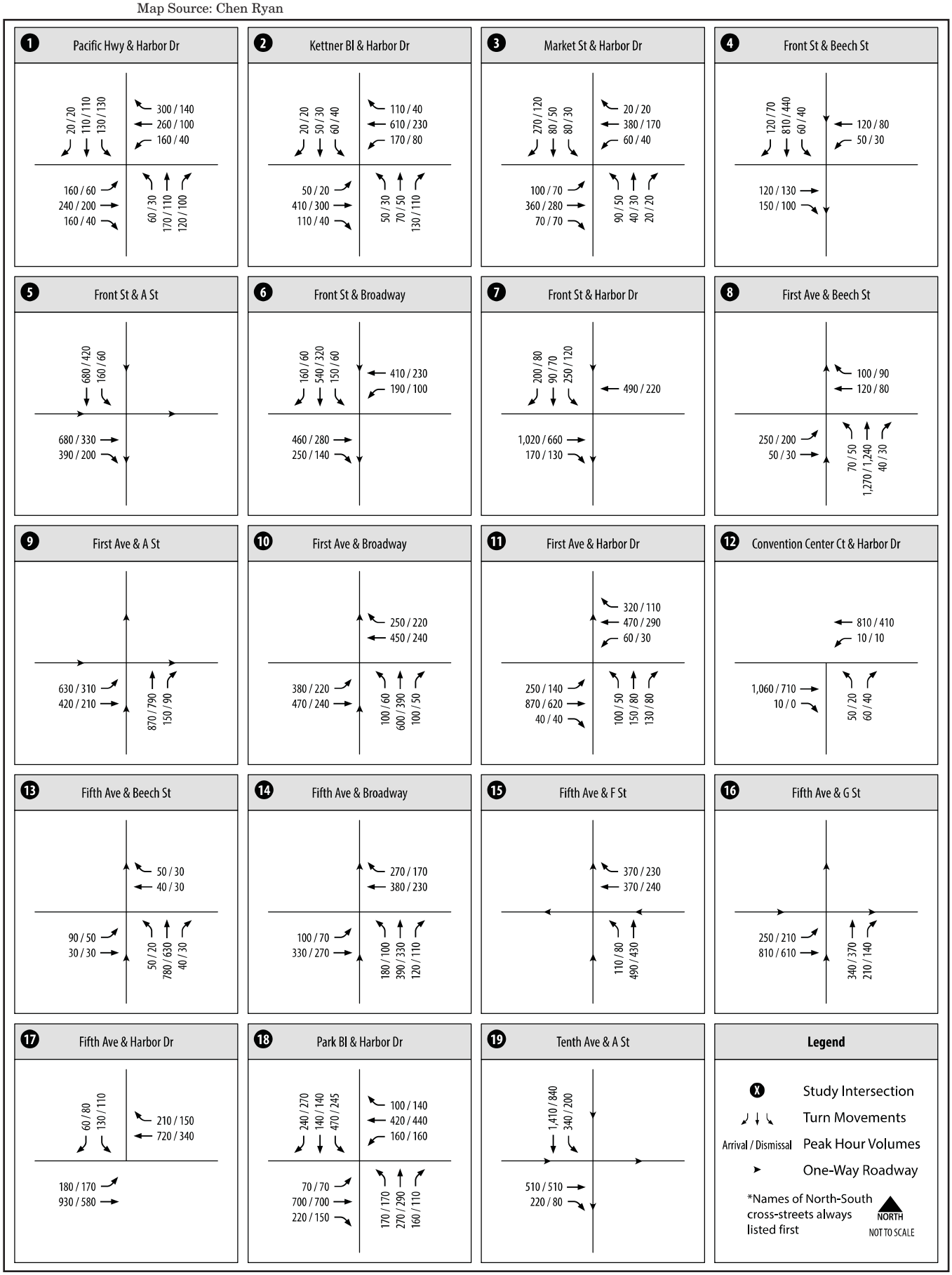

FIGURE 5-11a

Intersection Turning Movements - Future Year 2035 Non-Event Conditions (Intersections 1-19)

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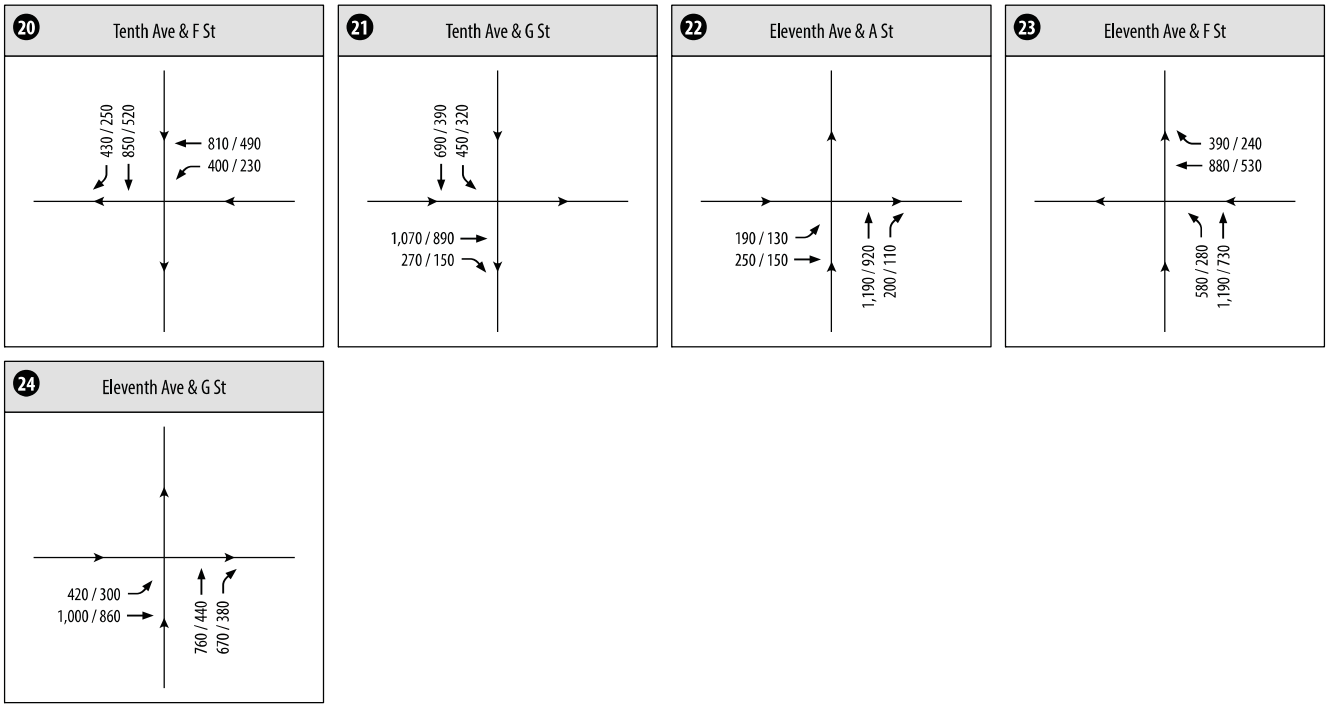
Map Source: Chen Ryan



Legend

X	Study Intersection
	Turn Movements
Arrival / Dismissal	Peak Hour Volumes
	One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

FIGURE 5-11b

Intersection Turning Movements - Future Year 2035 Non-Event Conditions (Intersections 20-24)

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Roadway Segments

Future Year 2035 Non-Event Conditions LOS analysis results for key study roadway segments are presented in Table 5-12. As shown, all study roadway segments are projected to operate at an acceptable LOS E or better under Future Year 2035 Non-Event Conditions. Therefore, a less than significant cumulative impact to roadway segments would occur under Future Year 2035 Non-Event Conditions.

Table 5-12
Future Year 2035 Non-Event Conditions Segment LOS

Roadway	Segment	Cross Section	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[2]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL[1]	20,000	18,000	0.900	E
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	18,500	0.370	A
	Market Street to Front Street	5-lane w/raised median	45,000	29,200	0.649	C
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	22,300	0.558	C
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	24,100	0.603	C
	South of Park Boulevard	4-lane w/raised median	40,000	20,200	0.505	B
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,700	0.194	A

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center lane turn lane
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio

Intersections

Future Year 2035 Non-Event Conditions intersection LOS and average vehicle delay results for key study intersections are presented in Table 5-13 for the Event Arrival and Event Dismissal peak periods. All intersections are signalized. As shown in Table 5-13, all study area intersections are projected to operate at an acceptable LOS under Future Year 2035. Therefore, a less than significant cumulative impact to intersections would occur under Future Year 2035 Non-Event Conditions.

Table 5-13
Future Year 2035 Non-Event Conditions Segment LOS

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS[1]	Average Delay (seconds)	LOS[1]
1	Pacific Highway/Harbor Drive	43.0	D	16.9	B
2	Kettner Boulevard/Harbor Drive	26.6	C	16.7	B
3	Market Street/Harbor Drive	18.4	B	16.0	B
4	Front Street/Beech Street	12.5	B	14.0	B
5	Front Street/A Street	12.1	B	12.6	B
6	Front Street/Broadway	16.2	B	24.2	C
7	Front Street/Harbor Drive	8.5	A	6.4	A
8	First Avenue/Beech Street	15.4	B	16.8	B
9	First Avenue/A Street	17.5	B	11.3	B
10	First Avenue/Broadway	33.1	C	15.9	B
11	First Avenue/Harbor Drive	14.2	B	11.8	B
12	Convention Center Court/Harbor Drive	4.7	A	4.4	A
13	Fifth Avenue/Beech Street	14.5	B	13.1	B
14	Fifth Avenue/Broadway	10.7	B	12.4	B
15	Fifth Avenue/F Street	15.1	B	15.7	B
16	Fifth Avenue/G Street	14.6	B	18.9	B
17	Fifth Avenue/Harbor Drive	12.4	B	18.0	B
18	Park Boulevard/Harbor Drive	14.2	B	11.4	B
19	Tenth Avenue/A Street	19.8	B	17.2	B
20	Tenth Avenue/F Street	22.3	C	20.5	C
21	Tenth Avenue/G Street	18.8	B	13.8	B
22	Eleventh Avenue/A Street	13.9	B	10.6	B
23	Eleventh Avenue/F Street	20.6	C	8.9	A
24	Eleventh Avenue/G Street	13.4	B	13.4	B

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]LOS = level of service

Freeway Mainline

Table 5-14 displays the results of the freeway segments LOS analysis under Future Year 2035 Non-Event Conditions. As shown, all study freeway segments operate at an acceptable LOS under Future Year 2035 Non-Event Conditions, with the exception of Southbound I-5 from First Avenue to SR-163, which would operate at an LOS E. Therefore, a significant cumulative impact to this freeway segment would occur under Future Year 2035.

Table 5-14
Future Year 2035 Non-Event Conditions Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.[3]	Lanes[4]	Capacity[5]	D[6]	K[7]	HVF[8]	Peak Hour Volume	V/C[9]	LOS[10]
I-5	Grape St. to First Ave.	181,800	NB	4M	9,400	41.0%	4.5%	2.2%	3,500	0.37	B
			SB	4M	9,400	59.0%	6.8%	3.9%	7,700	0.82	D
	First Ave. to SR-163	252,500	NB	4M	9,400	35.8%	4.2%	3.7%	4,000	0.43	B
			SB	5M	11,750	64.2%	6.5%	3.1%	11,200	0.95	**E**
	SR-163 to B St.	252,700	NB	6M	14,100	50.7%	4.7%	3.1%	6,400	0.45	B
			SB	6M	14,100	49.3%	6.3%	1.3%	8,300	0.59	C
	B St. to SR-94	193,300	NB	4M	9,400	38.5%	4.3%	2.2%	3,400	0.36	B
			SB	4M	9,400	61.5%	5.9%	2.9%	7,400	0.79	D
	SR-94 to Imperial Ave.	226,600	NB	5M	11,750	44.7%	4.5%	1.3%	4,800	0.41	B
			SB	5M	11,750	55.3%	5.8%	1.6%	7,600	0.65	C
	Imperial Ave. to SR-75	220,500	NB	5M	11,750	47.8%	4.4%	2.9%	4,900	0.42	B
			SB	5M	11,750	52.2%	6.0%	3.9%	7,300	0.62	C
SR-163	South of Robinson Ave.	128,600	NB	2M	4,700	52.5%	5.4%	13.0%	3,900	0.83	D
			SB	2M	4,700	47.5%	5.2%	1.3%	3,300	0.70	C
SR-94	West of 25th St.	158,500	EB	4M	9,400	53.1%	6.0%	0.8%	5,300	0.56	C
			WB	4M	9,400	46.9%	5.4%	1.8%	4,200	0.45	B

SOURCE: Chen Ryan Associates, Inc. (2017).
Bold/shaded letter indicates unacceptable LOS.
[1]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[2]SANDAG Series 13 Forecast Year 2020; ADT = average daily traffic
[3]Dir. = Direction; NB = northbound; SB = southbound
[4]M = mainline
[5]Capacity is calculated as 2,350 vehicles per main lane during the peak hour.
[6]D = Directional Split
[7]K = Peak hour %
[8]HVF = Heavy vehicle factor
[9]V/C = volume-to-capacity ratio
[10]LOS = level of service

Future Year 2035 Plus Current Event Conditions

This scenario provides an analysis of the Future Year 2035 traffic conditions on a day with traffic generated by a typical existing Bayside Summer Nights event. ADT volumes and intersection turning movements under Future Year 2035 Plus Current Event Conditions are displayed in Figure 5-12 and Figures 5-13a and 5-13b, respectively.

Map Source: Chen Ryan

FIGURE 5-12

Average Daily Traffic Volumes - Future Year 2035 Current Event Conditions

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Map Source: Chen Ryan

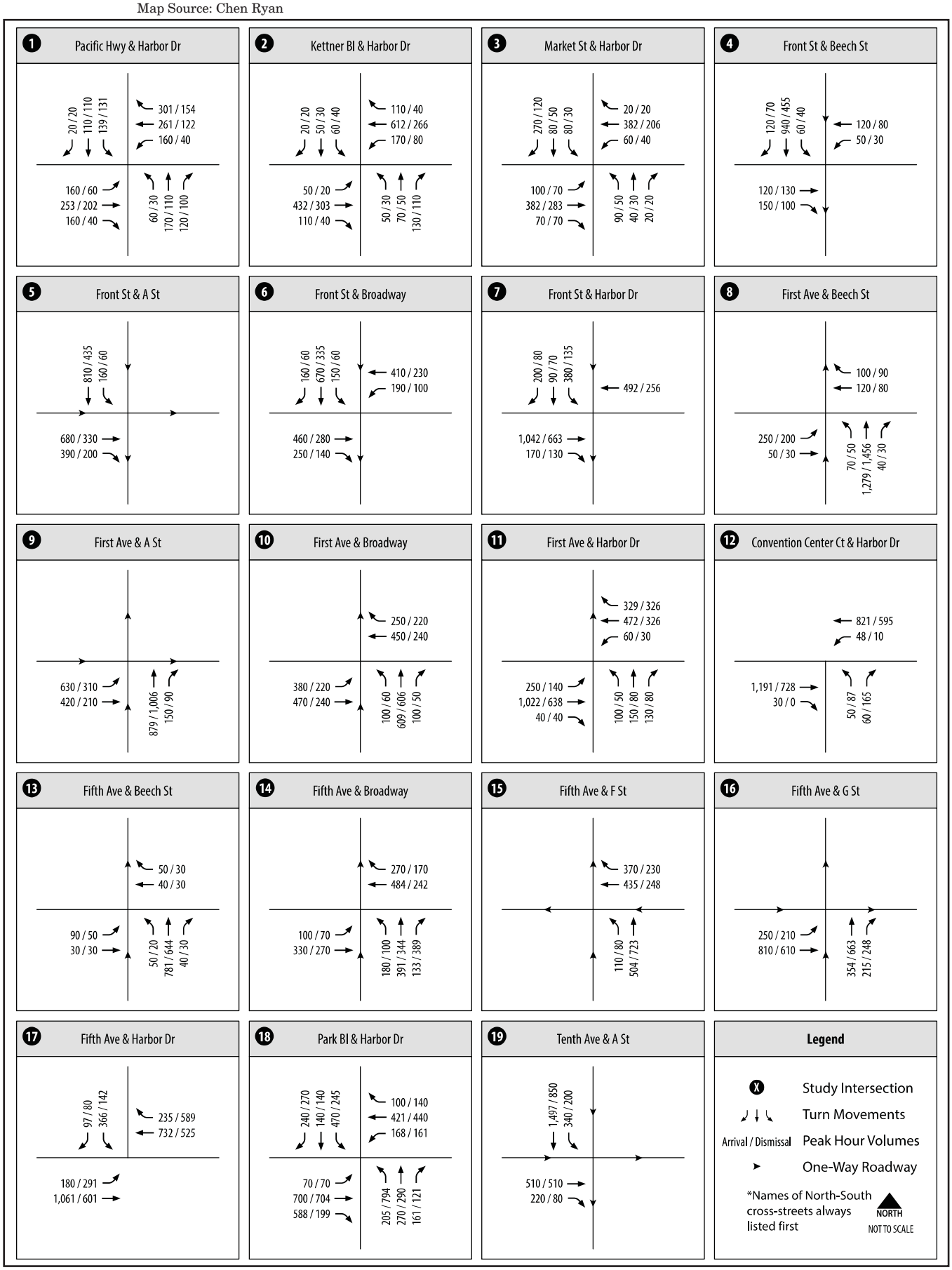

FIGURE 5-13a

Intersection Turning Movements - Future Year 2035 Plus Current Event Conditions (Intersections 1-19)

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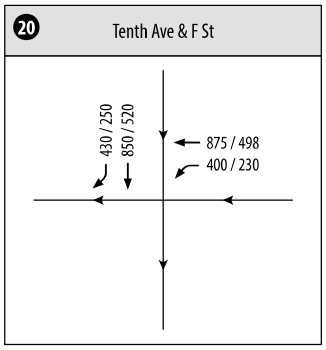
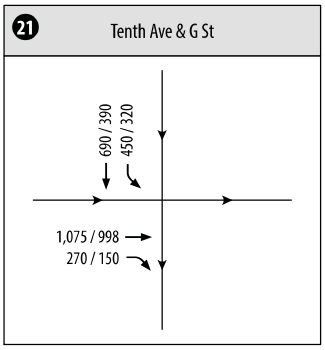
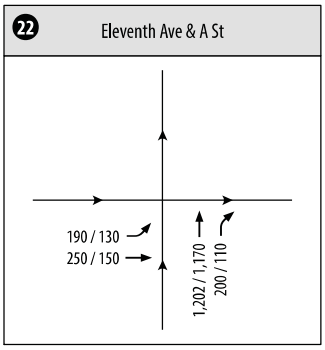
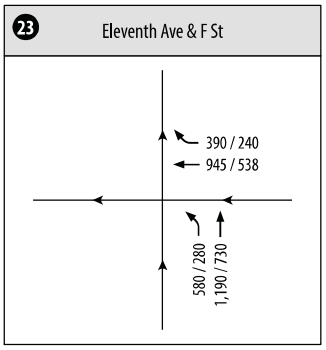
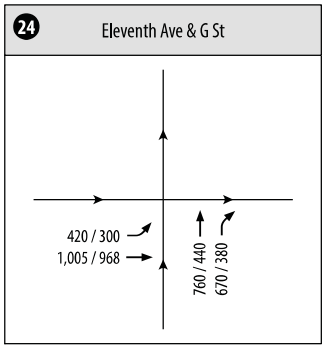
Map Source: Chen Ryan











Legend

X	Study Intersection
	Turn Movements
Arrival / Dismissal	Peak Hour Volumes
	One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

FIGURE 5-13b

Intersection Turning Movements - Future Year 2035 Plus Current Event Conditions (Intersections 20-24)

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Roadway Segments

Future Year 2035 Plus Current Event Condition LOS analysis results for key study roadway segments are presented in Table 5-15. As shown, all study roadway segments are projected to operate at an acceptable LOS under Future Year 2035 Plus Current Event Conditions. Therefore, under these conditions a less than significant cumulative impact to roadways would occur.

Table 5-15
Future Year 2035 Plus Current Event Conditions Segment LOS

Roadway	Segment	Cross Section	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[2]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL[1]	20,000	18,048	0.902	E
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	18,578	0.372	A
	Market Street to Front Street	5-lane w/raised median	45,000	29,278	0.651	C
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	22,608	0.565	C
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	24,576	0.614	C
	South of Park Boulevard	4-lane w/raised median	40,000	20,230	0.506	B
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,730	0.195	A

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center lane turn lane
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio

Intersections

Future Year 2035 Plus Current Event Conditions intersection LOS and average vehicle delay results for key study intersections are presented in Table 5-16 for event arrival and dismissal periods. All intersections are signalized. As shown in Table 5-16, one intersection—#17 Fifth Avenue/Harbor Drive—would operate as an unacceptable LOS during the event dismissal period. All other intersections in the study area would operate at an acceptable LOS. Therefore, a significant cumulative impact to one intersection would occur under the same event conditions as an existing Bayside Summer Nights event in future year 2035.

Table 5-16
Future Year 2035 Plus Current Event Conditions Peak Hour Intersection LOS

#	Intersection	Event Arrival		Event Dismissal	
		Average Delay (seconds)	LOS[1]	Average Delay (seconds)	LOS[1]
1	Pacific Highway/Harbor Drive	43.4	D	16.9	B
2	Kettner Boulevard/Harbor Drive	26.9	C	16.7	B
3	Market Street/Harbor Drive	18.4	B	16	B
4	Front Street/Beech Street	12.7	B	14	B
5	Front Street/A Street	12.1	B	12.6	B
6	Front Street/Broadway	16.2	B	24.2	C
7	Front Street/Harbor Drive	9.4	A	6.4	A
8	First Avenue/Beech Street	15.4	B	21.6	C
9	First Avenue/A Street	17.5	B	11.3	B
10	First Avenue/Broadway	33.8	C	16.8	B
11	First Avenue/Harbor Drive	14.2	B	11.8	B
12	Convention Center Court/Harbor Drive	5.8	A	7.6[2]	A[2]
13	Fifth Avenue/Beech Street	14.5	B	13.1	B
14	Fifth Avenue/Broadway	11.4	B	14	B
15	Fifth Avenue/F Street	15.5	B	15.7	B
16	Fifth Avenue/G Street	14.7	B	21.7	C
17	Fifth Avenue/Harbor Drive	24.5	C	80.5	**F**
18	Park Boulevard/Harbor Drive	14.8	B	18.3[2]	B[2]
19	Tenth Avenue/A Street	21.7	C	17.3	B
20	Tenth Avenue/F Street	22.3	C	20.5	C
21	Tenth Avenue/G Street	18.9	B	13.9	B
22	Eleventh Avenue/A Street	13.9	B	11.8	B
23	Eleventh Avenue/F Street	20.6	C	8.9	A
24	Eleventh Avenue/G Street	13.4	B	13.4	B

SOURCE: Chen Ryan Associates, Inc. (2017).
NOTE: **Bold/shaded** letter indicates unacceptable LOS.
[1]LOS = level of service
[3]Signal is turned off during event dismissal period and the intersection controlled manually by Harbor Police. Therefore, LOS and delay do not reflect field conditions.

Freeway Mainline

Table 5-17 shows the results of the freeway segment analysis under Future Year 2035 Plus Current Conditions. As shown, one freeway segment would operate at an unacceptable LOS under Future Year 2035 Plus Current Event Conditions. All other freeway segments would operate at an acceptable LOS. Therefore, a significant cumulative impact to one freeway segment would occur under the same event conditions as an existing Bayside Summer Nights event in future year 2035.

Table 5-17
Near-Term 2035 Plus Current Event Conditions Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.	Peak Hour Volume	Near-Term Plus Current Event		Near-Term Non-Event		Δ V/C[5]	Sig?[6]
					V/C[3]	LOS[4]	V/C[3]	LOS[4]		
I-5	Grape St. to First Ave.	171,900	NB	3,500	0.37	B	0.37	B	0.00	No
			SB	7,700	0.82	D	0.82	D	0.00	No
	First Ave. to SR-163	233,600	NB	4,000	0.43	B	0.43	B	0.00	No
			SB	11,200	0.95	**E**	0.95	**E**	0.00	No
	SR-163 to B St.	238,600	NB	6,400	0.45	B	0.45	B	0.00	No
			SB	8,300	0.59	C	0.59	C	0.00	No
	B St. to SR-94	177,000	NB	3,400	0.36	B	0.36	B	0.00	No
			SB	7,400	0.79	D	0.79	D	0.00	No
	SR-94 to Imperial Ave.	192,900	NB	4,800	0.41	B	0.41	B	0.00	No
			SB	7,600	0.65	C	0.65	C	0.00	No
	Imperial Ave. to SR-75	209,600	NB	4,900	0.42	B	0.42	B	0.00	No
			SB	7,300	0.62	C	0.62	C	0.00	No
SR-163	South of Robinson Ave.	128,900	NB	3,900	0.83	D	0.83	D	0.00	No
			SB	3,300	0.70	C	0.70	C	0.00	No
SR-94	West of 25th St.	154,100	EB	5,300	0.56	C	0.56	C	0.00	No
			WB	4,200	0.45	B	0.45	B	0.00	No

SOURCE: Chen Ryan Associates, Inc. (2017).
Bold/shaded letter indicates unacceptable LOS.
[1]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[2]SANDAG Series 13 Forecast Year 2020; ADT = average daily traffic
[3]V/C = volume-to-capacity ratio
[4]LOS = level of service
[5]Δ = change
[6]Sig? = Significant?

Future Year 2035 Plus Design Event

The Future Year 2035 Plus Design Event represent the cumulative traffic conditions with traffic generated by combining the Future Year 2035 Non-Event volumes with the Design Event Project Trip Assignment volumes described in Section 4.11, Transportation, Traffic, and Circulation. In other words, it represents the cumulative traffic conditions during a maximum-capacity (e.g., 10,000-attendee) event at the proposed Bayside Performance Park in the year 2035, which is a worst-case-scenario for future cumulative traffic. Figure 5-14 and Figures 5-15a and 5-15b depict the ADT volumes and intersection turning movements under the Future Year 2035 Plus Design Event Conditions, respectively.

Map Source: Chen Ryan

FIGURE 5-14

Average Daily Traffic Volumes - Future Year 2035 Design Event Conditions

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Map Source: Chen Ryan

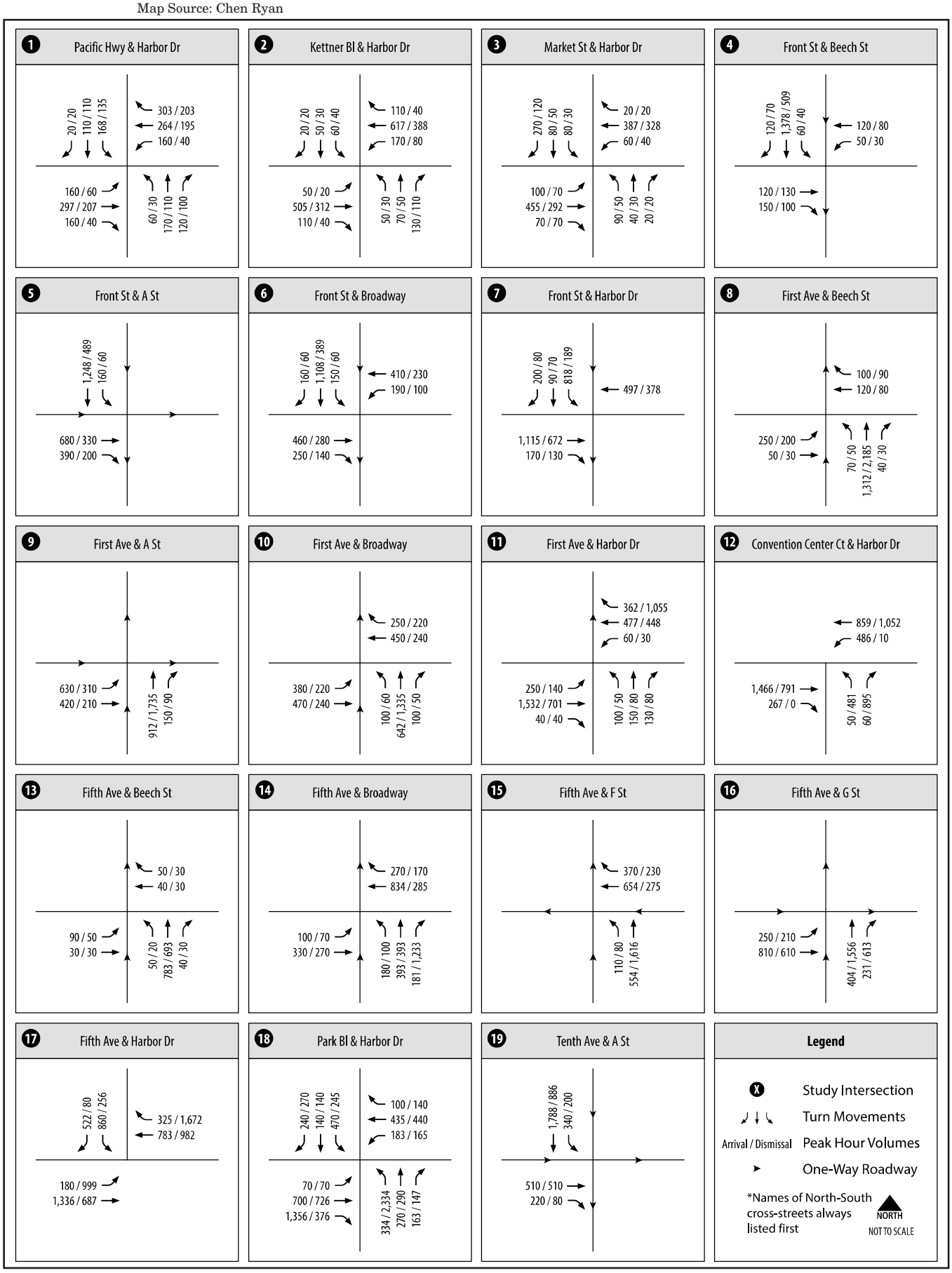

FIGURE 5-15a

Intersection Turning Movements - Future Year 2035 Plus Design Event Conditions (Intersections 1-19)

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Map Source: Chen Ryan

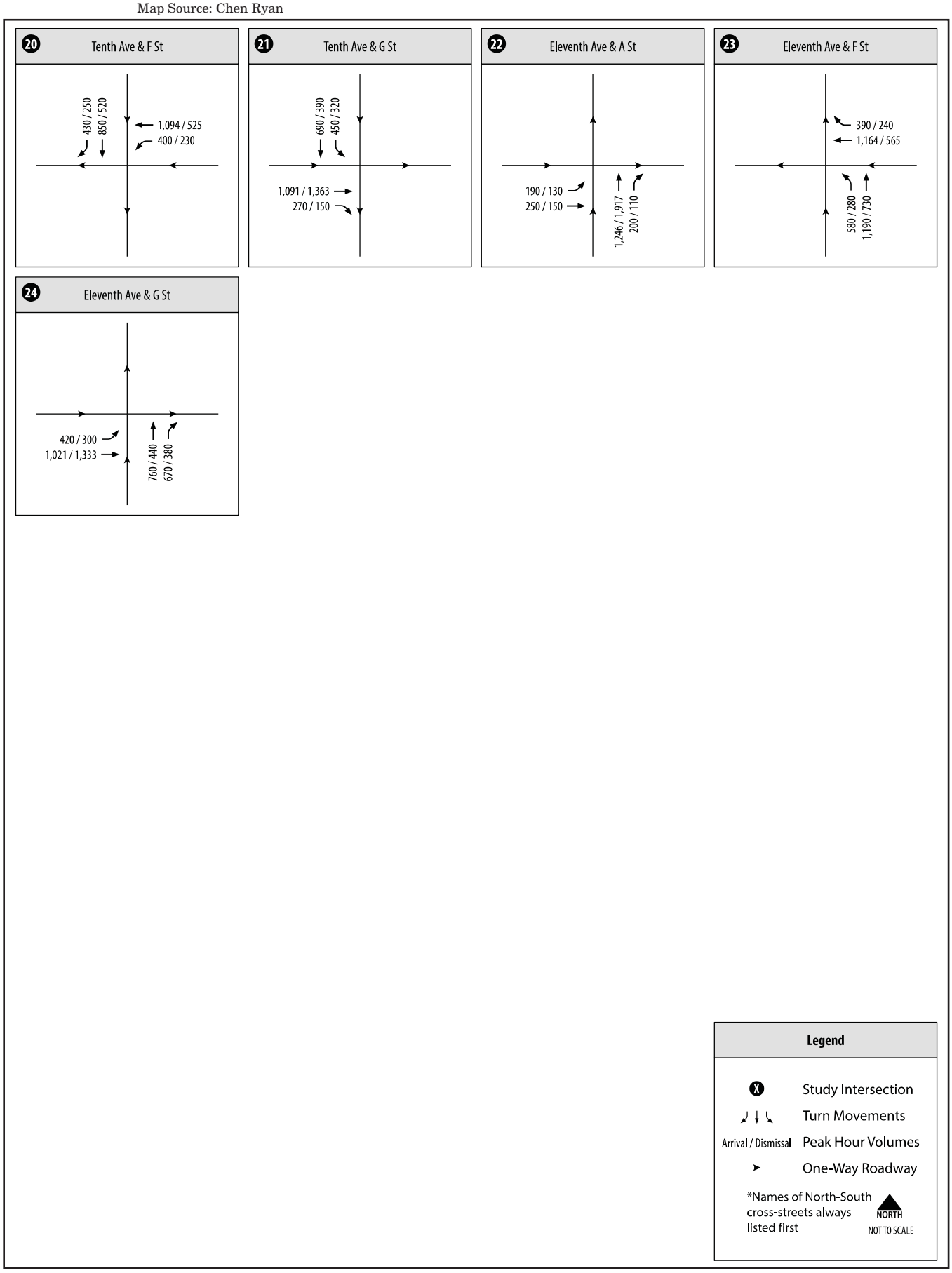

FIGURE 5-15b

Intersection Turning Movements - Future Year 2035 Plus Design Event Conditions (Intersections 20-24)

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Roadway Segments

Table 5-18 presents the results of the LOS analysis for key study roadway segments under the Future Year 2035 Plus Design Event Conditions, and compares these conditions with Future Year 2035 Plus Current Event Conditions and Future Year 2035 Non-Event Conditions. As shown, all study roadway segments are projected to operate at an acceptable LOS under Future Year 2035 Plus Design Event Conditions. Therefore, no significant cumulative impact to roadway segments would occur under these conditions.

Intersections

The results of intersection LOS and average delay for key study intersections under Future Year 2035 Plus Design Event Conditions are shown in Table 5-19 for even arrival and dismissal periods. The table displays a comparison of Future Year 2035 Plus Design Event with Future Year 2035 Plus Current Event and Future Year 2035 Non-Event Conditions. All intersections are currently signalized, with the exception of the intersections (e.g., #12 Convention Center Court/Harbor Drive and #18 Park Boulevard/Harbor Drive) that are turned off and controlled by Harbor Police officers during event dismissal periods. As shown in Table 5-19, 6 study intersections would operate at a failing LOS during event arrival or dismissal, including:

- 8. First Avenue/Beech Street – LOS F (Event Dismissal)
- 12. Convention Center Court/Harbor Drive – LOS F (Event Arrival & Dismissal)
- 14. Fifth Avenue/Broadway – LOS F (Event Dismissal)
- 16. Fifth Avenue/G Street – LOS F (Event Dismissal)
- 17. Fifth Avenue/Harbor Drive – LOS F (Event Arrival & Dismissal)
- 18. Park Boulevard/Harbor Drive – LOS F (Event Dismissal)

All other study intersections are projected to operate at an acceptable LOS under the Long-Term Plus Design Event Conditions. Therefore, significant cumulative impacts would occur at six intersections during the worst-case scenario event conditions in future year 2035.

Freeway Mainline

Table 5-20 shows the LOS results of the freeway segments analysis under Future Year 2035 Plus Design Event Conditions. As shown, one study freeway segment—Southbound I-5 from First Avenue to SR-163—would operate at a failing LOS during these conditions. All other freeway segments would operate at an acceptable LOS. Therefore, significant cumulative impacts would occur to one freeway segment during Future Year 2035 Plus Design Event Conditions.

Table 5-18 Future Year 2035 Plus Design Event Conditions Roadway Segment LOS																
				Future Year 2035 Plus Design Event			Future Year 2035 Plus Current Event					Future Year 2035 Non-Event				
Roadway	Segment	Cross-Section[1]	Threshold (LOS E)[2]	ADT[3]	V/C[4]	LOS[2]	ADT[3]	V/C[4]	LOS[2]	Δ[5]	Sig? [6]	ADT[3]	V/C[4]	LOS[2]	Δ[5]	Sig?[6]
Harbor Drive	Broadway to Pacific Highway	2-lane w/CLTL	20,000	18,202	0.910	E	18,048	0.902	E	0.008	No	18,000	0.900	E	0.010	No
	Pacific Highway to Kettner Boulevard	6-lane w/raised median	50,000	18,838	0.377	A	18,578	0.372	A	0.005	No	18,500	0.370	A	0.007	No
	Market Street to Front Street	5-lane w/raised median	45,000	29,538	0.656	C	29,278	0.651	C	0.006	No	29,200	0.649	C	0.008	No
	First Avenue to Convention Center Court	4-lane w/raised median	40,000	23,652	0.591	C	22,608	0.565	C	0.026	No	22,300	0.558	C	0.034	No
	Fifth Avenue to Park Boulevard	4-lane w/raised median	40,000	26,536	0.663	C	24,576	0.614	C	0.049	No	24,100	0.603	C	0.061	No
	South of Park Boulevard	4-lane w/raised median	40,000	20,336	0.508	B	20,230	0.506	B	0.003	No	20,200	0.505	B	0.003	No
Pacific Highway	West G Street to Harbor Drive	6-lane w/raised median	50,000	9,836	0.246	A	9,730	0.195	A	0.003	No	9,700	0.194	A	0.003	No

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]CLTL = center-lane turn left
[2]LOS = level of service
[3]ADT = average daily traffic
[4]V/C = volume-to-capacity ratio
[5]Δ = change
[6]Sig? = Significant?

Table 5-19 Future Year 2035 Plus Design Event Conditions – Peak Hour Intersection LOS																	
		Future Year 2035 Plus Design Event				Future Year 2035 Plus Current Event						Future Year 2035 Non-Event					
		Arrival		Dismissal		Arrival		Dismissal		Δ in Delay Arrival/ Dismissal[3]	Sig?[4]	Arrival		Dismissal		Δ in Delay Arrival/ Dismissal[3]	Sig?[4]
#	Intersection	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]			Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]		
1	Pacific Highway/ Harbor Drive	44.0	D	16.9	B	43.4	D	16.9	B	0.6/0.0	No	43.0	D	16.9	B	1.0/0.0	No
2	Harbor Drive/ Kettner Blvd	27.4	C	16.7	B	26.9	C	16.7	B	0.5/0.0	No	26.6	C	16.7	B	0.8/0.0	No
3	Market Street/ Harbor Drive	18.4	B	16.2	B	18.4	B	16	B	0.0/0.2	No	18.4	B	16.0	B	0.0/0.2	No
4	Front Street/ Beech Street	14.3	B	14.0	B	12.7	B	14	B	1.6/0.0	No	12.5	B	14.0	B	1.8/0.0	No
5	Front Street/ A Street	12.1	B	12.6	B	12.1	B	12.6	B	0.0/0.0	No	12.1	B	12.6	B	0.0/0.0	No
6	Front Street/ Broadway	16.2	B	24.2	C	16.2	B	24.2	C	0.0/0.0	No	16.2	B	24.2	C	0.0/0.0	No
7	Front Street/ Harbor Drive	14.6	B	7.0	A	9.4	A	6.4	A	5.2/0.6	No	8.5	A	6.4	A	6.1/0.6	No
8	First Avenue/ Beech Street	15.4	B	153.9	**F**	15.4	B	21.6	C	0.0/132.3	**Yes**	15.4	B	16.8	B	0.0/137.1	**Yes**
9	First Avenue/ A Street	17.5	B	13.0	B	17.5	B	11.3	B	0.0/1.7	No	17.5	B	11.3	B	0.0/1.7	No
10	First Avenue/ Broadway	35.5	D	20.8	C	33.8	C	16.8	B	1.7/4.0	No	33.1	C	15.9	B	2.4/4.9	No
11	First Avenue/ Harbor Drive	14.9	B	41.0	D	14.2	B	11.8	B	0.7/29.2	No	14.2	B	11.8	B	0.7/29.2	No
12	Convention Center Ct/ Harbor Drive[5]	110.4	**F**	254.1[1]	**F**[1]	5.8	A	7.6[1]	A[1]	104.6/246.5[1]	**Yes**	4.7	A	4.4[1]	A[1]	105.7/249.7[1]	**Yes**
13	Fifth Avenue/ Beech Street	14.5	B	13.2	B	14.5	B	13.1	B	0.0/0.1	No	14.5	B	13.1	B	0.0/0.1	No
14	Fifth Avenue/ Broadway	14.7	B	140.3	**F**	11.4	B	14	B	3.3/126.3	**Yes**	10.7	B	12.4	B	4.0/127.9	**Yes**
15	Fifth Avenue/ F Street	17.0	B	18.9	B	15.5	B	15.7	B	1.5/3.2	No	15.1	B	15.7	B	1.9/3.2	No
16	Fifth Avenue/ G Street	15.0	B	220.1	**F**	14.7	B	21.7	C	0.3/198.4	**Yes**	14.6	B	18.9	B	0.4/201.2	**Yes**
17	Fifth Avenue/ Harbor Drive	192.2	**F**	1049.4	**F**	24.5	C	80.5	**F**	167.7/968.9	**Yes**	12.4	B	18.0	B	179.8/1031.4	**Yes**

Table 5-19
Future Year 2035 Plus Design Event Conditions – Peak Hour Intersection LOS

#	Intersection	Future Year 2035 Plus Design Event				Future Year 2035 Plus Current Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]	Future Year 2035 Non-Event				Δ in Delay Arrival/ Dismissal[3]	Sig?[4]
		Arrival		Dismissal		Arrival		Dismissal				Arrival		Dismissal			
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]			Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]		
18	Park Boulevard/ Harbor Drive[5]	58.9	E	240.1[1]	**F[1]**	14.8	B	18.3[1]	B[1]	44.1/221.8[1]	**Yes**	14.2	B	11.4[1]	B[1]	44.7/228.7[1]	**Yes**
19	Tenth Avenue/ A Street	44.8	D	17.9	B	21.7	C	17.3	B	23.1/0.6	No	19.8	B	17.2	B	25.0/0.7	No
20	Tenth Avenue/ F Street	22.3	B	20.5	C	22.3	C	20.5	C	0.0/0.0	No	22.3	C	20.5	C	0.0/0.0	No
21	Tenth Avenue/ G Street	19.1	B	14.4	B	18.9	B	13.9	B	0.2/0.5	No	18.8	B	13.8	B	0.3/0.6	No
22	Eleventh Avenue/ A Street	14.0	B	16.5	B	13.9	B	11.8	B	0.1/4.7	No	13.9	B	10.6	B	0.1/5.9	No
23	Eleventh Avenue/ F Street	21.0	C	8.9	A	20.6	C	8.9	A	0.4/0.0	No	20.6	C	8.9	A	0.4/0.0	No
24	Eleventh Avenue/ G Street	13.4	B	13.4	B	13.4	B	13.4	B	0.0/0.0	No	13.4	B	13.4	B	0.0/0.0	No

SOURCE: Chen Ryan Associates, Inc. (2017).
NOTE: **Bold/shaded** letter indicates unacceptable LOS.
[1]Seconds
[2]LOS = level of service
[3]Δ = change
[4]Sig? = significant?
[5]Signal is turned off during event dismissal period and the intersection controlled manually by Harbor Police. Therefore, LOS and delay do not reflect field conditions.

Table 5-20
Future Year 2035 Plus Design Event Conditions – Freeway Segment LOS

Freeway[1]	Segment	ADT[2]	Dir.[3]	Peak Hour Volume	Future Year 2035 Plus Design Event		Future Year 2035 Plus Current Event		Δ V/C[6]	Sig?[7]	Future Year 2035 Non-Event		Δ V/C[6]	Sig?[7]
					V/C[4]	LOS[5]	V/C[4]	LOS[5]			V/C[4]	LOS[5]		
I-5	Grape Street to First Avenue	173,400	NB	3,500	0.37	B	0.37	B	0.00	No	0.37	B	0.00	No
			SB	7,700	0.82	D	0.82	D	0.00	No	0.82	D	0.00	No
	First Avenue to SR-163	233,600	NB	4,000	0.43	B	0.43	B	0.00	No	0.43	B	0.00	No
			SB	11,200	0.95	**E**	0.95	**E**	0.00	No	0.95	**E**	0.00	No
	SR-163 to B Street	238,600	NB	6,400	0.45	B	0.45	B	0.00	No	0.46	B	0.00	No
			SB	8,300	0.59	C	0.59	C	0.00	No	0.59	C	0.00	No
	B Street to SR-94	177,000	NB	3,400	0.36	B	0.36	B	0.00	No	0.36	B	0.00	No
			SB	7,400	0.79	D	0.79	D	0.00	No	0.78	D	0.00	No
	SR-94 to Imperial Avenue	192,900	NB	4,800	0.41	B	0.41	B	0.00	No	0.40	B	0.00	No
			SB	7,600	0.65	C	0.65	C	0.00	No	0.65	C	0.00	No
	Imperial Avenue to SR-75	210,700	NB	4,900	0.42	B	0.42	B	0.00	No	0.41	B	0.00	No
			SB	7,400	0.63	C	0.62	C	0.01	No	0.62	C	0.01	No
SR-163	South of Robinson Avenue	130,000	NB	3,900	0.83	D	0.83	D	0.00	No	0.83	D	0.00	No
			SB	3,400	0.72	D	0.70	C	0.02	No	0.72	D	0.02	No
SR-94	West of 25th Street	154,900	EB	5,300	0.56	C	0.56	C	0.00	No	0.56	C	0.00	No
			WB	4,200	0.45	B	0.45	B	0.00	No	0.45	B	0.00	No

SOURCE: Chen Ryan Associates, Inc. (2017).
[1]Traffic volumes obtained from Caltrans PeMS for Fridays during the month of September 2016 and averaged; ADT = average daily traffic
[2]I-5 = Interstate 5; SR-163 = State Route 163; SR-94 = State Route 94
[3]Dir. = Direction; NB = northbound; SB = southbound
[4]V/C = volume-to-capacity ratio
[5]LOS = level of service
[6]Δ = change in delay
[7]Sig? = significant?

Alternative Transportation

All past, present, and future projects (as applicable) have and will continue to be subject to local planning documents pertaining to public transit, pedestrian, and bicycle facilities, including:

- The City of San Diego Bicycle Master Plan
- The City of San Diego Pedestrian Master Plan
- Downtown San Diego Mobility Plan
- San Diego Forward: The Regional Plan
- Riding to 2050 The San Diego Regional Bike Plan

None of the projects included in Table 5-2 include physical changes to the transportation or circulation network that would affect public transit or pedestrian and bicycle mobility. Therefore, cumulative impacts to alternative transportation plan consistency are less than significant.

5.3.11.3 Project Contribution

Near-Term Year 2020 and Future Year 2035

Based on the significance criteria presented in Section 4.11, Transportation, Traffic, and Circulation, the addition of project traffic under a maximum capacity event to both Near-Term Year 2020 Non-Event Conditions and Near-Term 2020 Plus Current Event Conditions would cause significant impacts to the following intersections:

- 8. First Avenue/Beech Street – LOS F (Event Dismissal)
- 12. Convention Center Court/Harbor Drive – LOS F (Event Arrival & Dismissal)
- 14. Fifth Avenue/Broadway – LOS F (Event Dismissal)
- 16. Fifth Avenue/G Street – LOS F (Event Dismissal)
- 17. Fifth Avenue/Harbor Drive – LOS F (Event Arrival & Dismissal)
- 18. Park Boulevard/Harbor Drive – LOS F (Event Dismissal)

The same intersections would have significant impacts with the addition of project traffic under a maximum capacity event to both Future Year 2035 Non-Event Conditions and Future Year 2035 Current Event Conditions.

As previously discussed, the signals at intersections #12 and #18 would be turned off during event dismissals for traffic control, and conditions on the ground may be better than presented in this analysis. However, because conditions during traffic control cannot be incorporated into this analysis these two intersections are considered to have significant impacts. Additionally, though the majority of events held at the Bayside Performance Park would have less than 5,000 attendees and events with attendances between 8,000 and 10,000 would be limited to six annually, this analysis assumes that all events would be 10,000-attendee events. Other events would also be held at EMPS through a Special Event Permit with the District, though these events do not allow attendances over 5,000 people. Large events held through the Special Event Permit process would not occur at the same

time as project-related events to avoid additional traffic impacts, and therefore cumulative impacts would not result.

All significant impacts associated with project events will be temporary in nature and would only occur on the day of event. Additionally, the identified impacts are not during the typical peak periods, but rather during the Event Arrival (6:00 p.m. – 8:00 p.m.) and Event Dismissal (9:00 p.m. – 11:00 p.m.) periods. Therefore, no permanent mitigation measures are recommended. The project-level mitigation described in Section 4.11, Transportation, Circulation, and Parking, would serve reduce temporary impacts through an annual Traffic Management Plans, which would describe traffic control strategies that would be implemented at the intersections of Convention Center Court/Harbor Drive, Fifth Avenue/Broadway, Fifth Avenue/G Street, Fifth Avenue/Harbor Drive, and Park Boulevard/Harbor Drive intersections. Because the project-level mitigation measure MM TRA-1 does not address traffic impacts at Intersection #8, First Avenue/Beech Street, which would be significantly impacted during event dismissal, the project's incremental contribution to cumulative intersection impacts under both Near-Term 2020 and Future Year 2035 Conditions would be cumulatively considerable. Therefore, the project would result in a significant cumulative impact. MM CUM-1 is proposed to extend the traffic control requirements per MM TRA-1 to this intersection. With implementation of MM CUM-1, impacts associated with cumulative traffic conditions would be reduced. However, impacts would remain significant because the ability of the TMP to avoid significant impacts at all intersections cannot be determined with certainty.

Though significant cumulative impacts to one freeway segment was identified, the project would not add 50 or more peak hour trips on any single freeway mainline segment, which is the City of San Diego's standard. Therefore, the project's incremental contribution to cumulative freeway segment impacts under both Near-Term 2020 and Future Year 2035 conditions is less than cumulatively considerable.

5.3.11.4 Level of Significance Prior to Mitigation

The project would contribute to significant cumulative impacts at several intersections and potentially significant impacts would result.

5.3.11.5 Mitigation Measures

MM CUM-1 Traffic Management Plan Addition

The Traffic Management Plan (TMP) required of the project by MM TRA-1 will also include traffic control and traffic officer requirements at the intersection of First Avenue/Beech Street. As specified in MM TRA-1, the TMP, including traffic control requirements therein, shall be implemented during all events held at the Bayside Performance Park.

5.3.11.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative transportation and circulation impacts would be cumulatively considerable. Though MM TRA-1 and MM CUM-1 would reduce the project's contribution to cumulative impacts, the ability of the TMP to avoid significant impacts at all intersections and reduce impacts to less than significant levels cannot be determined with certainty. Therefore, impacts would remain significant and unavoidable.

5.3.12 Parking

Cumulative impacts on parking could result when past, present, and reasonably foreseeable future projects combine to result in insufficient parking supply. A significant impact on parking would occur if the project, in conjunction with other cumulative projects, would contribute to a parking demand that would not be met by parking available or planned supply.

5.3.12.1 Geographic Scope

Parking is a localized issue, meaning visitors of EMPS and other South Embarcadero areas are not anticipated to park within the North Embarcadero or further surrounding downtown San Diego areas. Therefore, the geographic scope for cumulative impacts to parking is limited to the South Embarcadero area. Projects listed in Table 5-1 that are located within the South Embarcadero area include Projects #12a, #12b, and #16 through #20. All other projects fall within the North Embarcadero area or within Coronado Island.

5.3.12.2 Cumulative Effect

In early 2016, the District prepared the North Embarcadero Focused Parking Study Final Report to identify the parking needs in this area based on new conditions created by future development and the upcoming removal or modification of parking facilities in the area (Fehr & Peers 2016). Though the study did not include the South Embarcadero area, it projected a parking deficiency of approximately 890 parking spaces resulting from planned projects in the North Embarcadero area. Due to its close proximity, it is likely that parking may also be limited in the South Embarcadero area due to ongoing or future planned development. However, as sited in the North Embarcadero Focused Parking Study Final Report, increased mobility choices such as rideshare services (e.g., Uber and Lyft), and bikeshare (e.g., DECOBIKE), as well as the continued promotion of public transportation options such as the bus and trolley, lessen parking demand (Fehr & Peers 2016). Additionally, several large parking structures are located in the South Embarcadero area, including the Convention Center and Hilton Hotel parking structures.

One project—Ballpark Village Parcel C (#16)—near the South Embarcadero area would remove parking spaces as it would build a residential development atop an existing parking lot. The project would provide a minimum of 987 parking spaces located in three below-grade levels (Civic San Diego 2017). Additionally, the potential San Diego Convention Center Phase III Expansion and Expansion Hotel Project (#12a) would include a 1,859-

space parking garage on site. The alternative project on the same site as project #12a, the Fifth Avenue Landing Redevelopment (#12b), would include 213 parking spaces on site if carried forward. Note that if project #12a is approved and brought forward, project #12b would not occur, though if project #12b is approved and brought forward, only the expansion hotel portion of #12a could be implemented. Other projects in the South Embarcadero such as the Tenth Avenue Marine Terminal (#18), Dole Fresh Fruit Refrigerated Rack Project (#19), and Mitsubishi Cement Corporation would not have parking impacts on the South Embarcadero area. The EIRs completed by the District for the Dole Fresh Fruit Refrigerated Rack Project and for the Tenth Avenue Marine Terminal found impacts on parking to be less than significant and less than significant with mitigation, respectively.

However, parking is in high demand in downtown San Diego and is of particular concern for new development projects. The downtown area has experienced and will continue to experience growth, which may result in inadequate parking. Therefore, a cumulatively significant impact on parking exists in the South Embarcadero area.

5.3.12.3 Project Contribution

The project's Transportation Impact Analysis (see Appendix M) identified the following parking sites that may be utilized at least in part by the Symphony during future proposed events:

- EMPS Parking Lot (56 spaces available to the Symphony during events)
- Hilton Parking Garage (1,900 total spaces)
- Convention Center Parking Garage (1,900 total spaces)
- Local Parking Lots – Gaslamp Area (1,600 estimated spaces)
- Local Parking Lots – Copley Symphony Hall Area (1,900 estimated spaces)
- Remote/Overflow Parking Lot – BAE Systems (200 spaces)

The Transportation Impact Analysis also identified a total of 287 parking spaces within the Fifth Avenue Landing parking lot; however, due to potential development at the Fifth Avenue Landing parking lot site (project #12b), the spaces at this parking lot may not be available at project buildout. MM TRA-2 would ensure that the Symphony appropriately coordinates with parking operators in the area and requires the project to have a Parking Management Plan that describes and implements the Symphony's strategy for event parking, including coordinating with South Embarcadero Parking stakeholders such as the Convention Center and District, providing traffic personnel to direct patrons to parking areas on event days, providing signage and public notices, arrangements with off-site parking operators, encouraging and incentivizing public transit, and other parking demand reduction methods. The Symphony would also be required to continue to provide a shuttle for event patrons between the off-site parking areas and EMPS.

Though MM TRA-2 would ensure the project secures sufficient parking for events, the use of off-site parking displaces parking available to other cumulative projects and uses in the vicinity. Additional events would also be held at EMPS through a Special Event Permit with the District (project #70), parking requirements would be determined on an event-by-

event basis. Any parking spaces allowed for special events permitted by the District would be identified in the event's Special Event Permit and would be subject to additional fee. The District would review applications for Special Event Permits with the Bayside Performance Park programming to ensure that large special events are not held at the same time as project-related events and adequate public parking is available for park users at all times.

The parking strategies required by MM TRA-1 would ensure that adequate event parking is secured for event use. However, the use of off-site parking lots that would otherwise be available to other uses and projects displaces the availability of parking spaces in in an area where parking is in high demand and is a concern for new projects. Therefore, the project would have a cumulatively considerable contribution to the cumulative impact on parking.

5.3.12.4 Level of Significance Prior to Mitigation

The project would have a cumulatively considerable contribution on a cumulative parking impact. Impacts would be significant.

5.3.12.5 Mitigation Measures

MM TRA-2, which requires implementation of a parking management plan, would serve to reduce impacts associated with the project's contribution to cumulative parking impacts.

5.3.12.6 Level of Significance after Mitigation

Though MM TRA-2 would reduce the project's contribution, the project's parking management plan would not reduce cumulative parking impacts to less than significant levels. Therefore, the project's incremental contribution to cumulative parking impacts would be significant.

5.3.13 Utilities and Service Systems

Cumulative impacts on utilities and service systems may occur when projects combine to increase demand on utilities and services such that additional facilities would need to be constructed. The cumulative analysis of utilities and service systems uses both the List Method and the Plan Method. A significant impact would occur if the project would contribute an incremental service demand that would require the construction of new or expanded wastewater, water, solid waste, or energy facilities or infrastructure such that a significant adverse effect on the environment would result. Additionally, a significant impact would occur if the project contributed to an exceedance of the planned supply and projected demand of the Urban Water Management Plan (UWMP).

5.3.13.1 Geographic Scope

The geographic scope for cumulative impacts to utilities and service systems is the service areas of the utilities and service systems. As such, all projects listed in Table 5-2 are included in this analysis.

5.3.13.2 Cumulative Effect

Wastewater services for the cumulative study area are provided by the City of San Diego Public Utilities Department, operating out of the Point Loma Wastewater Treatment Plant (PLWTP). As described in Section 4.12, Utilities, the PLWTP treats approximately 175 million gallons of wastewater a day, though it has a permitted capacity of 240 million gallons per day. Because the PLWTP is only at 72 percent of its wastewater treatment capacity and is anticipated to meet demands forecasted through 2020 per the City of San Diego's General Plan, cumulative impacts to wastewater services would be less than significant.

The cumulative study area is fully developed and contains adequate existing water infrastructure to serve present and future projects. As also described in Section 4.12, Utilities, the San Diego County Water Authority's 2015 UWMP evaluated potable water demand and supply through the year 2040, based on population and growth projections by the San Diego Association of Governments. The UWMP estimated that available water supply would meet demands in a normal year, single dry year, and multiple dry years through 2040. Most of the cumulative projects listed in Table 5-1 would be covered by local planning documents and would be consistent with the growth projections of the City of San Diego General Plan, San Diego Downtown Community Plan, and/or designations of the District's PMP and are therefore covered by the UWMP. Projects that were likely not considered in the growth projections and would increase water use of the site, such as the project, would likely be required to obtain will-serve letters from the City of San Diego Public Utilities Department to ensure sufficient water supplies exist. Additionally, mandatory drought restrictions and voluntary conservation efforts have proven successful in San Diego, which has been able to maintain reliable water supplies during multiple drought years. Projects would still be required to be consistent with the UWMP or otherwise confirm sufficient potable water supplies exist to serve the project. Therefore, impacts on water services from past, present, and reasonably foreseeable future projects would not be cumulatively significant.

The City of San Diego's thresholds for solid waste state that construction, demolition, or renovation projects of 40,000 square feet or more of building space that would generate approximately 60 tons of solid waste or more per year would have a significant impact on solid waste facilities. Projects that would apply include the residential, commercial, and hotel development and redevelopment projects of the cumulative projects list, which are the majority of the projects listed on Table 5-2. The majority of these projects is anticipated to involve over 40,000 square feet of construction, demolition, or renovation activities and would collectively likely generate under 60 tons of solid waste annually if these projects occurred concurrently. Projects would be required to comply with the City of San Diego's

Construction and Demolition Debris Deposit Ordinance, which requires projects to deposit at least half of their generated debris by recycling, reusing, or donating usable materials, thus reducing strain on landfills. Waste generated during both construction and operation of past, present, and future projects would be diverted to the Miramar Landfill, which has a remaining capacity of 11.6 million tons and is anticipated to reach capacity in 2030. As discussed in Section 4.12, Utilities, once the Miramar Landfill is closed, solid waste from EMPS would be routed to the Sycamore Landfill, which has a remaining capacity of 39.6 million cubic yards, and the Otay Landfill, which has a remaining capacity of 24.5 mission cubic yards. Because all existing landfills are nearing capacity, cumulatively significant impacts to solid waste services would occur.

5.3.13.3 Project Contribution

As discussed in Section 4.12, the project would increase demand for wastewater facilities, but the increased demand would be within the capacity of the PLWTP. Additionally, though it would increase water demand of the site due to the increased performance and event programming, the UWMP has confirmed availability of future water supplies through year 2040. The project's increase in annual waste generation would account for only approximately 0.000003 percent of Miramar Landfill's remaining capacity, which is not a significant contribution to a cumulative demand. Additionally, the project would implement goals of the District's Green Port Program to reduce waste through material reuse in EMPS enhancements and recycling construction debris and operational waste. Therefore, the project's incremental contribution to impacts on utilities would not be cumulatively considerable.

5.3.13.4 Level of Significance Prior to Mitigation

The project's incremental contribution to cumulative impacts to utilities would not be cumulatively considerable.

5.3.13.5 Mitigation Measures

No additional mitigation is required.

5.3.13.6 Level of Significance after Mitigation

The project's incremental contribution to cumulative public services impacts would not be cumulatively considerable and would be less than significant.

6

Chapter 6
Additional Consequences of Project Implementation

6.1 Overview

This chapter addresses the potential for additional consequences related to the implementation of the project pursuant to California Environmental Quality Act (CEQA) Guidelines 15126.2(c), (d), and 15128. The requirements of CEQA Guidelines Section 15126.2(a) and (b) are met in Chapter 4, Environmental Analysis, of this environmental impact report (EIR). This chapter discusses any significant irreversible changes to the environment and growth-inducing impacts (direct or indirect) that would result from the project. It also includes a description of the environmental effects that were determined not to be significant during the initial review process, as discussed in the Initial Study (see Appendix C).

The project would involve the redevelopment of an existing, developed public park—Embarcadero Marina Park South (EMPS)—including enhanced recreational amenities (e.g., widened public promenade and refurbished equipment and structures). The project also includes the construction of the Bayside Performance Park, which includes a permanent performance stage and ancillary structures. The San Diego Symphony Orchestra (Symphony) currently utilizes this portion of EMPS for its Bayside Summer Nights performances, for which it installs and removes a temporary event venue (including stage, stage house, auxiliary facilities, portable toilets [porta-potties] and bleachers) each summer season. The project involves a Port Master Plan Amendment (PMPA) including the following components:

- Describe the prior use of a portion of EMPS as a temporary performance venue for paid admission and rental events in the Marina Zone Subarea;

- Describe the parameters for use of the Bayside Performance Park for paid admission and rental events; and
- Correct a reference to EMPS in the Convention Way Basin Subarea (relocate to the Marina Zone Subarea).

6.2 Significant Irreversible Environmental Changes

Because the project would involve an amendment of a plan, this EIR is subject to CEQA Guidelines Section 15127, which requires fulfillment of the information requested in Section 15126.2(c) concerning irreversible changes. Implementation of the project would require a permanent commitment of nonrenewable natural resources, primarily from the consumption of fossil fuels and electricity generated from nonrenewable sources (e.g., natural gas) as described in the following paragraphs.

During construction, materials from the existing recreational amenities (e.g., fitness equipment, basketball courts, gazebo, and restrooms) would be recycled and reused to the highest extent feasible. New materials would be used only where necessary. In addition, sustainable materials would be utilized for the interior and exterior of structures and the project would be designed according to Leadership in Energy & Environmental Design (LEED) Silver requirements or equivalent standard. While nonrenewable resources such as metals would be used to construct new project structures (e.g., subgrade restroom facility, performance stage and ancillary structures), the amount of materials would be relatively minor. Construction debris and leftover materials would be recycled or reused to the highest extent feasible. Fossil fuels would be consumed during construction in the form of diesel and gasoline in construction and yard equipment and construction personnel's vehicles. Electricity would also be consumed during construction by power tools, electric equipment, and lighting, though not all electricity consumed would be from nonrenewable resources. Any portion of electricity generated from fossil fuels would be irretrievable and irreversible. Additionally, during construction, approximately 105 ornamental trees would be removed to allow for construction of the Bayside Performance Park and other EMPS enhancements as well as for the installation of the photovoltaic panels required by MM GHG-3.

Operation of the project would also consume fossil fuels and electricity from nonrenewable sources, the majority of which would be for performances and events. Fossil fuels in the form of oil, diesel fuel, and gasoline would be used for landscaping/site maintenance equipment and vehicles and employee and patron vehicles. As discussed in Section 4.12, electricity would be required to operate security, event, and public art lighting, speakers, stage and back-of-house facilities, sub-grade restrooms, food vendors, and the box office. The electricity needed to power the project, assuming a programming of 116 events annually as the maximum projected programming[1] (see Table 3-5, Anticipated Bayside

[1]The anticipated programming for the year 2031 includes a total of 100 Symphony performances and event rentals, which are subject to a limitation of 110 paid-admission events per year, plus 16 free

Performance Park Programming, in Chapter 3, Project Description), would equal 187,691 kilowatt hours (kWh) annually, which is an increase compared to the 2016 season of Bayside Summer Nights, which used 52,974 kWh. An increase in 249,549 British thermal units (BTU) of natural gas each year would also result as the project would install a natural gas connection where none currently exists. This would eliminate the need for the use of portable propane tanks to power heating devices used by food vendors. Some of the electricity used during operation would be sourced from renewable sources, though any portion generated from fossil fuels would be irretrievable and irreversible.

The project design's passive cooling techniques would control building and performance stage shell temperatures to minimize energy consumption from heating, ventilation and air conditioning systems, as the stage would be open air. Additionally, MM GHG-3 would require the installation of photovoltaic panels capable of a total generation equivalent to the project's annual forecasted electricity demand (187,691 kWh per year) by the year 2030, offsetting electricity requirements with an on-site renewable source and reducing GHG emissions of the project. An electric vehicle charging station for park visitors would also be installed in the parking lot as part of the project to promote a reduction in fossil fuel use.

In addition, Chapter 4, Environmental Analysis, and Chapter 5, Cumulative Analysis, describe the potential for the project to result in significant environmental effects. Significant and unmitigable (Class I) impacts associated with greenhouse gas emissions; noise; and transportation, circulation, and parking would occur. All feasible mitigation has been incorporated in an effort to reduce these impacts. No other significant and unmitigable impacts, which would result in significant irreversible changes, were identified. Though significant impacts associated with aesthetics, biological resources, geology and soils, land use, and recreation were also identified, implementation of mitigation measures identified in the applicable resource sections would reduce impact to less than significant levels (Class II impacts).

Although the project would use nonrenewable materials and energy from nonrenewable sources during construction and operation, the amounts required would be accommodated by existing supplies and infrastructure, with the exception of minor natural gas distribution connections to be installed as part of the project. Therefore, the project's potential to result in irreversible environmental changes is primarily related to the use of fossil fuels for construction and operation. However, as discussed in Section 4.12, Utilities and Service Systems, energy impacts would be less than significant.

6.3 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires an EIR to discuss ways in which the project could directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment. For example, direct growth would

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public events and Education and Public Engagement Program events, which have no annual limitation.

result from a project that involves construction of new housing. Indirect growth could result from a project that establishes substantial new permanent employment opportunities which would stimulate the need for additional housing, utilities, and public services. A project could also induce growth if it were to remove an obstacle to development; for example, a project would induce growth if it proposes to expand energy infrastructure to an area where development has been restrained due to lack of electricity.

While this section discusses the project's effects on the environment, the analysis on growth-inducing impacts does not assume that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment, per Section 15126.2(d). Rather, Chapter 4, Environmental Analysis, and Chapter 5, Cumulative Analysis, discusses the project's individual and cumulative adverse impacts on resources.

6.3.1 Economic Growth

Economic growth considerations include a demand for temporary and permanent employees, which the project would foster through the creation of new jobs; an increase in the overall revenue base for an area; and a new demand for supporting services such as retail, restaurant, and entertainment uses. The project has the potential to foster growth through two primary means: (1) the creation of new jobs and (2) an increase in business and revenues associated with a Real Estate Agreement.

Construction of the project would take up to 10 months (up to 8 months of construction with a 1- to 2-month site testing period) and would require a maximum of 75 personnel at the peak of construction. This would induce economic growth by introducing temporary employment opportunities associated with construction of the project. In addition to direct short-term employment, these personnel would likely patronize surrounding businesses in downtown San Diego, resulting in some additional short-term indirect economic benefits. However, this temporary growth would be minor and relatively insignificant compared to the regional economy.

Currently, approximately 175 temporary employees for non-orchestra events and approximately 260 temporary employees for orchestra performances are employed by the Symphony for events at EMPS. Though the project would hold events year-round as opposed to the current summer season that operates seasonally from June to September, the number of employees required for Symphony events are anticipated to be the same following project construction. However, while the Bayside Summer Nights Temporary Occupancy Permit currently allows for up to 37 performances and events between June and September each year (34 were held in 2016), the project's Real Estate Agreement would allow up to 110 half-day or 55 full-day paid-admission events each year based on the limitations for use proposed in the PMPA. Therefore, the project aims to increase the number of events held at EMPS each year, and events would be held year-round rather than during the summer season only, though most events would be held within summer months. Consequently, the temporary employees retained by the Symphony would work more events and would work year-round following project implementation. The additional flow of income due to increased events worked by the Symphony's temporary employees

would have indirect benefits on surrounding businesses and taxes collected. Additionally, though the Bayside Performance Park would operate concessions during events, patrons would likely bring business to surrounding hotel, restaurant, and retail establishments. The project would also increase revenue for the District through its Real Estate Agreement with the Symphony. Therefore, the project would induce some economic growth of the District and the region as a while.

6.3.2 Population Growth

Population growth is typically attributable to the development of housing, which would increase the City of San Diego's permanent population. The project would not involve the development of housing. The project would extend natural gas service to EMPS where service currently does not exist; however, EMPS is an isolated park and on District tidelines where no residential use is permitted. Though it would result in the creation of temporary employment during construction, a maximum of 75 construction personnel would be required at any one time during the 10-month construction period. The majority of construction personnel is anticipated to be sourced from San Diego County and would likely not relocate to the City of San Diego from other regions. The current number of temporary employees required for Symphony events would not increase and employees are anticipated to be existing residents of the City of San Diego and surrounding area, as is currently the case. However, as described above, the number of annual events at EMPS would increase and would no longer occur only during the seasonal months of June to September, and therefore an additional flow of income may result based on additional hours worked by the temporary employees. Nonetheless, while the increase in temporary employee hours could potentially allow current residents to upgrade their existing housing, it would not stimulate population growth. Therefore, the project would not induce population growth within the City of San Diego or the region.

6.4 Effects Found Not to Be Significant

An Initial Study (see Appendix C) was prepared in accordance with CEQA Guidelines Section 15063(c) during the environmental scoping process. The Initial Study determined that less than significant impacts would result to one or more environmental effects listed in Appendix G of the CEQA Guidelines associated with the following resources:

- agriculture and forestry resources
- cultural resources
- geology and soils
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources
- population and housing

Note that one or more of the effects listed in Appendix G of the CEQA Guidelines associated with biological resources; geology and soils; hydrology and water quality; and land use and

planning were found to require additional analysis and are further discussed in Chapter 4, Environmental Analysis, of this EIR. In accordance with CEQA Guidelines Section 15128, a brief justification regarding the effects found not to be significant (e.g., the resource topics not analyzed in Chapter 4) is provided under each subheading below. Where one or more effects associated with a resource area were not fully analyzed in Chapter 4, Environmental Analysis, the discussion is broken out into the individual thresholds.

6.4.1 Agriculture and Forestry Resources

The project site is within an urbanized area that does not support any agricultural uses. According to the California Department of Conservation's San Diego County Important Farmland mapper (California Department of Conservation 2012), the project site is classified as "urban and built-up land," which does not contain any agricultural uses or areas designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Furthermore, there are no Williamson Act contracts or forest lands in the project vicinity. Therefore, no impact would occur.

Additionally, the project site is located in an urbanized area that does not support any forestry uses. California's Forests and Rangelands: 2010 Assessment, completed as part of the California Department of Forestry and Fire Protection (CAL FIRE) Fire Resource Assessment Program (FRAP), provides an assessment of the state's inventory of forest land and identifies lands within the project site as Urban (CAL FIRE 2010). Because no forest land or timberland occur within the project site, the project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore, implementation of the project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impacts on forestry resources would occur.

6.4.2 Biological Resources

See Section 4.3.4.2 of this EIR for the thresholds of significance for biological resources. Thresholds 1, 3, 5, and 6 are discussed in detail in Section 4.3, Biological Resources. Thresholds 2 (Sensitive Natural Community) and 4 (Local Biological Protection Ordinance), which were found not to be significant during preparation of the Initial Study (see Appendix C), are described below. The following discussions are based on site conditions and the findings of the project's Geotechnical and Geologic Hazard Evaluation (see Appendix G).

6.4.2.1 Threshold 2: Sensitive Natural Community

Impacts would be considered significant if the project would 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 CDFW, NMFS, or USFWS. The project is located in EMPS, a developed park dominated by grass and ornamental landscaping with no native habitat. No direct impacts to sensitive vegetation communities or riparian habitat are anticipated. As shown in Table 6-1, the proposed project would result in 10.8 acre of direct impacts to non-sensitive vegetation communities/land cover types (ornamental

plantings and urban/developed land), which would not be considered significant. Therefore, less than significant impacts to sensitive natural communities identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service would occur.

Table 6-1
Project Impacts to Vegetation Communities/Land Cover Types

Community or Type	Survey Area Total (acres)	Project Impacts (acres)
Marine Bay	5.95	**0.0**
Ornamental plantings	7.38	**7.06**
Urban/developed land	6.35	**3.74**
Total	**19.68**	**10.8**

6.4.2.3 Threshold 5: Local Biological Protection Ordinance

Impacts would be considered significant if the project would conflict with any applicable law policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The project involves the construction of the Bayside Performance Park, which includes a permanent performance stage and acoustic shell within the site of an existing temporary performance and event venue use area. There is no tree preservation policy or ordinance in effect for the project site. The PMP provides for the protection of biological resources and states that the District will remain sensitive to the needs of and cooperate with communities and other agencies in both bay and tideline development. However, no in-water construction would be conducted within the bay and the project would not result in impacts to biological resources. The ornamental trees within the project area are not protected under any preservation ordinance or other policy. The trees to be removed are on the District's list of undesirable trees and would not be planted today based on water usage, root damage, and other park maintenance concerns. Therefore, the project would be consistent with District policies pertaining to biological resources.

6.4.3 Cultural Resources

No historical resources or potentially eligible historical resources are located at the project site. Therefore, no impacts to historical resources would occur.

EMPS, in which the project is located, was constructed in 1976 entirely of clean fill material and is completely developed. There are no known archaeological sites within the project vicinity and there is very little to no potential for archaeological resources to be unearthed during construction. No impacts to archaeological resources would occur.

Additionally, there are no human burial sites in EMPS and very little to no potential for unknown human remains to be identified as the site is constructed entirely of fill and is completely developed. Therefore, no impact to human remains would occur.

6.4.4 Geology and Soils

See Section 4.4.4.2 of this EIR for the thresholds of significance for geology and soils. Thresholds 1 and 3 are discussed in detail in Section 4.4, Geology and Soils. Thresholds 2 (Soil Erosion), 4 (Expansive Soil), 5 (Septic Tanks), and 6 (Paleontological Resources), which were found not to be significant during preparation of the Initial Study (see Appendix C), are described below. The following discussions are based on site conditions and the findings of the project's Geotechnical and Geologic Hazard Evaluation (see Appendix G).

6.4.4.1 Threshold 2: Soil Erosion

Impacts would be considered significant if the project would result in substantial soil erosion or the loss of topsoil. The project site (EMPS) is completely developed on artificial fill and covered with grass, landscaping, and pavement. While the project would redevelop the site, the site would remain entirely developed and covered with grass, sand-based synthetic turf, landscaping, pavement, and permeable pavers. During grading and construction when site soil is exposed, soil erosion BMPs would be employed consistent with the project's Storm Water Pollution Prevention Plan (SWPPP). Therefore, there is very little potential for the project to result in soil erosion. No impact would occur.

6.4.4.2 Threshold 4: Expansive Soil

Impacts would be considered significant if the project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. As previously discussed, the project site was constructed of artificial fill underlain by mostly very fine- to medium-grained sand and silt consolidated with marine sediment. The fill materials of the site are not considered expansive. Therefore, no impact would occur.

6.4.4.3 Threshold 5: Septic Tanks

Impacts would be considered significant if the project would 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 septic tanks exist on-site and the project does not propose to install septic tanks or alternative wastewater disposal systems. No impact would occur.

6.4.4.4 Threshold 6: Paleontological Resources

Impacts would be considered significant if the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. As previously discussed, EMPS is a man-made site constructed of artificial fill materials. Construction would not involve excavations deep enough to enter the marine sediment underlying the site fill. Therefore, the potential for paleontological resources to be unearthed during construction is low if not nonexistent. No impact would occur.

6.4.5 Hazards and Hazardous Materials

The project site was constructed entirely of clean fill material and as a public park has not been exposed to any uses involving large quantities of hazardous materials. There are no known hazardous materials sites located in EMPS (State Water Resources Control Board 2016; Department of Toxic Substances Control 2016). Demolition activities are not anticipated to come into contact with lead- or asbestos-containing materials. Hazardous materials routinely used for construction projects would be used during construction of the project and would be similar to those used for the setup and take down of the existing temporary performance and event venue. Additionally, substances such as cooking oils, cleaning products, and other chemicals would be used during operation of the project. However, the quantities that would be stored on-site would be small. All hazardous materials or potentially hazardous substances would be transported, used, and disposed of in accordance with all applicable laws and regulations. The project would be required to comply with all applicable fire, building, and health and safety codes, which would eliminate any potential risk of upset. No hazardous materials, other than standard cleaning/maintenance and cooking substances, would be used or stored on the project site, similar to operation of the existing temporary performance and event venue. Upset and accident conditions involving these materials are not reasonably foreseeable as they would be used, stored, and disposed of in accordance with manufacturer's instructions and applicable regulations.

The District has an emergency preparedness plan related to emergencies on District tidelands to be followed in the event of an emergency. Additionally, the project would be subject to the requirements set forth by the County of San Diego Office Emergency Services Operational Area Emergency Plan, City of San Diego Police Department, and City of San Diego Fire Department. As discussed in Section 4.11, Transportation, Circulation, and Parking, the project would not cause or contribute to any change in the existing emergency access to EMPS. Therefore, the project would not interfere with implementation of any emergency plan or emergency policies. The project would provide emergency exits and pathways sufficient to provide the maximum event attendees emergency evacuation from EMPS. Additionally, because the project is located adjacent to San Diego Bay within an existing urban environment, it is well removed from wildlands and no impact related to wildland fire hazards would exist.

Based on the above discussions of hazardous materials, airport hazards, emergency preparedness, and wildland fire, impacts associated with hazards and hazardous materials would be less than significant. Consistency with airport land use compatibility plans is provided in Section 4.7, Land Use and Planning. No airport or flight hazard is anticipated to result from the project because the proposed permanent performance stage would not increase the height compared to the existing portable stage utilized for the temporary concert venue at EMPS. The LED light art installation is also not anticipated to cause any airport hazard relate with lighting as it would not include any light projections such as a projected laser light display; rather, the lighting would be installed within the stage shell itself.

6.4.6 Hydrology and Water Quality

See Section 4.6.4.2 of this EIR for the thresholds of significance for hydrology and water quality. Thresholds 1, 6, 9, and 10 are discussed in detail in Section 4.6, Hydrology and Water Quality. Thresholds 2 (Groundwater Supply), 3 (Erosion and Siltation), 4 (Surface Runoff), 5 (Storm Water Drainage System Capacity), 7 (Housing within Flood Zone), and 8 (Impediment/Redirection of Flood Flows), which were found not to be significant during preparation of the project's Initial Study (see Appendix C), are described below.

6.4.6.1 Threshold 2: Groundwater Supply

Impacts would be considered significant if the project would result in substantial degradation of groundwater supplies or substantial interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. The City of San Diego currently provides water supply service to EMPS and would continue to provide water to EMPS following project construction. Water requirements are described and analyzed in Section 4.12, Utilities and Service Systems. No groundwater would be withdrawn as part of project construction or operation. Due to its location on artificial fill directly adjacent to the San Diego Bay, the project would not interfere with groundwater recharge. Therefore, the project would not deplete groundwater supplies and no impact would occur.

6.4.6.2 Threshold 3: Erosion and Siltation

Impacts would be considered significant if the project would result in substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. No streams or rivers are present at the project site, which is completely developed. The project would install a modular wetland/storm water drainage and filtration system within the Bayside Performance Park area and would largely maintain the existing drainage patterns throughout EMPS. The modular wetland/storm water drainage and filtration system may also be incorporated into the parking lot area. During construction, the construction contractor would comply with the project's SWPPP to ensure that erosion and siltation into San Diego Bay is avoided at kept to a minimum. Upon completion of the project, the site would be completely covered with lawn area, sand-based synthetic turf, or pavement, which are not subject to erosion and are not likely sources of siltation. Therefore, the project would not result in substantial erosion and siltation. No impact would occur.

6.4.6.3 Threshold 4: Surface Runoff

Impacts would be considered significant if the project would result in substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- of off-site. The project site was constructed of imported fill and does not include natural drainages. However, the project would generally

maintain existing drainage patterns with the exception of changes made to improve drainage. Though the use of impervious surfaces in the project design were limited to the extent possible, the project would increase the paved/impervious surfaces at the site. Following construction, impervious surfaces in the project area (currently 1.7 acres, or 15 percent) would increase to 3.22 acres, or 30 percent. However, impervious areas would be dispersed by intervening areas of lawn, sand-based synthetic turf, and parking lot planters to maximize infiltration. The modular wetland/storm water drainage and filtration system would improve site drainage and filter much of the site's runoff prior to its entering the bay. Backflow devices would be installed internally on the site's water discharge pipes, reducing the potential for flooding during extreme high tide and storm events and providing a benefit compared to existing conditions. Therefore, the project would not result in an increase in the rate or amount of surface runoff that would result in flooding. No impact would occur.

6.4.6.4 Threshold 5: Storm Water Drainage System Capacity

Impacts would be considered significant if the project would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. As the project site is already completely developed, the project would not contribute increased runoff that would exceed the capacity of the existing storm water drainage system. Additionally, no additional sources of polluted runoff would occur from the project as it does not propose new uses of EMPS. While rainwater from the site drains directly into San Diego Bay, the project would include a modular wetland/storm water treatment and drainage system to upgrade the current drainage system within the Bayside Performance Park and parking lot. The new system would collect and filter water prior to its entering the bay. No impact would occur.

6.4.6.5 Threshold 7: Housing within Flood Zone

Impacts would be considered significant if the project would place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other floor hazard delineation map. The project is within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). However, the project would not involve the construction of housing and would not result in the placement of housing within a 100-year floodplain. No impact would occur.

6.4.6.6 Threshold 8: Impediment/Redirection of Flood Flows

Impacts would be considered significant if the project would place structures within a 100-year flood hazard area which would impede or redirect flood flows. While the project is located within a 100-year floodplain identified by FEMA, the project would not impede or redirect flood flows. The project would allow for inundation by dispersing impervious surfaces with sand-based synthetic turf, lawn areas, landscaping, and parking lot planters/vegetated swales. Backflow flaps would be installed internally on the site's discharge pipes to improve site drainage and only allow one-way discharge to the bay, preventing site flooding during extreme high tides and storms. The project would maintain the existing drainage patterns or would otherwise improve drainage patterns. While the

performance stage and ancillary facilities would introduce new permanent structures to the site, they are further surrounded by bay on three sides and would not substantially obstruct or redirect flood flows. No impact would result.

6.4.7 Land Use and Planning

See Section 4.7.4.2 of this EIR for the thresholds of significance for land use and planning. Threshold 2 is discussed in detail in Section 4.7, Land Use and Planning. Thresholds 1 (Divide Established Community) and 3 (Habitat Conservation Plan), which were found not to be significant during preparation of the project's Initial Study (see Appendix C), are described below.

6.4.7.1 Threshold 2: Divide Established Community

Impacts would be considered significant if the project would physically divide an established community. The project involves the redevelopment of a portion of an existing park and in-kind replacement and refurbishment of park facilities. The project site is situated on the bayfront and does not provide through-access or connection to or between communities. Though construction activities would require closure of EMPS (with the exception of the public fishing pier, portions of the promenade deli/bait shop, and 20 public parking spaces which would remain open in accordance with MM REC-1) for an up to 10-month period, public access would be maintained and in some cases improved following construction. Because the project would not physically divide an established community, no impact would occur.

6.4.7.2 Threshold 3: Habitat Conservation Plan

Impacts would be considered significant if the project would conflict with any applicable habitat conservation plan or natural community conservation plan. The project site is disturbed and covered with existing park facilities and ornamental landscaping and lawn area. The project involves the redevelopment of an existing seasonal temporary concert venue and park. No habitat conservation plan or natural community conservation plan is located on or adjacent to the project site. However, as discussed in Section 6.4.2, Biological Resources, the San Diego Bay INRMP is applicable to the project site. The INRMP sets forth a long-term strategy to provide direction for the good stewardship of natural resources in the bay. No native habitat would be removed and no sensitive species are located on the developed site. The project would not affect sensitive habitats and would not conflict with the goals or intent of the INRMP. Additionally, the project involves redevelopment to activate a waterfront park, providing both economic and recreational benefits, which the INRMP discusses as needed to balance with ecosystem protection. No conflict with applicable habitat conservation plan or community conservation plan would result from the project. No impact would occur.

6.4.8 Mineral Resources

The project site is underlain by fill materials that were placed during construction of EMPS in the 1970s. The project site is fully developed and is not known to contain mineral resources that would be of future value to the region or state. The project site is mapped as Mineral Resource Zone-1 (MRZ-1) by the Conservation Element of the City of San Diego General Plan. MRZ-1 refers to areas in which adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for the presence of mineral deposits (City of San Diego 2008). In addition, the project is located within a park area and even if mineral deposits were identified on-site, the potential for viable extraction of minerals is limited. Therefore, no mineral resources would be lost as a result of the project and no impact would occur.

The project would result in a net increase in electricity consumption associated with the performance and event venue due to increased seating and number of events per year compared to existing conditions. However, the new facilities would include energy efficiency and sustainability features. Energy consumption per event associated with the project would be decreased compared to existing events. Therefore, the project would not result in the inefficient use of energy, and the impact would be less than significant.

6.4.9 Population and Housing

The project would not involve the development of new residences or businesses and would not directly or indirectly induce population growth. The majority of construction personnel are anticipated to commute from within San Diego County and would likely not require temporary housing. Therefore, there would be a negligible, temporary increase in local and regional population during construction of the proposed project. The Symphony does not anticipate increasing its existing number of employees from the approximately 260 necessary to operate the Bayside Summer Nights in order to operate the project. Though some patrons of performance and events associated with operation of the project would travel from out of town, the majority of patrons are anticipated to be from within the San Diego region, and outside visitors would be temporary. In addition, the project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth. No impacts caused from population growth would occur.

In addition, the project would not displace housing and would not displace any number of people or require the construction of replacement housing as it is located on an existing park site on the San Diego Bayfront where no housing exists. Thus, no housing or people would be directly displaced with implementation of the project and no impacts to housing would occur.

6.4.10 Transportation, Circulation, and Parking

See Section 4.11.4.2 of this EIR for the thresholds of significance for transportation, circulation, and parking. The project would have no impact under Threshold 4 (Traffic

Hazards), which is described below. All other thresholds associated with transportation, circulation, and parking are described in detail in Section 4.11.

6.4.10.1 Threshold 4: Traffic Hazards

Impacts would be considered significant if the project were to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The project does not include physical changes to roadways or intersections. Therefore, the project does not have potential to result in an increase in design hazards. The project includes a reconfiguration of the parking lot at EMPS to increase the number of parking stalls by four; however, the parking lot would not contribute to a traffic hazard from its design. No change to the EMPS internal traffic access way or loading area would occur. Therefore, no impact would occur.

6.4.11 Tribal Cultural Resources

Tribal cultural resources are a defined class of resources under Section 1 of Assembly Bill 52. Tribal cultural resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a tribe. Searches of the Native American Heritage Commission's Sacred Lands Files conducted for the adjacent San Diego Convention Center Phase III Expansion and Expansion Hotel Project & Port Master Plan Amendment Final Environmental Impact Report revealed that there are no known tribal cultural resources that are listed in or are known to be eligible for listing in the California Register of Historical Resources or local register of historical resources within the project or the half-mile surrounding area. Pursuant to Assembly Bill 52, tribes can request to be notified of projects in particular geographies. However, at present, no Native American tribes have requested consultation for environmental review projects under CEQA within the District's jurisdiction.

Furthermore, significant historical resources are not recorded within or immediately adjacent to the project area, including a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or 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. Because the project site is located on dredged fill that was used to create the project site in 1975, no buried cultural resources or human remains are anticipated to be discovered during site disturbance activities associated with construction of the project. Based on this and the results of the records search, project implementation will not cause a substantial adverse change in the significance of a tribal cultural resource that is 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 Section 5020.1(k), or is 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 Section 5024.1. Therefore, there would be no impact to tribal cultural resources.

7

Chapter 7
Alternatives to the Proposed Project

7.1 Overview

In accordance with California Environmental Quality Act (CEQA) Section 15126.6(c), this chapter describes a range of reasonable alternatives that could feasibly attain the majority of the project objectives while avoiding or substantially reducing one or more of the project's significant impacts. The primary purpose of this chapter is to inform decision makers and the general public of potential alternatives to implementing the Bayside Performance Park Enhancement Project and Port Master Plan Amendment (project) and analyze these alternatives with the project to determine the environmentally superior alternative.

Six alternatives to the project are analyzed in this chapter:

- Alternative 1 – No Project Alternative with Discontinued Symphony Events
- Alternative 2 – No Project Alternative with Continued Symphony Events
- Alternative 3 – Reduced Capacity Alternative (8,000 seats)
- Alternative 4 – Reduced Capacity Alternative (6,000 seats)
- Alternative 5 – Reduced Programming Alternative
- Alternative 6 – Balboa Park Alternative Location

Based on the analysis below, Alternative 6 would be the environmentally superior alternative, which is an off-site alternative.

7.2 Requirements for Alternatives Analysis

The CEQA Guidelines require an environmental impact report (EIR) to analyze potential alternatives to the project or alternative locations for the project that could feasibly accomplish most of the basic project objectives and could avoid or substantially lessen one or more significant effects. The alternatives must include a No Project Alternative, along

with a range of alternatives governed by a "rule of reason", meaning only those alternatives necessary to permit a reasoned choice. Following an analysis of alternatives, an EIR must identify the environmentally superior alternative, which cannot be the No Project Alternative (CEQA Guidelines Section 15126.6).

7.3 Selection of Alternatives

The CEQA Guidelines do not require an EIR to consider every plausible alternative to a project, but rather must examine in detail only the ones which the lead agency determines could feasibly attain most of the basic project objectives. An EIR also does not need to consider alternatives whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. Feasibility factors include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to an alternative site. If the lead agency determines no alternative projects or locations are feasible, it must disclose the reasons for this conclusion in the EIR (CEQA Guidelines Section 15126.6).

Alternatives to the project were developed based on the requirements of CEQA Guidelines Section 15126.6. Therefore, Alternatives are developed based on the project objectives, which were first described in Chapter 3, Project Description. The project objectives include the following:

1. Upgrade and modernize the public amenities and public access features in Embarcadero Marina Park South (EMPS) to provide enhanced cultural uses, improved public gathering spaces, and diversified park activation opportunities, as well as creating a more enjoyable park setting with additional recreational opportunities.
2. Replace a temporary seasonal performance and event venue with an iconic and attractive, world-class and highly innovative permanent outdoor public venue that can facilitate enhanced public park uses and enrich visual and cultural resources in the area.
3. Allow the San Diego Unified Port District (District), in coordination with a non-profit organization to provide cultural events and arts to a broad and diverse audience within the San Diego region.
4. Optimize a portion of EMPS land use in a manner that is consistent with the Park/Plaza designation as applied to the Marina Zone Subarea of the Port Master Plan (PMP) Centre City Embarcadero Precise Plan, guiding principles within the District's Integrated Planning Vision, and the California Coastal Act.
5. Provide an acoustically superior outdoor venue that will be sited and placed in a manner that minimizes noise impacts to nearby sensitive receptors.
6. Maintain and promote the District's long-standing commitment to public access to the waterfront.

7. Create a long-term financially sustainable project that contributes to regional economic vitality while allowing for lower-cost recreational/cultural experiences and promoting public access and the public's enjoyment of San Diego Bay.
8. Create a project design that incorporates state-of-the-art sustainability practices and features.

Additionally, only alternatives that would avoid or substantially lessen one or more significant environmental impacts of the project were carried forward for analysis. Table 7-1 provides a summary of the project's significant impacts identified in Chapter 4, Environmental Analysis, and Chapter 5, Cumulative Analysis, intended to assist with focusing the evaluation of alternatives in Section 7.5. Refer to each individual resource section for a description of the mitigation measures identified to reduce potentially significant impacts to less than significant levels.

Table 7-1
Summary of Significant Effects of the Project

Resource Impact	Significant and Unavoidable	Less than Significant with Mitigation
Section 4.1, Aesthetics and Visual Character		
The project would result in potentially significant impacts to the visual character of the site due to the removal of ~~105~~ 116 trees; mitigation requiring implementation of a District-approved landscaping plan would reduce impacts to less than significant.		X
Section 4.3, Biological Resources		
The project would result in significant impacts due to direct and indirect effects on nesting birds from tree removal. Additional impacts to marine and coastal wildlife and water quality of the San Diego Bay would occur due to increased litter generation during events. However, mitigation would reduce impacts to less than significant.		X
Section 4.4, Geology and Soils		
The project would result in a significant impact associated with geologic hazards; impacts would be reduced to less than significant with mitigation requiring a formal geotechnical investigation and implementation of the resulting recommendations.		X
Section 4.5, Greenhouse Gas Emissions		
The project would result in significant impacts associated with post-2020 reduction targets and inconsistency with statewide plans, policies, and regulations. All feasible mitigation has been incorporated but impacts would remain significant.	X	
Section 4.7, Land Use and Planning		
The project would be inconsistent with policies of the PMP, Integrated Planning Vision, and California Coastal Act because the stage and back-of-house facilities, box office, and food pavilions would not be		X

Table 7-1 Summary of Significant Effects of the Project		
Resource Impact	Significant and Unavoidable	Less than Significant with Mitigation
open to the public, resulting in a permanent loss in public parkland. Impacts would be mitigated to less than significant with creation or improvement of off-site public parkland at a 1:1 replacement ratio.		
Section 4.8, Noise and Vibration		
The project would result in maximum operational noise levels that exceed daytime, evening, and nighttime noise level limits at several sensitive receptor locations in the cities of San Diego and Coronado. Mitigation has been incorporated to require event noise monitoring and immediate action to reduce amplified noise levels if measured noise levels indicate a potential violation of the Coronado Noise Abatement and Control Regulations. A noise hotline is also required to collect any noise complaints. As it is not feasible to reduce noise levels below applicable noise level limits during daytime, evening, or nighttime hours, impacts would be significant and unavoidable.	X	
The project would result in substantial ambient noise level increases at Fifth Avenue Landing Park, San Diego Bayfront Park, Hilton San Diego Bayfront, and EMPS. Mitigation has been incorporated to require event noise monitoring and immediate action to reduce amplified noise levels if measured noise levels indicate a potential violation of the Coronado Noise Abatement and Control Regulations and to limit the duration of use of amplified sound equipment during rehearsals. With identified mitigation, noise level increases would be reduced to a level that is less than substantial at all locations except EMPS. The magnitude and frequency of noise level increases at EMPS would be reduced by identified mitigation; however, noise level increases would remain substantial. As it is not feasible to reduce noise level increases at EMPS to a level that is less than substantial, impacts would be significant and unavoidable.	X	
Section 4.10, Recreation		
The project would result in a significant impact associated with increased use of other waterfront parks and fishing piers resulting from temporary closure of EMPS during project construction; mitigation requiring access to the fishing pier and associated parking to remain open during construction would reduce impacts to less than significant.		X

Table 7-1 Summary of Significant Effects of the Project		
Resource Impact	Significant and Unavoidable	Less than Significant with Mitigation
Section 4.11, Transportation, Circulation, and Parking		
The project would result in significant temporary impacts to intersection Level of Service during a maximum-capacity event. Mitigation requires implementation of a Traffic Management Plan, but impacts would remain significant	X	
The project would result in significant impacts associated with inadequate parking during a maximum-capacity event. Mitigation includes continued preparation and implementation of a parking management plan, but impacts would remain significant.	X	

7.4 Alternatives Considered

Eleven alternatives were initially considered for evaluation in this EIR. Based on criteria described in Section 7.3, Selection of Alternatives, six alternatives, including the two No Project Alternatives, were carried forward. These alternatives are described in Section 7.4.2, Alternatives Selected for Analysis. The following subsection (Section 7.4.1, Alternatives Considered but Rejected) describes the other alternatives that were considered, but rejected, and provides reasoning for not carrying these alternatives forward for evaluation in this EIR.

7.4.1 Alternatives Considered but Rejected

Section 15126.6 (c) of the CEQA Guidelines states that an EIR should identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process. The EIR should also describe the reasons underlying the lead agency's decision to eliminate alternatives from detailed consideration, which may include:

i. failure to meet most of the basic project objectives;
ii. infeasibility; or
iii. inability to avoid significant environmental impacts.

7.4.1.1 Alternative Locations

Several alternative locations and a reduced project alternative were initially considered in an attempt to reduce site-specific impacts resulting from the project such as traffic, parking, and noise and to avoid general public access restrictions within EMPS. However, all but one of the alternative locations were rejected as infeasible due to site suitability reasons, as described in the following subsections. Additionally, alternative locations would not meet the project objectives specific to upgrading public amenities and public access

features and facilitating enhanced cultural uses at EMPS. The sites that were considered as potential project locations but rejected include: (1) County Waterfront Park; (2) Embarcadero Marina Park North (EMPN); (3) Harbor Island; (4) Navy Pier, (5) Shelter Island, and (6) the Joan and Irwin Jacobs Music Center. Figure 7-1 depicts the locations of each alternative location considered but rejected. All but one of alternative locations evaluated are within District tidelands as the District would have permitting authority in these locations and only District tidelands could provide for lower-cost recreational/cultural experiences and promote general public access and the general public's enjoyment of San Diego Bay. Locations within the City of San Diego, but outside of the District's jurisdiction that would meet the basic project objectives, were also considered, including one potential upland location at the Joan and Irwin Jacobs Music Center at Seventh Avenue and B Street in downtown San Diego.

An accessible waterfront location is of particular importance to the San Diego Symphony Orchestra (Symphony) as its vision for the project is based on providing the San Diego region and visitors with access to music and nature on the San Diego waterfront. The Symphony has used EMPS as a venue for the Bayside Summer Nights series for over 12 years, making EMPS the most desirable location to continue the Symphony's performances. The current PMP designation for the site is Park/Plaza, which encourages the development and accommodation of general public access to and along the interface zone of land and water. Per the PMP, uses frequently associated with Park/Plaza include cultural uses and other park-activating uses that are ancillary to the public uses. The Park/Plaza designation of the site is located in the Marina Zone Subarea of Centre City Embarcadero: Planning District 3 and subject to the Centre City Embarcadero Precise Plan. As described in the Precise Plan, the Marina Zone Subarea is planned to be "intensively developed as a major public and commercial recreational complex." Because the project aligns with the PMP's Park/Plaza land use description and the goals of the Center City Embarcadero Precise Plan, EMPS is an ideal location from a land use perspective and is considered a Waterfront Enhancing Use in the PMP.

There is limited available waterfront space with the capacity for an outdoor performance and event venue for attendances of 10,000 or less in the San Diego region, particularly one that is as highly accessible as EMPS (e.g., EMPS is in close proximity to many major roadway corridors, freeway exits, transit stops, and pedestrian and bicycle facilities). EMPS' state as a developed park also makes it an ideal location for development of the project. Though significant impacts associated with noise would result from the project, this impact is difficult if not impossible to completely avoid due to the nature of the performance and event venues and desirability of placing such a venue in a highly accessible urban area, where sensitive receptors are often near. Moreover, the District considers public parks as sensitive receptor sites. EMPS's positioning allows for the proposed performance stage to project sound southward toward the bay and the Tenth Avenue Marine Terminal, designated as Marine Terminal and Marine-Related Industrial land uses, whereas other locations, such as EMPN, would project sound east towards downtown San Diego or west toward Coronado Island – locations with concentrated commercial and residential uses within the direct path of noise travel.

Image source: Nearmap (flown January 2017)

Project Location

Alternative Locations

1. Joan and Irwin Jacobs Music Center
2. County Waterfront Park
3. Embarcadero Marina Park North
4. Harbor Island
5. Navy Pier
6. Shelter Island

0 Feet 2,000

FIGURE 7-1

Alternative Locations Considered but Rejected

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a. Joan and Irwin Jacobs Music Center

Upland locations, though not within the District's jurisdiction, were also considered as potential alternative locations for the project. The Joan and Irwin Jacobs Music Center (Jacobs Music Center) is the "home" of the Symphony and indoor location of their regular, year-round programming. The Jacobs Music Center also hosts non-Symphony concerts, comedy shows, corporate and civic events, film screenings, and other events in its 2,216-seat performance chamber named Copley Symphony Hall. The Jacobs Music Center was initially considered as a potential alternative location to the project; however, it would not meet the project objectives to provide lower-cost cultural experiences in an outdoor setting on San Diego Bay. The Symphony chose EMPS as a site for its Bayside Summer Nights series due to its outdoor location on the downtown City of San Diego waterfront, which attracts a more diverse group of people and allows for reduced ticket pricing. The limited number of seats and cost of holding performances and events at the Jacobs Music Center prohibit lower-cost ticket prices and the Symphony's ability to hold free public events. As such, the Jacobs Music Center—which is located almost a mile from the waterfront—would not appeal to the larger group of the general public that the project aims to include. Additionally, as an indoor symphony hall, the project would not provide an outdoor forum or facilitate the upgrading of public recreational amenities and cultural uses at a public park.

b. County Waterfront Park

The 12-acre Waterfront Park, which spans the areas to the north, west, and south of the San Diego County Administration Center, was also considered for the location of the project. With a 15,000-person capacity, Waterfront Park is currently utilized for various concerts and events, including music festivals, weddings, corporate events, and public events and would be large enough to house the Symphony's projected programming (County of San Diego Parks and Recreation 2016). Additionally, this location's existing use for large events may render it unavailable for use by the Symphony as scheduling conflicts would likely result. Adding the Symphony's programming to a public park that already hosts a wide array of private events could result in cumulative impacts to recreation due to park closures. Lastly, Waterfront Park is subject to the County of San Diego's jurisdiction, and the District has no permitting authority at this park.

c. Embarcadero Marina Park North

EMPN is the public park situated just across the Marriott Marina (less than 300 feet) from EMPS. It was rejected as an alternative project location because it would not reduce the concern with general public access restrictions of a public park due to its use as a public park. Additionally, it would not reduce any the project's impacts to roadway intersections or parking as its location is adjacent to EMPS and patrons would utilize similar roadways and parking areas to access the site. Additionally, due to the positioning of EMPN, the performance stage would project sound northward, which would create noise impacts on the Central and North Embarcadero areas of downtown San Diego where sensitive receptors, including residential uses, exist. The positioning of the performance stage on EMPS, rather,

projects sound southward and towards the bay and Tenth Avenue Marine Terminal, which as an industrial facility is not a sensitive receptor. Finally, this site is included in a proposal for the redevelopment of the existing Seaport Village area (Central Embarcadero) that the District is currently considering and may not be available for the project.

d. Harbor Island

Harbor Island, which is approximately 1.8 miles north of EMPS, was also considered as a potential alternative location for the project. Though Harbor Island houses a public park—Harbor Island Park—it would not be suitable for the project as it has a maximum occupancy of 200. Other locations within Harbor Island would also be infeasible as the area is generally completely developed and occupied by uses such as hotels, restaurants, and marina operations or is currently being redeveloped with other uses. This site would experience increased airport hazards and airport noise levels, which in turn would affect Symphony performances.

e. Navy Pier

Navy Pier—approximately 0.75 mile north of EMPS—was also considered but rejected as an alternative project location because the site would not be able to support the number of concert seats proposed by the project. Navy Pier is currently utilized as parking for the USS Midway Museum which holds a lease for the site through the year 2043. This parking area is slated to be converted to a public park as part of the North Embarcadero PMP Amendment on the agenda for approval by the Board of Port Commissioners at their May 2017 hearing. The Navy Pier site would not be suitable for the project because it would not offer the appropriate acoustics for Symphony performances due to sound reflection off of the hull of the USS Midway. Depending on the orientation of the performance stage (i.e., west- or east-facing), sound from the performance stage at this location would either project west toward Coronado or east into downtown San Diego, likely impacting sensitive receptors in the area, which would be avoided by the south orientation of EMPS.

f. Shelter Island

A location on Shelter Island was also initially considered. Shelter Island houses the linear-shaped Shoreline Park, including the Shelter Island Pier, the Friendship Bell, and a children's playground. Various hotels, restaurants, and marina operations are also located on Shelter Island, including Humphrey's Half Moon Inn and Concerts by the Bay venue, which has seating for 1,450 concert goers. While Shoreline Park stretches the entire length of Shelter Island, it is a narrow park that could not feasibly support the proposed Bayside Performance Park. Though an existing concert venue exists at this site—Humphrey's Concerts by the Bay—the 1,450-seat capacity is not sufficient to house the Symphony's performances and event rentals. Additionally, given Humphrey's Concerts by the Bay is an existing use with its own programming, it would be speculative to assume that the Symphony would be able to reasonably acquire, control, or otherwise have access to the venue.

7.4.1.2 Reduced Capacity Alternative – 3,500 Seats

A 3,500-seat reduced project alternative was considered to reduce impacts that are correlated with the number of events and/or seating capacity of the project, such as greenhouse gas (GHG) emissions, transportation, and parking. This reduced project alternative would include all components of the project with the exception that the 10,000-seat capacity would be reduced to 3,500 seats. Based on the proposed programming described in Table 3-5 of Chapter 3, Project Description, this reduction in seating capacity would generally be sufficient for the majority of Symphony performances, requiring only minor reductions in the anticipated average event attendances for Symphony summer performances. However, it would preclude the Symphony from offering larger performances, such as on the 4th of July, partnership performances, and any future major event rentals with attendances over 3,500 attendees. Though this reduction in seating capacity would reduce GHG emissions and reduce intersection and parking impacts associated with a maximum-capacity event, it would not meet the majority of the Symphony's projected programming nor would it achieve many of the objectives of the project.

Objective #4 states, in part, that the project should optimize a portion of EMPS, and a 10,000-seat venue was identified as the most efficient use of the available space. Like the project, this alternative would be consistent with the PMP and California Coastal Act. It would also reduce impacts associated with GHG and transportation, circulation, and parking. However, limiting the project to 3,500 seats would result in the same project footprint and temporary public access restrictions as that of 10,000 seats. Allowing only 3,500 seats would not present an optimized use of the Bayside Performance Park and would disallow the use of the performance and event venue as a medium-sized event rental for events up to 10,000 attendees. It would also constrain the Symphony from increasing their performances attendees past 3,500 should demand increase in the future. As such, the 3,500-seat reduced project alternative was not selected for analysis.

7.4.2 Alternatives Selected for Analysis

Section 15126.6 (d) of the CEQA Guidelines requires an EIR to provide sufficient information about each alternative to allow for meaningful evaluation, analysis, and comparison with the project. The District selected the alternatives for analysis based on the "rule of reason" and ability for each alternative to meet most of the basic project objectives. A description of the six alternatives carried forward for analysis is provided in the following subsections.

7.4.2.1 Alternative 1 – No Project Alternative with Discontinued use of EMPS for Temporary Symphony Performances and Non-Symphony Events

The No Project Alternative is required by CEQA to discuss and analyze potential impacts that would occur if the project was not implemented. Under the No Project Alternative with

Discontinued Use of EMPS for Temporary Symphony Performances and Event Rentals (Alternative 1), the proposed enhancements would not be implemented and EMPS would remain as it exists today. EMPS would not be redeveloped and the project components, including the public recreational, cultural, and access amenities, would not be constructed. EMPS use and District-permitted events would continue to occur as described in Section 2.4.4, Temporary Performance Venue, with the exception of the Bayside Summer Nights series. Under Alternative 1, the Symphony's Bayside Summer Nights performances would not continue. Therefore, under this alternative, no temporary concert venue would be set up on site for the June through September season and the Symphony would cancel its Bayside Summer Nights performance series and annual free community event due to lack of other suitable outdoor locations in downtown San Diego. Meanwhile, non-Symphony events held at the EMPS, such as fundraisers, weddings, photo shoots, corporate events, and other types of events, would continue to be permitted by the District through the issuance of Special Event Permits, increasing at a rate of approximately 10 percent each year consistent with the special event use of parks District-wide.

7.4.2.2 Alternative 2 – No Project Alternative with Continued Use of EMPS for Temporary Symphony Performances and Event Rentals

The No Project Alternative with Continued Use of EMPS for Temporary Symphony Performances and Event Rentals (Alternative 2) would result in a continuation of the existing conditions described in Chapter 2, Environmental Setting and the existing conditions described in each resource analysis of Chapter 4, Environmental Analysis. Under this alternative, the proposed enhancements of EMPS would not occur as described above for Alternative 1. However, contrary to Alternative 1, Alternative 2 would allow for the continued operation of the Bayside Summer Nights performance series by the Symphony. EMPS use and District-permitted events would continue to occur as described in Section 2.4.4, Temporary Performance Venue. Non-Symphony events held at EMPS would continue to occur through Special Event Permits with the number of events increasing at a rate of approximately 10 percent each year consistent with the special event use of parks District-wide. The District would continue to administer a Tidelands Use and Occupancy Permit (TUOP) to the Symphony for use by the Bayside Summer Nights series as it does currently, and the series would operate under District-issued CDP-2014-01. As such, the Symphony would continue to utilize the temporary concert venue (e.g., consisting of a portable concert stage, stage house, bleachers, fencing, portable toilets, and auxiliary buildings and facilities that are temporarily set up at EMPS), requiring the closure of the northwestern portion of EMPS to the general public from June through September for a consecutive 120 days. While the Symphony would continue to hold one free public event each year as it currently does, it would not expand upon its Education and Public Engagement Program as described in Chapter 3, Project Description.

7.4.2.3 Alternative 3 – Reduced Capacity Alternative (8,000 Seats)

The Reduced Capacity Alternative – 8,000 Seats (Alternative 3) would be similar to the project, though instead of a 10,000-attendee capacity, it would include an 8,000-attendee capacity. Under the project, the 10,000-seat capacity was proposed to maximize the use of the Bayside Performance Park. All seating would be removable and the majority of events would result in seating and/or table layouts that leave the elevated lawn within the Bayside Performance Park open (whereas a 10,000-seat event would place seats throughout the elevated lawn). Alternative 3 would include the same design as the project and all components, including the EMPS enhancements outside of the Bayside Performance Park, would be constructed. All discretionary actions included with the project, such as the Port Master Plan Amendment (PMPA), would also be included in Alternative 3. Alternative 3 was developed in order to provide a reduced project alternative that would both reduce impacts associated with the event attendees and provide increased programming flexibility and efficient use of space from what a further reduced alternative (e.g., 3,500 seats) would allow (see Section 7.4.1.2, Reduced Capacity Alternative – 3,500 Seats).

The Symphony intends the Bayside Performance Park to provide for a 5,000- to 10,000-seat event venue. Alternative 3's 8,000-seat capacity was chosen based on the proposed programming in Table 3-5 of Chapter 3, Project Description, as it would allow for the currently projected Symphony performances, partnership performances, and event rentals to occur. Of the projected performances and events through year 2031, the majority of events include average attendances of 6,500 or less by event type. As described in Section 3.4.7.1, Bayside Performance Park Programming, though the majority of anticipated performances and events would have attendances of 5,000 or less, the project includes a maximum capacity of 10,000 in order to provide the Symphony with flexibility to allow for up to six 10,000-seat events a year. Under Alternative 3, the Bayside Performance Park would allow for an additional 1,000 seats from the current average programming projections should Symphony performance, partnership performance, and event rental demand increase in the future.

7.4.2.4 Alternative 4 – Reduced Capacity Alternative (6,000 Seats)

The Reduced Capacity Alternative – 6,000 Seats (Alternative 4) would be similar to the project and to Alternative 3, though it would include a 6,000-attendee maximum capacity. Alternative 4 would include the same design as the project and all components, including the EMPS enhancements outside of the Bayside Performance Park, would be constructed. All discretionary actions included with the project, such as the PMPA, would also be included in Alternative 4. Alternative 4 was developed in order to provide a reduced project alternative that would further reduce impacts associated with the event attendees compared to Alternative 3, while providing some of the increased programming flexibility and efficient use of space. As discussed previously, the Symphony intends the Bayside Performance Park to provide for up to six 10,000-seat events each year. Alternative 4's 6,000-seat capacity would allow for the currently projected Symphony performances,

partnership performances, and event rentals to occur. However, Alternative 4 would preclude some of the anticipated partnership performances from occurring at the Bayside Performance Park and would not provide the same amount of flexibility as a 10,000-seat venue would provide.

7.4.2.5 Alternative 5 – Reduced Programming Alternative

The Reduced Programming Alternative (Alternative 5) would be similar to the project and would include all physical components of the project, including a 10,000-seat capacity. However, Alternative 5 would reduce the annual event limit by approximately 35 percent. Under the project, access to the Bayside Performance Park is restricted during 15 percent of the year (based on the hours of 6:00 a.m. to 11:00 p.m.) so that it may be utilized for paid-admission events. Under Alternative 5, these restrictions would be reduced to approximately 9.8 percent of the year (equivalent to 72 half-day or 36 full-day paid-admission events). This alternative would maintain general public access within the Bayside Performance Park for at least 90 percent of the hours that it is open to the general public each year. This presents a reduction in allowed events compared to the project, which allows 110 half-day or 55 full-day paid-admission events that would maintain general public access within the Bayside Performance Park 85 percent of the year. The project's public amenity and access enhancements throughout EMPS would also be constructed under Alternative 5. This alternative was developed to reduce impacts associated with the increased number of events to be held at EMPS while allowing for the most efficient use of space at the Bayside Performance Park.

7.4.2.6 Alternative 6 – Balboa Park (Starlight Bowl) Alternative Location

Balboa Park was chosen as an "upland" alternative location that would reduce significant impacts associated with the violation of a noise ordinance within a public park, which is considered a sensitive receptor by the District, but not by the City of San Diego. An off-site location would also avoid the identified land use impact associated with permanent removal of public parkland. Balboa Park contains several performing arts venues, include the Casa del Prado, Spreckels Organ Pavilion, Starlight Bowl, and The Old Globe Theatre. However, the Casa del Prado is run by the City of San Diego and home to several youth arts organizations and other programs, with limited space for rental opportunities (City of San Diego 2016). Additionally, the Spreckels Organ Pavilion is home to the San Diego Civic Organist who performs free concerts weekly or more; the Starlight Bowl has been closed since 2012 and is in disrepair; and The Old Globe Theatre also boasts full programming schedule, with 15 plays and musicals annually (Balboa Park 2016, Save Starlight 2016). While the Spreckels Organ Pavilion only seats 2,500, which would not be sufficient for the proposed programming, the unutilized Starlight Bowl has a capacity of 3,500 seats. Though this would be insufficient to support the proposed partnership performances and major external event rentals, it would be large enough for the majority of Symphony performances. Additionally, the City of San Diego Park and Recreation Department has confirmed that there is no current leasehold on the site (Suzan Lowery-Mendoza, personal

communication, 2017). Therefore, the Starlight Bowl was chosen for Alternative 6 as a potential upland location within Balboa Park for the project.

Alternative 6 would not include the public recreational amenity and public access enhancements of the project, would not enhance the cultural use of EMPS, and would not promote the public's enjoyment of San Diego Bay. However, it would redevelop the Starlight Bowl into a permanent performance and event for use by the Symphony and allow for reduced-cost tickets for cultural events and arts to a broad and diverse audience; thus, meeting the majority of the basic project objectives. As the Starlight Bowl's existing capacity is only 3,500 seats, it is anticipated that the entire existing site would be demolished to allow for the construction of a performance and event venue that would meet the project objectives and projected programming. Due to the Starlight Bowl's existing land use as Restricted Park Land and location outside of the California Coastal Zone, it would not require limitation on the number of events that could be held per year to maintain public accessibility. Therefore, the Symphony would have the flexibility to hold more than 110 half-day and 55 full-day paid-admission events annually, though for purposes of this analysis it is assumed that the same paid-admission event limitations as the project would be placed on Alternative 6.

7.5 Analysis of Alternatives

The following subsections present the analysis of each alternative compared to the project by resource area. Table 7-2 provides a summary comparison of the impacts of the project and each alternative.

7.5.1 Analysis of Alternative 1 – No Project Alternative with Discontinued Symphony Events

7.5.1.1 Aesthetics and Visual Resources

Under Alternative 1, the visual character of the site would remain as it exists today: largely dominated by natural lawn and ornamental trees with an 8- to 10-foot-wide promenade along the perimeter of the site. Because the Symphony would no longer operate their performances out of EMPS under Alternative 1, the bulky metal stage, stage house, and bleachers for the temporary concert venue would no longer be set up from June through September each year. Therefore, Alternative 1 would result in an improvement to visual character and views of the site from the Vista Areas described in Section 4.1, Aesthetics, during the summer months compared to existing conditions. However, because the project would also negate the need for the temporary concert venue, beneficial effects associated with the removal of the temporary concert venue would be similar to the project. Nonetheless, the No Project Alternative would not result in the removal of ~~146~~ 116 trees required for construction of the projects and MM AES-1 would not be required. Therefore, Alternative 1 would result in reduced impacts on aesthetics and visual resources when compared to the project.

Table 7-2 Comparison of Alternatives and Proposed Project							
Potentially Significant Impact of Project	Impact Significance of Project	Impact Significance of Alternative					
		1	2	3	4	5	6*
Aesthetics	LTS w/Mit	Reduced (LTS)	Reduced (LTS)	Similar (LTS w/ Mit)	Similar (LTS w/ Mit)	Similar (LTS w/Mit)	Reduced (LTS)
Biological Resources	LTS w/Mit	Reduced (LTS)	Reduced (LTS)	Similar (LTS w/ Mit)	Similar (LTS w/ Mit)	Similar (LTS w/Mit)	Reduced (LTS w/Mit)
Geology and Soils	LTS w/Mit	Reduced (LTS)	Reduced (LTS)	Similar (LTS w/ Mit)	Similar (LTS w/ Mit)	Similar (LTS w/Mit)	Similar (LTS w/Mit)
Greenhouse Gas Emissions	S	Reduced (LTS)	Reduced (LTS)	Reduced (S)	Reduced (S)	Reduced (S)	Similar (S)
Land Use and Planning	LTS w/Mit	Reduced (LTS)	Reduced (LTS)	Similar (LTS w/Mit)	Similar (LTS w/Mit)	Similar (LTS w/Mit)	Reduced (LTS)
Noise and Vibration	S	Reduced (LTS)	Reduced (LTS)	Similar (S)	Similar (S)	Reduced (S)	Reduced (LTS)
Recreation	LTS w/Mit	Reduced (LTS)	Reduced (LTS)	Similar (LTS w/Mit)	Similar (LTS w/ Mit)	Reduced (LTS w/Mit)	Reduced (LTS)
Transportation, Circulation, and Parking	S	Reduced (LTS)	Reduced (LTS)	Reduced (S)	Reduced (S)	Reduced (S)	Similar (S)

S = Significant, LTS = Less than Significant, LTS w/Mit = Less than Significant with Mitigation
*Alternative 6 would result in potentially significant impacts to cultural and historic resources, whereas the project would result in no impact.

7.5.1.2 Air Quality

Under Alternative 1, EMPS would not be redeveloped and no park enhancements, including the Bayside Performance Park, would be constructed. As such, none of the emissions associated with construction and operation of the project would occur. There would be no need to set up and break down the temporary event venue and Symphony performances and event rentals would not occur; therefore, Alternative 1 would result in a reduction in air emissions compared to existing conditions. Although the project would not result in any significant impacts to air quality, none of the emissions associated with project construction and operation would occur. Therefore, compared with the project, overall air quality impacts under Alternative 1 would be reduced though impacts under either case would be less than significant.

7.5.1.3 Biological Resources

Under Alternative 1, the permanent performance and event venue, including the light-emitting diode (LED) light art installation, would not be constructed and no change to EMPS would occur. The project's impacts associated with tree removal, increased litter, and nighttime lighting would be avoided. Therefore, no impact would occur and impacts would be reduced compared to the project.

7.5.1.4 Geology and Soils

The project site is subject to ground surface rupture, seismic shaking, and liquefaction due to active faulting and nearby seismic events. Less than significant impacts associated with geology and soils would occur under Alternative 1 because it would not physically alter the site and fewer events would be held at EMPS. The project would result in significant impacts due to geologic hazards, which would be reduced to less than significant levels with implementation of MM GEO-1 requiring a geotechnical investigation. Therefore, Alternative 1 would result in less than significant impacts associated with geology and soils, reduced from the project.

7.5.1.5 Greenhouse Gas Emissions

Alternative 1 would not include any construction activities that would result in GHG emissions, nor would it result in operational activities that would result in GHG emissions in exceedance of existing conditions. The project would increase GHG emissions from existing conditions, requiring mitigation to be consistent with the District's GHG emissions targets for 2020. Even following mitigation, though, the project would not be consistent with the District's 2030 GHG emissions targets, resulting in significant and unavoidable impacts. Alternative 1, conversely, would reduce GHG emissions from existing conditions as the temporary concert venue would no longer be set up and broken down each year, and Symphony performances, partnership performances, event rentals, and Symphony free public events would not occur at EMPS. Therefore, GHG emissions under Alternative 1 would be reduced when compared to the project and impacts would be less than significant.

7.5.1.6 Hydrology and Water Quality

Under Alternative 1, no changes would occur at the project site. Alternative 1 would result in a fewer impervious surfaces at EMPS compared to the project, which would increase the total area of site pavement. Alternative 1 would also not include any activity that would temporarily expose soils as would be required during construction of the project. However, the project's storm water drainage and filtration system that would improve site drainage and filtration compared to existing conditions would not be implemented under Alternative 1. Additionally, sea level rise would affect EMPS regardless if the project or Alternative 1 were implemented, and risks associated with sea level rise at the site would be similar. Under Alternative 1, there would be no requirement for the Symphony to design or retrofit the site to accommodate sea level rise as they would no longer be permitted operate within EMPS.

While Alternative 1 would not result in changes to the existing drainage system or impervious surfaces on site, it would not include the improved drainage and filtration system of the project, which would reduce potential for site flooding during extreme high tides and storms. Additionally, sea level rise would have a potentially increased impact on the site under Alternative 1 when compared to the project, which would implement accommodation strategies including raising the grade of EMPS and implementing design or retrofits. Therefore, impacts associated with hydrology and water quality under Alternative 1 would be slightly increased, but in either case impacts would be less than significant.

7.5.1.7 Land Use and Planning

Under Alternative 1, no change to the use of EMPS would occur, with the exception that the Symphony would no longer receive a TUOP from the District to operate the Bayside Summer Nights performances at the site. The PMP would not be amended to describe EMPS' use as a temporary performance venue for paid-admission performances, nor would it become necessary because the Symphony would no longer operate their Bayside Summer Nights at the site. Because there would be no change in land use (other than discontinuing the temporary annual use by the Symphony) and no physical change to the site, EMPS would continue operate under the parameters of the PMP. Additionally, no loss in public parkland at EMPS would occur and mitigation to acquire or improve off-site parkland would not be required to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Therefore, Alternative 1 would not conflict with an applicable land use plan, policy, or regulation and no impact would occur. Impacts would be less than significant and reduced compared to the project.

7.5.1.8 Noise and Vibration

Alternative 1 would not result in any construction noise. However, significant noise impacts caused by the project would occur during proposed events at EMPS and not during construction. Because the Symphony would no longer hold the Bayside Summer Nights series at EMPS under this alternative, there would be reduced noise impacts compared to

the project. However, while the Bayside Summer Nights would be discontinued, other types of events that may generate noise levels perceivable at sensitive receptors could still be held at EMPS under Alternative 1. Still, these other events would not occur as regularly as the programmed performances and events under the project. No impact associated with noise and vibration would result from Alternative 1. Noise impacts would be significantly reduced under Alternative 1 compared to the project, which would result in significant impacts.

7.5.1.9 Public Services

No change to the use of EMPS would occur under Alternative 1, though the Bayside Summer Nights seasonal use of the temporary performance venue would be discontinued. Less than significant impacts to public services would occur under the project and security at the proposed Bayside Performance Park is anticipated to reduce crime at EMPS compared to existing conditions. Because the Symphony would no longer operate out of EMPS, the 24-hour security guard included in the project would not be retained. The improved wayfinding and security lighting and surveillance cameras included in the project would also not be installed at EMPS and existing levels and types of crime described in Section 4.8.2.2 would likely continue to occur under Alternative 1. However, the Harbor Police currently meets their response time standards and implementing Alternative 1 would have no effect on their continued ability to meet response times. Therefore, impacts to public services under Alternative 1 would be less than significant and similar to the project.

7.5.1.10 Recreation

Under Alternative 1, none of the public amenities at EMPS (e.g., fitness equipment, basketball courts, gazebo, public restrooms, and widened promenade) would be refurbished and/or replaced and the Bayside Performance Park would not be constructed. There would be no need to temporarily close EMPS due to construction. No public art (e.g., light art installation), public access and educational signage, or any other public improvement detailed in Chapter 3, Project Description, would be implemented. Additionally, Alternative 1 would not continue to facilitate a cultural use of the site that would occur under the project and is allowed by the site's Park/Plaza land use designation. While Alternative 1 would not provide recreation improvements included in the project, use of EMPS would continue to occur as it does currently and it would not result in a substantial, accelerated physical deterioration of EMPS or other park and less than significant impacts would occur.

The existing Bayside Summer Nights, which closes off a portion of EMPS to the general public from June through September, would no longer occur at EMPS under this alternative. As such, Alternative 1 would remove any restrictions on general public access within EMPS. While Alternative 1 would remove the cultural use of the site and decrease access to public art, it would also provide increased recreational access compared to the project. Therefore, Alternative 1 would result in reduced impacts to recreation compared to the project, but in either case impacts would be less than significant.

7.5.1.11 Transportation, Circulation, and Parking

Alternative 1 would not include construction activities and would decrease the amount of performances and events held at EMPS due to the discontinuation of the Bayside Summer Nights. As such, traffic generated under Alternative 1 would be less than under the project and would be similar to the Existing Non-Event Conditions identified in Section 4.10, Transportation, Circulation, and Parking. Similarly, parking demand would be less under Alternative 1 compared to the project as no permanent performance and event venue would be constructed and Symphony performances and events would not occur at EMPS. Therefore, impacts would be less than significant and Alternative 1 would reduce impacts to transportation, circulation, and parking compared to the project.

7.5.1.12 Utilities

Because Alternative 1 would result in a continuation of existing conditions, with the exception that the Bayside Summer Nights would be discontinued at EMPS, the existing utilities and service systems serving EMPS would remain adequate. Therefore, the existing wastewater service and treatment, stormwater drainage facilities, water supply and service, and solid waste service would be sufficient and no impact would result. Impacts would be slightly reduced due to the project's anticipated increase in utility demand. Both the project and Alternative 2 would result in less than significant impacts to utilities.

7.5.1.13 Relationship to Project Objectives

Alternative 1 would not meet any of the project objectives because it would not modernize EMPS' public amenities and access features. Rather, EMPS would remain as it exists today. Alternative 1 would remove the need for a temporary seasonal performance venue and increase access during the summer months when a portion of EMPS is typically closed off. However, it would not construct a permanent performance venue that would facilitate park uses and enrich visual and cultural resources in the area as called for in the project objectives. Without the District's partnership with the Symphony, a non-profit organization, Alternative 1 would not bring cultural events and arts to a diverse audience and lower-cost cultural experiences at EMPS would be lost.

7.5.2 Analysis of Alternative 2 – No Project Alternative with Continued Symphony Events

7.5.2.1 Aesthetics and Visual Resources

With Alternative 2, the visual character of the site would remain as it exists today: largely dominated by natural lawn and ornamental trees with an 8- to 10-foot-wide promenade along the perimeter of the site. The project's performance stage, which would be an aesthetic improvement compared to the existing temporary concert stage and stage house, would not be constructed. Rather, Symphony events held at the EMPS would continue to utilize the bulky metal stage, stage house, and bleachers as part of the temporary concert

venue each summer season. However, CEQA requires analysis of the project compared to existing conditions, and because the temporary event venue is part of existing conditions and there would be no observable changes to the project site from key viewpoints, PMP-designated Vista Areas, and scenic highways, no impact would occur. Additionally, because Alternative 2 would not result in the removal of trees, visual impacts would be reduced compared to the project and MM AES-1 would not be required.

7.5.2.2 Air Quality

Under Alternative 2, EMPS would not be redeveloped and no park enhancements, including the Bayside Performance Park, would be constructed. As such, none of the emissions associated with construction and operation of the project would occur. The temporary event venue would continue to be set up and broken down each summer season and events would continue to occur, though emissions associated with the temporary event venue are part of existing conditions. Although the project would not result in any significant impacts to air quality, Alternative 2 would not result in any emissions in excess of current conditions. Therefore, compared with the project, overall air quality impacts under Alternative 2 would be reduced though impacts under either case would be less than significant.

7.5.2.3 Biological Resources

Under Alternative 2, the permanent performance and event venue, including the LED light art installation, would not be constructed and no change to EMPS would occur. The project's impacts associated with tree removal, increased litter, and nighttime lighting would be avoided. Therefore, no impact would occur and impacts would be reduced compared to the project.

7.5.2.4 Geology and Soils

The project site is subject to ground surface rupture, seismic shaking, and liquefaction due to active faulting and nearby seismic events. Less than significant impacts associated with geology and soils would occur under Alternative 2 because it would not physically alter the site and fewer events would be held at EMPS. As discussed in Section 4.3, Geology and Soils, the project may exacerbate the potential for geologic hazards to occur without implementation of a geotechnical investigation and its recommendations, resulting in a significant but mitigable impact. Because Alternative 2 would only involve the continued use of the temporary concert venue, for which portable facilities are utilized, no structural foundations or grading are required and a geotechnical investigation would not be necessary. Therefore, Alternative 2 would result in reduced and less than significant impacts associated with geology and soils.

7.5.2.5 Greenhouse Gas Emissions

Alternative 2 would not include any construction activities that would result in GHG emissions, nor would it result in operational activities that would generate GHG emissions in exceedance of existing conditions. Rather, because Alternative 2 would include a

continuation of the Bayside Summer Nights operations as they occur today, GHG emissions generated by Alternative 2 would be the same as existing conditions. The project, on the other hand, would increase GHG emissions compared to existing conditions due to construction of the permanent performance venue and increase in annual events and event attendances, resulting in unavoidable inconsistency with the District's CAP 2030 GHG emissions targets. Therefore, GHG emissions under Alternative 2 would be reduced when compared to the project and impacts would be less than significant.

7.5.2.6 Hydrology and Water Quality

Under Alternative 2, no changes would occur at the project site. Alternative 2 would result in a fewer impervious surfaces at EMPS compared to the project, which would increase site pavement. Alternative 2 would also not include any activity that would temporarily expose soils as would be required during construction of the project. However, the project's storm water drainage and filtration system that would improve site drainage and filtration compared to existing conditions would not be implemented under Alternative 2. Additionally, sea level rise would affect EMPS regardless if the project or Alternative 2 were implemented, and risks associated with sea level rise at the site would be similar. Under Alternative 2, there would be no requirement for the Symphony to design or retrofit the site to accommodate sea level rise as they would no longer be permitted operate within EMPS.

While Alternative 2 would not result in changes to the existing drainage system or impervious surfaces on site, it would not include the improved drainage and filtration system of the project, which would reduce potential for site flooding during extreme high tides and storms. Additionally, sea level rise would have a potentially increased impact on the site under Alternative 2 when compared to the project, which would implement accommodation strategies including raising the grade of EMPS and implementing design or retrofits. Therefore, impacts associated with hydrology and water quality under Alternative 2 would be slightly increased, but in either case impacts would be less than significant.

7.5.2.7 Land Use and Planning

Under Alternative 2, no change to the use of EMPS would occur and the Symphony would continue to operate Bayside Summer Nights performances at the temporary concert venue at EMPS under CDP-2014-01 and annual TUOP issued by the District. However, the PMP would not be amended to describe EMPS' use as a temporary performance venue for paid-admission performances. The cultural use of EMPS for paid-admission performances would not conflict with the PMP and an amendment to the PMP would not be required as the temporary concert venue is not a permanent year-round use. Additionally, no loss in public parkland at EMPS would occur and mitigation to acquire or improve off-site parkland would not be required to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Impacts to land use and planning would be less than significant and reduced compared to the project.

7.5.2.8 Noise and Vibration

Alternative 2 would not result in any construction noise. However, significant noise impacts resulting from the project would occur during proposed events at EMPS. Alternative 2 would result in a continuation of the existing Bayside Summer Nights programming, and would not include the increased number of events each year that the project includes. While the permanent performance stage shell proposed by the project would direct sound to the bay and decrease sound bleed to the surrounding areas compared to the existing temporary concert stage and stage house, CEQA requires impact analyses to compare to existing conditions. Therefore, even though Alternative 2 would continue the use of the temporary concert stage, which results in substantial noise bleed in all directions, it would not cause a noise impact pursuant to CEQA as noise conditions under Alternative 2 would be the same as existing conditions. The Bayside Summer Nights series would continue to operate in accordance with the requirements of CDP-2014-01 and TUOPs issued by the District, which includes penalties for the Symphony if events exceed 95 A-weighted decibels (dB[A]). Noise impacts would be reduced under Alternative 1 compared to the project and would be less than significant.

7.5.2.9 Public Services

Alternative 2 would not result in any change to the use of EMPS and would not affect existing public services. However, the park enhancements included in the project, such as the recreational amenity enhancements, improved wayfinding and security lighting, and surveillance cameras, would not be installed at EMPS. The existing levels and types of crime described in Section 4.8.2.2 would likely continue to occur under Alternative 2. However, the Harbor Police currently meets their response time standards and implementing Alternative 2 would have no effect on their continued ability to meet response times. Therefore, impacts to public services under Alternative 2 would be less than significant and similar to the project.

7.5.2.10 Recreation

Under Alternative 2, none of the public amenities at EMPS (e.g., fitness equipment, basketball courts, gazebo, public restrooms, and widened promenade) would be refurbished and/or replaced and the Bayside Performance Park would not be constructed. There would be no need to temporarily close EMPS due to construction as would be required for the project. No public art (e.g., LED light art installation), public access and educational signage, or any other public improvement detailed in Chapter 3, Project Description, would be implemented. While Alternative 2 would not provide the recreation improvements included in the project, use of EMPS would continue to occur as it does currently and it would not result in a substantial, accelerated physical deterioration of EMPS or other park and less than significant impacts would occur.

The existing Bayside Summer Nights, which closes off a portion of EMPS to the public from June through September, would continue to occur at EMPS under this alternative. This would result in decreased general public accessibility of the site when compared to the

project, which would allow for general public access throughout the Bayside Performance Parks when events are not being held. While the project would result in a maximum of 110 half-day, or 55 full-day, paid-admission events each year (15 percent of the year), Alternative 2 would double that amount within a four-month timeframe and result in approximately 122 consecutive full days of events (33 percent of the year) in which the northwestern portion of EMPS is closed to the public. Therefore, Alternative 2 would result in slightly less impacts to recreation compared to the project and impacts would be less than significant.

7.5.2.11 Transportation, Circulation, and Parking

Traffic conditions under Alternative 2 would be the same as existing conditions, as operation of EMPS and Bayside Summer Nights series would remain the same as they occur today. Because the project would increase the maximum seating capacity of the site from 5,200 to 10,000, the project would generate more traffic and parking demand that under Alternative 2. Traffic conditions under Alternative 2 would be similar to the Existing Non-Event Conditions and Existing Event Conditions identified in Section 4.10, Transportation, Circulation, and Parking during non-event days and event days, respectively. Similarly, parking demand would be less under Alternative 2 compared to the project as no permanent performance and event venue would be constructed and the Symphony programming would be similar to existing conditions. Therefore, impacts would be less than significant and Alternative 2 would reduce impacts to transportation, circulation, and parking compared to the project.

7.5.2.12 Utilities

Because Alternative 2 would result in a continuation of existing conditions, the existing utilities and service systems serving EMPS would remain adequate. Therefore, the existing wastewater service and treatment, stormwater drainage facilities, water supply and service, and solid waste service would be sufficient and no impact would result. Impacts would be slightly reduced due to the project's anticipated increase in utility demand. Both the project and Alternative 2 would result in less than significant impacts to utilities.

7.5.2.13 Relationship to Project Objectives

Alternative 2 would result in reduced impacts compared to the project as it would not involve construction activities and the Bayside Summer Nights would operate under the status quo. The project as proposed would improve performance venue aesthetics and would direct sound away from sensitive receptors in Coronado and downtown San Diego, as compared to the existing temporary concert venue which includes a bulky metal stage and stage house that results in sound bleed in all directions. However, because the temporary concert venue is part of existing conditions, impacts associated with Alternative 2 are less than significant. Alternative 2 would not meet Project Objectives #1 and #2 because it would not modernize EMPS' public amenities and access features nor would it replace the temporary seasonal concert venue with a permanent performance and event venue. It also would not implement Project Objective #3 to provide cultural events and arts to a broad and

diverse audience, as the Symphony would not be able to expand its Education and Public Engagement Program under Alternative 2 as it would under the project. Project Objective #5 would also not be met, as Alternative 2 would continue the use of the temporary concert venue, which includes a portable metal stage and stage house that does not provide superior acoustics and results in sound bleed that impacts nearby sensitive receptors in Coronado and downtown San Diego.

7.5.3 Analysis of Alternative 3 – Reduced Capacity – 8,000 Seats

7.5.3.1 Aesthetics and Visual Resources

Though Alternative 3 would include a permanent performance and event venue with a reduced maximum capacity of 8,000 seats, all other physical components would remain the same as the project. The removal of ~~81~~ 116 ornamental trees would be required under Alternative 3 because the same level of redevelopment would occur. MM AES-1 would apply to reduce impacts to visual character resulting from tree removal to less than significant levels. Alternative 3 would result in the same aesthetic improvement that the project would, as the same design would be utilized for the performance stage and ancillary facilities. Impacts to aesthetics and visual resources would be similar and less than significant.

7.5.3.2 Air Quality

Air emissions resulting from construction activities would be the same under the project and Alternative 3, as all permanent project components would be the same. Operational emissions would generally be the same as under the project, with the exception that mobile emissions resulting from performance and event staff and patrons would presumably be reduced by 20 percent during a maximum capacity event due to the 20 percent reduction in event attendance capacity. However, project emissions are under the applicable significance thresholds for all air pollutants. Impacts to air quality would be reduced, though both the project and Alternative 3 would result in less than significant impacts.

7.5.3.3 Biological Resources

Alternative 3 would involve the same level of redevelopment at EMPS as the project and would construct the Bayside Performance Park and EMPS enhancements according to Chapter 3, Project Description, with the exception that the Bayside Performance Park would allow for a capacity of only 8,000. Construction of the project would occur as described for the project, and the required tree removal would result in direct and potential indirect impacts to nesting birds as discussed in Section 4.3, Biological Resources. MM BIO-1 to reduce potential impacts to nesting birds would also be required to reduce impacts to less than significant under Alternative 3. While event capacity would be decreased compared to the project, Alternative 3 would still significantly increase the number and attendance of events held at EMPS compared to existing conditions, resulting

in an increased amount of litter generated on-site. MM BIO-2 would still be required to deter littering and reduce potential for litter to enter the San Diego Bay. Additionally, the same security, event, and public art lighting as the project would be installed for Alternative 3, resulting in potential impacts to migratory bird species and requiring mitigation (MM BIO-3). Therefore, impacts to biological resources would be similar to the project and less than significant impacts would occur following mitigation.

7.5.3.4 Geology and Soils

As discussed previously, the project site is subject to ground surface rupture, seismic shaking, and liquefaction due to active faulting and nearby seismic events. Similar to the project, Alternative 3 would not exacerbate the potential for geologic hazards to occur and less than significant impacts would result. As with the project, all permanent structures would be constructed in accordance with California Building Code. Alternative 3 would also implement the recommendations of the geologic investigation report prior to City of San Diego issuance of construction permits, as required by MM GEO-1. Therefore, impacts associated with geology and soils under Alternative 3 would be similar to the project and less than significant with mitigation.

7.5.3.5 Greenhouse Gas Emissions

Alternative 3 would result in the same number of annual events, though it would reduce the maximum capacity of the Bayside Performance Park by 20 percent. The project's GHG emissions would largely be the result of emissions generated by vehicle use (e.g., patrons driving to and from EMPS). Therefore, it is anticipated that Alternative 3 would reduce GHG emissions by 20 percent due to the 20 percent reduction in event attendance capacity as compared to the project during a maximum capacity event. Though impacts associated with GHG emissions would be slightly reduced, the GHG emissions reductions would only occur during maximum-capacity events and not across all events. However, even with a reduction the GHG emissions resulting from Alternative 3 would be inconsistent with the District's CAP. As with the project, implementation of the mitigation measures described in Section 7.5, Greenhouse Gas Emissions, would be required under Alternative 3. Though reduced and with implementation of the maximum feasible mitigation, impacts would remain significant and unavoidable.

7.5.3.6 Hydrology and Water Quality

Alternative 3 would result in the same design as the project, including redevelopment of EMPS and installation of a modular wetland/storm water drainage and filtration system within the Bayside Performance Park and parking lot. As discussed in Section 4.5, Hydrology and Water Quality, project enhancements would improve site drainage and filtration, and less than significant impacts to water quality would occur. Because Alternative 3 includes the same improvements as the project, similar impacts to hydrology and water quality would result.

7.5.3.7 Land Use and Planning

Alternative 3, like the project, would involve the adoption and certification of an amendment to the PMP. Alternative 3 would involve the same land uses as the project and would not result in a conflict with any applicable plan or policy for the reasons discussed in Section 4.6, Land Use and Planning, as the project. Limiting the seating capacity of the Bayside Performance Park would somewhat restrict the cultural use of the site by prohibiting larger gatherings consistent with the cultural use. Because the same physical components as the project would be included, the stage and back-of-house facilities, box office, and food pavilions would result in a loss in public parkland at EMPS. MM LUP-1 would still be required to offset this loss by acquiring or improving off-site parkland in order to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Therefore, impacts to land use and planning would be similar as the project and less than significant.

7.5.3.8 Noise and Vibration

The project would result in significant noise impacts due to exceedance of City of San Diego noise ordinances and permanent noise level increases at nearby sensitive receptors, as discussed in Section 4.7, Noise and Vibration. Alternative 3 would not change the location, noise levels, or number of events, and therefore would have no effect on noise and vibration impacts resulting from the project. Impacts would be similar to the project and significant.

7.5.3.9 Public Services

Alternative 3 would increase demand on fire and police services at EMPS due to the increase in number of annual events, which, like the project would be up to 110 half-day, or 55 full-day, events. However, the maximum event attendance would be 20 percent less than that of the project, and therefore demand on fire and police protection services generated by project events would be reduced by 20 percent during maximum capacity events. Like the project, Alternative 3 would restrict public access within the Bayside Performance Park during performances and events up to 15 percent of the year. However, this is not anticipated to result in a substantial increase in demand on regional parks that would require construction of new or expanded facilities. Therefore, Alternative 3 and the project would have reduced effects on public services and impacts would be less than significant.

7.5.3.10 Recreation

Alternative 3 would require the same up to 10-month construction period as the project, requiring the need to close a majority of EMPS, with exception to the Embarcadero Marina Park Pier, portion of the promenade, deli/bait shop, and associated parking (required by MM REC-1). This would increase demand on the other waterfront parks. MM REC-1 would also apply to Alternative 3, reducing potentially significant impacts that would result from the temporary closure of EMPS. Operational aspects of Alternative 3 would be the same as the project and the Bayside Performance Park would remain open for general public access outside of events (85 percent of the year). This results in an improvement in public

accessibility of the site compared to existing conditions, in which the temporary concert venue portion of EMPS is closed to the public June through September each year, resulting in a maximum consecutive period of 120 full days of events (33 percent of the year) as compared to the project which would be limited to 15 percent of the year. Impacts to recreation would be similar to the proposed project and less than significant with mitigation.

7.5.3.11 Transportation, Circulation, and Parking

As discussed in Section 7.5.4.4, Greenhouse Gas Emissions, Alternative 3 would result in 20 percent fewer attendees at a maximum capacity event compared to the project. Therefore, impacts associated with traffic and parking are anticipated to be reduced by 20 percent under Alternative as there would be a 20 percent reduction in the number of people driving to EMPS for a maximum-capacity Symphony performance, partnership performance, or event rental. Section 4.10, Transportation, Circulation, and Parking, identified project impacts to five intersections (e.g., Convention Center Court/Harbor Drive; Fifth Avenue/Broadway; Fifth Avenue/G Street; Fifth Avenue/Harbor Drive; Park Boulevard/Harbor Drive) during event arrival and/or dismissal periods. Alternative 3 would reduce the number of vehicles at these intersections, resulting in a reduced impact than the project. Alternative 3 would reduce the number of vehicles at these intersections, resulting in a reduced impact than the project. MM TRA-1 would serve to reduce impacts to less than significant under Alternative 3 as it would for the project. Impacts associated with traffic would be reduced but remain less than significant following mitigation.

Alternative 3 would substantially reduce parking demands during a maximum-attendance event as it would allow for a 20 percent reduction in maximum capacity than under the project. The project's anticipated parking demand for a 10,000-attendee event would be 2,919 parking spaces (factoring in the number of patrons who arrive via carpool or transit/alternative transportation); therefore, under the same assumptions as included in the project's parking analysis, Alternative 3 would result in a demand of approximately 2,335 parking spaces during an 8,000-attendee event. This would result in a reduction in impacts associated with the project. However, because there is not sufficient on-site parking to serve Alternative 3, MM TRA-2 would still be required to ensure sufficient off-site parking is secured. Impacts would be significant and mitigable, and reduced compared to the project.

7.5.3.12 Utilities

Project demands estimates on wastewater treatment, water supply, and energy as well as solid waste generation estimates are based on 116 annual events, which is the total number of events projected for the year 2031[1]. The same levels of programming would be allowed

[1]The anticipated programming for year 2031 includes 100 Symphony performances and event rentals, which are subject to the limitation of no more than 110 events annually, plus 16 free public events and Education and Public Engagement Program events, which are not subject to limitation. See Table 3-5, Anticipated Bayside Performance Park Programming, of Chapter 3, Project Description.

under Alternative 3, but no events with attendances over 8,000 would be held whereas the project allows for a maximum of six events with attendances between 8,000 and 10,000. Therefore, Alternative 3 would result in a reduced demand on utilities as the project, which allows for events up to 10,000. Therefore, Alternative 3 would result in a similar demand on utilities as the project. As discussed in Section 7.5.4.5, Hydrology and Water Quality, Alternative 3 and the project would involve the same improvements to the site storm water drainage and filtration system. Therefore, impacts on utilities including wastewater, storm water, water supply, solid waste collection/disposal, and energy would be less than significant and similar to the project.

7.5.3.13 Relationship to Project Objectives

Alternative 3, like the project, would enhance existing recreational amenities throughout EMPS and construct a permanent performance and event venue that would allow for lower-cost recreational and cultural experiences. Therefore, Alternative 3 would meet the majority of the project objectives. However, reducing the event maximum capacity from 10,000 seats to 8,000 seats would restrict larger gathering consistent with the cultural use of the site. For example, partnership performances, event rentals, and public events or gatherings in the 8,000- to 10,000-attendee range would be restricted. Additionally, as described previously, the 10,000-seat capacity was chosen for the project as the most efficient use of EMPS as a performance and event venue. Therefore, Alternative 3 would also not fully meet Objective #4 which states that the project should optimize a portion of EMPS while maintaining consistency with the PMP and California Coastal Act – though this alternative would be consistent with the PMP and California Coastal Act, it would not include the most efficient use of the space (identified as 10,000 seats).

7.5.4 Analysis of Alternative 4 – Reduced Capacity (6,000 Seats)

7.5.4.1 Aesthetics and Visual Resources

Alternative 4 would include a permanent performance and event venue with a reduced maximum capacity of 6,000 seats. All other physical components would remain the same as the project. As with the project, the removal of ~~146~~ 116 ornamental trees would be required under Alternative 4 to allow for the construction of the park enhancements, including the solar-ready parking lot. MM AES-1 would apply to reduce impacts to visual character resulting from tree removal to less than significant levels. Alternative 4 would result in the same aesthetic improvement that the project would, as the same design would be utilized for the performance stage and ancillary facilities. Impacts to aesthetics and visual resources would be similar and less than significant with mitigation.

7.5.4.2 Air Quality

Air emissions resulting from construction activities would be the same under the project and Alternative 4, as all permanent project components would be the same. Operational

emissions would generally be the same as under the project, with the exception that mobile emissions resulting from performance and event staff and patrons would be reduced by approximately 40 percent during a maximum capacity event due to the 40 percent reduction in event attendance capacity. However, project emissions are under the applicable significance thresholds for all air pollutants. Impacts to air quality would be reduced, though both the project and Alternative 4 would be less than significant.

7.5.4.3 Biological Resources

Alternative 4 would involve the same level of redevelopment of EMPS as the project and would construct the Bayside Performance Park and EMPS enhancements as described in Chapter 3, Project Description, with the exception that the Bayside Performance Park would allow for a maximum capacity of only 6,000 attendees. Construction of the project would occur as described for the project, and the required tree removal would result in potential direct and indirect impacts to nesting birds as discussed in Section 4.3, Biological Resources. MM BIO-1 to reduce impacts to nesting birds would also be required to reduce impacts to less than significant under Alternative 4. While event capacity would be decreased compared to the project, Alternative 4 would still increase the attendance and number of events held at EMPS compared to existing conditions, resulting in an increased amount of litter generated on-site. MM BIO-2 would still be required to deter littering and reduce potential for litter to enter the San Diego Bay. Additionally, the same security, event, and public art lighting as the project would be installed for Alternative 4, resulting in potential impacts to migratory bird species and requiring mitigation (MM BIO-3). Therefore, impacts to biological resources would be similar to the project and less than significant impacts would occur following mitigation.

7.5.4.4 Geology and Soils

As discussed previously, the project site is subject to ground surface rupture, seismic shaking, and liquefaction due to active faulting and nearby seismic events. Similar to the project, Alternative 4 would not exacerbate the potential for geologic hazards to occur and less than significant impacts would result. As with the project, all permanent structures would be constructed in accordance with California Building Code. Alternative 4 would implement the recommendations of the geologic investigation report prior to City of San Diego issuance of construction permits as required by MM GEO-1. Therefore, impacts associated with geology and soils under Alternative 4 would be similar to the project and less than significant with mitigation.

7.5.4.5 Greenhouse Gas Emissions

Alternative 4 would result in the same number of annual events, though it would reduce the maximum capacity of the Bayside Performance Park by 40 percent. The project's GHG emissions are largely a result of emissions generated by vehicle use (e.g., patrons driving to and from EMPS). Therefore, Alternative 4 would reduce GHG emissions by approximately 40 percent compared to the project during a maximum-capacity event. Though impacts associated with GHG emissions would be slightly reduced, GHG emissions reductions

would only occur during maximum-capacity events and not across all events. However, even with this reduction the GHG emissions resulting from Alternative 4 would be inconsistent with the District's GHG emissions target for 2030. As with the project, implementation of the mitigation measures described in Section 4.5, Greenhouse Gas Emissions, would be required under Alternative 4 to reduce greenhouse gas emissions resulting from operation of the project. However, though reduced and with implementation of the maximum feasible mitigation, impacts would remain significant and unavoidable.

7.5.4.6 Hydrology and Water Quality

Alternative 4 would result in the same design as the project, including redevelopment of EMPS and installation of a modular wetland/storm water drainage and filtration system within the Bayside Performance Park and parking lot. As discussed in Section 4.5, Hydrology and Water Quality, project enhancements would improve site drainage and filtration, and less than significant impacts to water quality would occur. Because Alternative 4 includes the same improvements as the project, similar impacts to hydrology and water quality would result.

7.5.4.7 Land Use and Planning

Alternative 4, like the project, would involve the adoption and certification of an amendment to the PMP. Alternative 4 would involve the same land uses as the project and would not result in a conflict with any applicable plan or policy for the reasons discussed in Section 4.6, Land Use and Planning, as the project. Limiting the seating capacity of the Bayside Performance Park would somewhat restrict the cultural use of the site by prohibiting larger gatherings consistent with the cultural use. Because the same physical components as the project would be included, the stage and back-of-house facilities, box office, and food pavilions would result in a loss in public parkland at EMPS. MM LUP-1 would still be required to offset this loss by acquiring or improving off-site parkland to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Therefore, impacts to land use and planning would be similar as the project and less than significant.

7.5.4.8 Noise and Vibration

The project would result in significant noise impacts due to exceedance of the City of San Diego Noise Ordinance and permanent noise level increases at nearby sensitive receptors, as discussed in Section 4.8, Noise. Alternative 4 would not change the location, noise levels, or number of events, and therefore would have no effect on noise and vibration impacts resulting from the project. Impacts would be similar to the project and would remain significant after mitigation.

7.5.4.9 Public Services

Alternative 4 would increase demand on fire and police services at EMPS due to the increase in number of annual events, which, like the project would be up to 110 half-day, or 55 full-day, events. The maximum event attendance would be 40 percent less than that of

the project, and therefore demand on fire and police protection services generated by project events would be reduced by 40 percent during a maximum capacity event. Like the project, Alternative 4 would temporarily restrict public access within the Bayside Performance Park during performances and events. Therefore, Alternative 4 and the project would have reduced effects on public services and impacts would be less than significant.

7.5.4.10 Recreation

Alternative 4 would require the same up to 10-month construction period as the project, requiring the need to close the entire EMPS, with the exception of the Embarcadero Marina Park Pier, portion of the promenade, deli/bait shop, and associated parking (required by MM REC-1). This would increase demand on the other waterfront parks and fishing piers. MM REC-1 would apply to Alternative 4, reducing potentially significant impacts that would result from the temporary closure of the EMPS. Operational aspects of Alternative 4 would be the same as the project and the Bayside Performance Park would remain open for general public access outside of events (85 percent of the year). This would result in an improvement in public accessibility of the site compared to existing conditions, in which the temporary concert venue portion of EMPS is closed to the public June through September each year. Impacts to recreation would be similar to the proposed project and less than significant with mitigation.

7.5.4.11 Transportation, Circulation, and Parking

As discussed in Section 7.5.4.4, Greenhouse Gas Emissions, Alternative 4 would result in 40 percent fewer attendees at a maximum capacity event compared to the project. Therefore, less impacts associated with traffic and parking are anticipated under this alternative as there would be a 40 percent reduction in the number of people driving to EMPS for a maximum-capacity Symphony performance or event rental. Section 4.11, Transportation, Circulation, and Parking, identified project impacts to five intersections (e.g., Convention Center Court/Harbor Drive; Fifth Avenue/Broadway; Fifth Avenue/G Street; Fifth Avenue/Harbor Drive; Park Boulevard/Harbor Drive) during event arrival and/or dismissal periods. Alternative 4 would reduce the number of vehicles at these intersections, resulting in a reduced impact than the project. MM TRA-1 would serve to reduce impacts to less than significant under Alternative 4 as it would for the project. Impacts associated with traffic would be reduced but remain less than significant following mitigation.

Alternative 4 would substantially reduce parking demands during a maximum-attendance event as it would allow for 40 percent fewer attendees than under the project. The project's anticipated parking demand for a 10,000-attendee event would be 2,919 parking spaces (factoring in the number of patrons who arrive via carpool or transit/alternative transportation); therefore, under the same assumptions as included in the project's parking analysis, Alternative 4 would result in a demand of approximately 1,751 parking spaces during a 6,000-attendee event. This would result in a reduction in the extent of parking impacts associated with the project. However, because there is not sufficient on-site parking to serve Alternative 4, MM TRA-2 would still be required to ensure sufficient off-site

parking is secured. Impacts would be less than significant following mitigation, and reduced compared to the project.

7.5.4.12 Utilities

Estimates of project demands on wastewater treatment, water supply, and energy as well as solid waste generation are based on 116 annual events, which is the total number of events projected for the year 2031[2]. The same levels of programming would be allowed under Alternative 4, but no events with attendances over 6,000 would be held whereas the project allows for a maximum of six events with attendances between 8,000 and 10,000. Therefore, Alternative 4 would result in a reduced demand on utilities as the project, which allows events up to 10,000. As discussed in Section 7.6.4.5, Hydrology and Water Quality, Alternative 4 and the project would involve the same improvements to the site storm water drainage and filtration system. Therefore, impacts on utilities including wastewater, storm water, water supply, solid waste collection/disposal, and energy would be less than significant and reduced compared to the project.

7.5.4.13 Relationship to Project Objectives

Alternative 4, like the project, would enhance existing recreational amenities throughout and construct a permanent performance and event venue that allows for lower-cost recreational and cultural experiences. Therefore, Alternative 4 would meet the majority of the project objectives. However, reducing the event capacity from 10,000 seats to 6,000 seats would not give the Bayside Performance Park flexibility to host performances and facilitate event rentals between 6,000 and 10,000 consistent with the cultural use of the site. For example, partnership performances, event rentals, and public gatherings or events in this attendance range would be restricted. Alternative 4 would allow for the majority of the currently anticipated performances and events to occur, and would allow the Symphony to increase attendances of Symphony performances should demand increase in the future. Additionally, as described previously, the 10,000-seat capacity was chosen for the project as the most efficient use of EMPS as a performance and event venue. Therefore, Alternative 4 would also not fully meet Objective #4 which states, in part, that the project should optimize a portion of EMPS, and 10,000 seats was identified as the most efficient use of the space.

[2]The anticipated programming for year 2031 includes 100 Symphony performances and event rentals, which are subject to the limitation of no more than 110 events annually, plus 16 free public events and Education and Public Engagement Program events, which are not subject to limitation. See Table 3-5, Anticipated Bayside Performance Park Programming, of Chapter 3, Project Description.

7.5.5 Analysis of Alternative 5 – Reduced Programming

7.5.5.1 Aesthetics

Alternative 5 would construct and operate the Bayside Performance Park in the same manner as the project, with the exception that the programming would be reduced, meaning that the maximum venue capacity would remain the same as proposed but that fewer events would be held throughout the year. The removal of ~~146~~ 116 ornamental trees would be required under Alternative 5 to allow for the construction of the park enhancements, including the solar-ready parking lot. MM AES-1 would apply to reduce impacts to visual character resulting from tree removal to less than significant levels. Alternative 5 would result in the same aesthetic improvement that the project would, as the same design would be utilized for the performance stage and ancillary facilities. Therefore, impacts to aesthetics and visual resources would be similar and less than significant.

7.5.5.2 Air Quality

Air emissions resulting from construction activities would be the same under the project and Alternative 5, as all permanent project components would be the same. Operational emissions would generally be less than the project, as the number of events held would be reduced from the project's maximum annual allowance of 110 half-day or 55 full-day paid-admission events (15 percent of the year) to 72 half-day or 36 full-day paid-admission events (9.8 percent of the year). Project emissions are already under the applicable significance thresholds for all air pollutants; therefore, though impacts to air quality would be reduced, both the project and Alternative 5 would result in less than significant impacts to air quality.

7.5.5.3 Biological Resources

Alternative 5 would involve the same level of redevelopment at EMPS as the project and would construct the Bayside Performance Park and EMPS enhancements according to Chapter 3, Project Description, with the exception that fewer events would occur each year under Alternative 5. Construction of the project would occur as described for the project, and the required tree removal would result in potential direct and indirect impacts to nesting birds as discussed in Section 4.3, Biological Resources. MM BIO-1 to reduce impacts to nesting birds would also be required to reduce impacts to less than significant under Alternative 5. While the number of events held each year at EMPS would be decreased compared to the project, Alternative 5 would still increase the number of annual events compared to existing conditions. Thus, Alternative 5 would also result in an increased amount of litter generated on-site, and MM BIO-2 would be required to deter littering and reduce potential for litter to enter the San Diego Bay. Additionally, the same security, event, and public art lighting as the project would be installed for Alternative 5, resulting in potential impacts to migratory bird species and requiring mitigation (MM BIO-3). Therefore, impacts to biological resources would be similar to the project and less than significant impacts would occur following mitigation.

7.5.5.4 Geology and Soils

Similar to the project, Alternative 5 would not exacerbate the potential for geologic hazards to occur and less than significant impacts would result. As with the project, all permanent structures would be constructed in accordance with California Building Code. Alternative 5 would implement the recommendations of the geologic investigation report prior to City of San Diego issuance of construction permits as required by MM GEO-1. Therefore, impacts associated with geology and soils under Alternative 5 would be similar to the project and less than significant with mitigation.

7.5.5.5 Greenhouse Gas Emissions

Approximately 35 percent fewer annual events would be held each year at the Bayside Performance Park under Alternative 5. As such, GHG emissions associated with Alternative 5 would be substantially less than that of the project because the project's GHG emissions would be largely a result of emissions generated by vehicle use (e.g., patrons driving to and from EMPS) and impacts associated with GHG emissions would be reduced. However, even with this reduction the GHG emissions resulting from Alternative 5 would be inconsistent with the District's GHG emissions targets for 2030. As with the project, implementation of mitigation measures described in Section 4.5, Greenhouse Gas Emissions, would be required under Alternative 5. However, though reduced and with implementation of the maximum feasible mitigation, impacts would remain significant and unavoidable due to inconsistency with the District's CAP.

7.5.5.6 Hydrology and Water Quality

Alternative 5 would result in the same design as the project, including redevelopment of EMPS and installation of a modular wetland/storm water drainage and filtration system within the Bayside Performance Park and parking lot. As discussed in Section 4.6, Hydrology and Water Quality, project enhancements would improve site drainage and filtration, and less than significant impacts to water quality would occur. Because Alternative 5 would include the same improvements as the project, similar impacts to hydrology and water quality would result.

7.5.4.7 Land Use and Planning

Alternative 5, like the project, would involve adoption and certification of an amendment to the PMP. Alternative 5 would involve the same land uses as the project and would not result in a conflict with any applicable plan or policy for the reasons discussed in Section 4.7, Land Use and Planning, as the project. Because the same physical components as the project would be included, the stage and back-of-house facilities, box office, and food pavilions would result in a loss in public parkland at EMPS. MM LUP-1 would still be required to offset this loss by acquiring or improving off-site parkland to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Therefore to land use and planning would be similar as the project and less than significant.

7.5.5.8 Noise and Vibration

The project would result in significant noise impacts due to exceedance of the City of San Diego Noise Ordinance and permanent noise level increases at nearby sensitive receptors, as discussed in Section 4.8, Noise. Alternative 5 would not change the location of the project or event noise levels; however, it would result in approximately 35 percent fewer annual events. This would mean approximately 35 percent fewer instances that the noise ordinance would be exceeded or significant noise level increases would occur. It would also reduce the increase in ambient noise at EMPS resulting from the project. However, because the City of San Diego Noise Ordinance would still be exceeded during performances and events, impacts would be reduced compared to the project but would remain significant.

7.5.5.9 Public Services

Alternative 5 would increase demand on fire and police services at EMPS due to the increase in number of annual events from existing conditions. However, the number of events held would be reduced from the project's maximum limit of 110 half-day or 55 full-day events to 72 half-day or 36 full-day events. Limiting the number of events each year to approximately 35 percent less than the project's annual event cap would reduce the demand on public services. Similarly, Alternative 5 would result in fewer temporary restrictions on general public access within the Bayside Performance Park compared to the project. However, neither the project nor Alternative 5 would result in a demand on regional parks such that construction of new or expanded facilities is required. Therefore, Alternative 5 and the project would have reduced impacts on public services and impacts would be less than significant.

7.5.5.10 Recreation

Alternative 5 would require the same up to 10-month construction period as the project, requiring the need to close the entire EMPS, with the exception of the Embarcadero Marina Park Pier, portion of the promenade, deli/bait shop, and associated parking (required by MM REC-1). This would increase demand on the other waterfront parks and fishing piers. MM REC-1 would apply to Alternative 5, reducing potentially significant impacts that would result from the temporary closure of EMPS. Operational aspects of Alternative 5 would be the same as the project with the exception that the Bayside Performance Park would remain open for general public access for approximately 90 percent of the year compared to the project's 85 percent of the year. This would result in an improvement in general public accessibility of the site compared to both existing conditions, in which the temporary concert venue portion of EMPS is closed to the public June through September each year (33 percent of the year), and to the project (15 percent of the year). Impacts to recreation would be reduced compared to the project and would remain less than significant with mitigation.

7.5.5.11 Transportation, Circulation, and Parking

Compared to the project, Alternative 5 would reduce the number of events held at the Bayside Performance Park each year. Section 4.11, Transportation, Circulation, and Parking, identified impacts to five intersections (e.g., Convention Center Court/Harbor Drive; Fifth Avenue/Broadway; Fifth Avenue/G Street; Fifth Avenue/Harbor Drive; Park Boulevard/Harbor Drive) during event arrival and/or dismissal periods associated with a 10,000-seat event. Because Alternative 5 would still allow for 10,000-seat events, impacts associated with traffic would still occur under Alternative 5 because the maximum capacity of the site would remain the same as the project. Feasible mitigation would likely also include a traffic management plan, as required by the project. As with the project, the ability of a traffic management plan to reduce impacts to less than significant levels cannot be determined. However, because Alternative 5 would have approximately 35 percent fewer events each year, it would result in approximately 35 percent fewer instances (e.g., event arrival and dismissal periods) in which impacts would occur. Therefore, impacts to traffic would be reduced compared to the project but would remain significant, and MM TRA-1 would be required.

Due to the reduced number of events allowed each year, Alternative 5 would reduce overall parking demand for the programming as a whole. However, because Alternative 5 would still allow for 10,000-seat events, a maximum attendance event would have the same impacts as the project and MM TRA-2 would be required to ensure sufficient off-site parking is secured. Similar to the project, implementation of a parking management plan would not avoid the impact associated with inadequate parking. Still, approximately 35 percent fewer events would occur each year compared to the project, meaning fewer instances in which the project would generate demand for event parking. Impacts would be reduced compared to the project but would remain significant and unavoidable.

7.5.5.12 Utilities

The project's estimated demands on wastewater treatment, water supply, and energy as well as solid waste generation estimates are based on 105 annual events, which is the maximum projected programming for year 2031 (see Table 3-4 of Chapter 3, Project Description). Because Alternative 5 would result in 35 percent fewer annual performances and events compared to the project, the annual demand on utilities would be reduced. Therefore, impacts on utilities including wastewater, storm water, water supply, solid waste collection/disposal, and energy would be reduced compared to the project and would remain less than significant.

7.5.5.13 Relationship to Project Objectives

Alternative 5 would still allow a capacity of 10,000 seats; however, the number of annual performances and events allowed at the Bayside Performance Park would be reduced by approximately 35 percent compared to the project. Still, Alternative 5 would be able to meet the majority of the project objectives because, similar to the project, it would provide public amenity and public access enhancements throughout EMPS, including a permanent

performance and event venue, and would facilitate the enhanced cultural use of EMPS. As with the project, Alternative 5 would provide cultural events and arts to a broad and diverse audience within the San Diego region as Symphony performances, partnership performances, event rentals, and free public events would be permitted at the Bayside Performance Park.

7.5.6 Analysis of Alternative 6 – Balboa Park Alternative Location

7.5.6.1 Aesthetics

With Alternative 6, the visual character of the project site (EMPS) would remain as it exists today: largely dominated by natural lawn and ornamental trees with an 8- to 10-foot-wide promenade along the perimeter of the site. The project would be located in Balboa Park at the Starlight Bowl, where the existing outdoor theater would be redeveloped into a performance and event venue for Symphony use. As such, there would be no need to setup and takedown the temporary concert venue each summer, similar to the project. Because the Starlight Bowl is an existing outdoor theater that has fallen into disrepair, Alternative 6 would improve aesthetics of the site and result in less than significant impacts associated with visual character (Save Starlight 2017). Additionally, Alternative 6 would not result in the removal of trees at EMPS and therefore would not require MM AES-1 for a landscaping plan at EMPS. Impacts would be reduced compared to the project and less than significant with mitigation.

7.5.6.2 Air Quality

Under Alternative 6, impacts to air quality would be similar to the project because it would involve similar demolition and construction activities, and could support the same level of programming. The project would not exceed any air quality standards; therefore, impacts resulting from Alternative 6 would be similar to the project and less than significant.

7.5.6.3 Biological Resources

Alternative 6 would avoid the need to remove trees at EMPS and the resulting potential impacts to nesting birds would be reduced. Because construction of Alternative 6 would not cause tree removal throughout EMPS, no impact to nesting birds would occur and MM BIO-1 would not be required. Though Alternative 6 would likely generate similar levels of litter as the project, it is not located on the San Diego Bay and, therefore, the potential for litter to impact marine and coastal species and water quality of the bay is reduced. MM BIO-2 would not be required to reduce impacts associated with litter to less than significant levels. Like the project, Alternative 6 is located in an urbanized area already characterized by high levels of nighttime lighting. Still, similar levels of security, event, and public art lighting as the project would be installed for Alternative 6, increasing existing levels of lighting in the immediate vicinity and resulting in potential impacts to

migratory bird species and requiring mitigation (MM BIO-3). Impacts would be reduced compared to the project but would remain less than significant with mitigation.

7.5.6.4 Geology and Soils

As discussed previously, the project site is subject to ground surface rupture, seismic shaking, and liquefaction due to active faulting and nearby seismic events. Alternative 6 would not be located at the project site and as it is not constructed of artificial fill is not likely subject to liquefaction, reducing impacts associated with liquefaction. However, due to the alternative's location near active fault lines, there is potential for geologic hazards to exist at the Starlight Bowl location. Therefore, Alternative 6 would conduct and implement the recommendations of a geologic investigation prior to City of San Diego issuance of construction permits as required by MM GEO-1. Therefore, impacts associated with geology and soils under Alternative 6 would be similar to the project and less than significant with mitigation.

7.5.6.5 Greenhouse Gas Emissions

Under Alternative 6, GHG emissions would be similar to the project because it would result in similar programming as the project. Therefore, GHG emissions would be similar to those of the project. ~~The project would result in inconsistencies with the District's CAP due to the GHG emissions generated by operation of the project that would exceed 2030 targets.~~ The City of San Diego's CAP would apply to Alternative 6 and a consistency analysis would be required. Because the only difference between the project and Alternative 6 is their respective locations, it is anticipated that the impacts associated with Alternative 6, impacts would be similar to those of the project.

7.5.6.6 Hydrology and Water Quality

No improvements would be constructed at EMPS under Alternative 6. This alternative would redevelop the Starlight Bowl into a permanent performance venue. Similar to the project, a Storm Water Pollution Prevention Plan would be required and implemented for Alternative 6 to prevent sedimentation and erosion and protect water quality during construction. A Storm Water Quality Management Plan would also be prepared to ensure the appropriate operational storm water Best Management Practices are also implemented at the Alternative 6 location in accordance with City of San Diego standards. Locating the performance and event venue in an upland location would remove risk associated with sea level rise. Impacts associated with hydrology and water quality would be similar and less than significant.

7.5.6.7 Land Use and Planning

The location of Alternative 6 is not within the District's jurisdiction and would be subject to the City of San Diego's Balboa Park Central Mesa Master Plan. The site is located within the Palisades Subarea of Central Mesa. Alternative 6 would be consistent with the current land use category of the site, Restricted Park Land, which is described as land that is

restricted by admission fees, fencing, limited hours, and/or lease agreement. Because Alternative 6 would be constructed within an area not currently used as open public parkland, the project's impact associated with permanent loss in public parkland at EMPS would be avoided. The project's mitigation to acquire or improve off-site parkland would not be required for this alternative to maintain consistency with public recreation preservation policies of the PMP, Integrated Planning Vision, and California Coastal Act. Therefore, impacts associated with land use and planning would be less than significant and reduced compared to the project.

7.5.6.8 Noise and Vibration

The project would result in significant noise impacts due to exceedance of the City of San Diego Noise Ordinance and permanent noise level increases at nearby sensitive receptors, as discussed in Section 4.8, Noise. Alternative 6 would avoid the project's significant impact associated with exceedance of the City of San Diego's Noise Ordinance because although the location is still within a public park, the City of San Diego does not considered public parks to be a sensitive receptor. Therefore, impacts would be reduced and less than significant.

7.5.6.9 Public Services

Public services provided within the City of San Diego are generally the same as those of EMPS, with the exception that the Harbor Police do not patrol areas outside of District tidelands. The project would include a similar maximum capacity but similar or increased levels of programming as the project, which may increase demand on fire and police protection services. However, the site's existing land use is designated for paid-admission events, and this increase in programming would be within the existing capacity for fire and police protection services. Alternative 6 would result in similar and less than significant impacts to public services.

7.5.6.10 Recreation

Alternative 6 would not require closure of EMPS during construction, and therefore would avoid the project's temporary significant impact to waterfront recreational amenities such as the Embarcadero Marina Park Pier. Additionally, Alternative 6 would be constructed within a site that is designated by the City of San Diego as Restricted Park Land, which allows for the use of public park area for paid-admission events. Therefore, impacts would be reduced compared to the project and less than significant.

7.5.6.11 Transportation, Circulation, and Parking

Alternative 6 would avoid the impacts to intersections surrounding EMPS during event arrival and dismissal periods; however, because the maximum capacity would be similar to that of the project, it is likely that significant traffic impacts would result during event arrival and dismissal at the Starlight Bowl site as well. A site-specific traffic management plan would be required to mitigate potentially significant traffic impacts. Feasible mitigation would likely also include a traffic management plan, as required by the project.

However, as with the project, the ability of a traffic management plan to reduce impacts to less than significant levels cannot be determined. As such, impacts to transportation and circulation would be similar and significant and unavoidable.

Alternative 6 would be located within Balboa Park, where many on-site parking areas exist to serve park users. The Starlight Bowl is located within the vicinity of several museums and would share parking with these attractions. A parking management plan would likely be required to minimize parking impacts on surrounding uses, but impacts are anticipated to be mitigated to less than significant levels. Therefore, impacts associated with parking would be reduced compared to the project.

7.5.6.12 Utilities

The site of Alternative 6 is already connected to public utility services. The utility providers for this alternative would be the same as those of the project and, as with the project, are anticipated to be sufficient to serve Alternative 6. Impacts would be similar and less than significant.

7.5.6.13 Cultural and Historic Resources

Because the project would result in no impact to cultural resources and no historic structures are located at EMPS, cultural and historic resources did not require full analysis in this EIR. However, the location of Alternative 6 warrants discussion of historic resources due to the Starlight Bowl's potential to be eligible for historic resource listing. The Starlight Bowl was constructed in 1935 and was used as a performance stage for concerts and theaters until 2012, when the lease holder ended its lease with the City of San Diego. While the site is currently in disrepair, it would require a formal evaluation to determine historic status. Alternative 6 would aim to redevelop the site into a performance and event venue that suits the Symphony's needs, requiring changes to the existing structure. Impacts would be increased from the project and potentially significant.

7.5.6.14 Relationship to Project Objectives

Alternative 6 would be able to meet the basic project objective of replacing a temporary concern venue with a permanent outdoor performance and event venue. However, it would not meet the project objectives that are specific to EMPS. While Alternative 6 could provide public recreation enhancements to either the Starlight Bowl site or other locations, it is outside of the District's permitting authority and the Symphony would have to acquire access to the Starlight Bowl site. Lastly, a significant impact to cultural and historic resources could result from Alternative 6, heightening a less than significant impact of the project.

7.6 Environmentally Superior Alternative

Alternative 6 – Balboa Park Alternative Location would be considered the Environmentally Superior Alternative as it offers the most impact reductions of any alternative considered (not including the two no project alternatives). It would avoid the project's significant impact associated with noise and vibration, reducing it to a less than significant level. Alternative 6 would also reduce the project's significant and unavoidable impacts to parking to less than significant levels, following implementation of mitigation. It would also avoid the project's significant but mitigable impacts associated with aesthetics, land use and planning, and recreation, reducing these impacts to less than significant levels without requiring mitigation. Lastly, it would reduce the project's significant but mitigable impacts associated with biological resources, though mitigation would still be required to reduce impacts to less than significant levels. Alternative 6 was carried forward as the only feasible upland/off-site alternative to the project. While this alternative would meet many of the project objectives, Alternative 6 is outside of the District's jurisdiction. Though there is not a current lease for the site, the Symphony's access to leasing or purchasing the site is unknown. Additionally, Alternative 6 would not meet the project objectives for public amenity enhancements at EMPS, as it is located off-site. Though there may be potential for the project to provide similar public amenity enhancements within Balboa Park, assuming so would be speculative as the park is within the City of San Diego's jurisdiction and not the District's. The site would also be undesirable as a location for orchestral performances due to its location directly under the flight path for commercial flights arriving at the San Diego International Airport.

8

Chapter 8
List of Preparers and Agencies Consulted

8.1 Lead Agency – San Diego Unified Port District

8.1.1 ~~Real Estate~~ Development Services

Joseph Smith, AICP – Department Manager~~, Development Services~~
Robert Amezquita – Senior Project Architect
~~, Development Services~~
~~Adam Meyer – Department Manager, Portfolio Management~~

8.1.2 Real Estate

Adam Meyer – Department Manager
Stephanie Shook – Program Manager
Todd Miller – Asset Manager

8.1.3~~2~~ Office of the General Counsel

Rebecca Harrington, Esq. – Deputy General Counsel
Michael Hogan, Esq. – Outside Counsel, Hogan Law APC

8.1.4~~3~~ Planning and Green Port

Lesley Nishihira – ~~Principal~~Director, ~~Long Range~~ Planning
Mayra Medel – Senior Planner, ~~Long Range~~ Planning
Brent Eastty – Senior Environmental Specialist, Environmental Conservation
Allison Vosskuhler – Program Manager, Environmental Protection

Renée Yarmy – Program Manager, Energy & Sustainability

8.1.4~~5~~ ~~Marketing and Communications~~Waterfront Arts and Activation

Jim Hutzelman – ~~,~~Manager, Business Development & Recreation Services
Sofi Bayardo – ~~,~~Special Events Associate~~, Special Events & Permitting~~
Allan Tait – Program Manager

~~8.1.5 Office of Arts and Culture~~

~~Allan Tait – Program Manager~~

8.1.6 Harbor Police

Donald Brick – Sergeant

8.1.~~6~~7 General Services

Pete Cruz – Department Business Manager

8.2 EIR Preparation

8.2.1 Project Management Consultant – Dudek Environmental

Candice Disney Magnus – Project Manager/Environmental Analyst

8.2.2 EIR Preparation – RECON Environmental, Inc.

Michael Page, AICP – Principal, Agency Team
Lauren Kahal – Environmental Specialist
Karl Lintvedt – Environmental Specialist
Bill Maddux – Senior Technical Specialist
Jack Emerson – Environmental Analyst
Kayo Valenti – Biologist
Chris Nixon – GIS Specialist
Stacey Higgins – Senior Production Specialist
Eija Blocker – Production Specialist
Jennifer Gutierrez – Production Specialist

8.3 Technical Reports

8.3.1 Traffic Impact Analysis – Chen Ryan Associates

Stephen Cook, P.E. – Project Manager/Senior Engineer
Andrew Prescott – Transportation Planner/Engineer

8.3.2 Geotechnical and Geologic Hazard Evaluation – The Bodhi Group, Inc.

Sree Gopinath, P.E. – Principal Engineer
Jonathon Goodmacher, C.E.G., C.H.G – Senior Geologist

8.3.3 Stormwater Pollution Prevention Plan and Storm Water Quality Management Plan – Moffat & Nichol

Victor Tirado, P.E., QSD – Project Manager

8.3.4 Noise Modeling – Arup

Ian Knowles – Head of Acoustics, Arup London Office

8.3.5 Lighting Plan – Horton Lees Brogden Lighting Design

Teal Brogden – Senior Principal
Maura Reinhart – Senior Designer
Karen Park – Designer
Bahareh Hosseini – Designer

8.4 Agencies, Organizations, and Persons Consulted

Table 8-1 lists the agencies, organizations, and persons consulted for information used in this EIR.

Table 8-1
Agencies, Organizations, and Persons Consulted

Agency/Organization Name	Contact Name
San Diego Symphony Orchestra Organization	Katy McDonald, Chief of Staff
Gardiner & Theobald	Robert Webster, Regional Director
Tucker Sadler Architects	Greg Mueller, Architect/President and CEO Sal Villanueva, Project Designer
Ledford Enterprises, Inc.	Richard Ledford, President
California Coastal Commission, San Diego District	Deborah Lee, District Director Kanani Brown, Coastal Program Analyst III Melody Lasiter, Coastal Analyst I
City of San Diego Fire Department	Mark Dossett, Deputy Fire Marshal
City of San Diego Park and Recreation Department	Susan Lowery-Mendoza, Balboa Park Facilities/Special Events District Manager

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Chapter 9
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Chapter 2.0 Environmental Setting

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4.9 Public Services

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