



**REVISED NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
EAST HARBOR ISLAND REDEVELOPMENT/TOPGOLF PROJECT AND
PORT MASTER PLAN AMENDMENT**

EXTENDED PUBLIC REVIEW. PLEASE RESUBMIT COMMENTS.

PROJECT TITLE: East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment

APPLICANT: Topgolf, USA; Avis Rent A Car System, LLC; Enterprise Mobility; The Hertz Corporation; and the San Diego Unified Port District

LOCATION: The Project area consists of approximately 43 acres of land generally bounded to the north by North Harbor Drive and the San Diego International Airport, to the west by Harbor Island Drive, to the south by Liberator Way and the East Basin portion of San Diego Bay, and to the east by the Convair Lagoon portion of San Diego Bay.

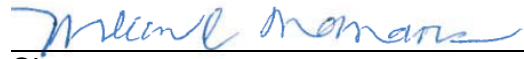
REFERENCE: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375

DATE: December 15, 2023

The San Diego Unified Port District (District) will be the lead agency in preparing an Environmental Impact Report (EIR) for the proposed East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment (Project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For agencies with jurisdiction over affected resources or approval authority for the Project, the District seeks information that is relevant to your statutory responsibilities in connection with this Project. An agency may need to use the Project's EIR when considering permits or other approvals for the Project. The Project description, location, and its possible environmental effects are contained in the attached materials.

Due to the time limits mandated by state law, comments must be sent at the earliest possible date but no later than 30 days after the issuance of this notice. **The comment period has been extended for an additional minimum of 30 days. Comments previously submitted via email should be resubmitted. Comments regarding environmental concerns will be accepted until 5:00 p.m. on January 16, 2024, via mail to San Diego Unified Port District, Development Services Department, Attn: Megan Hamilton, Senior Planner, 3165 Pacific Highway, San Diego, California 92101, or email to EHITopgolf@portofsandiego.org.**

For questions regarding this Revised Notice of Preparation, please contact the Development Services Department at (619) 686-6419.



Signature

Wileen C. Manaois

Director, Development Services Department

December 15, 2023

Date



San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

**REVISED NOTICE OF PREPARATION
of a
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EAST HARBOR ISLAND REDEVELOPMENT/TOPGOLF PROJECT
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PORT MASTER PLAN AMENDMENT
(UPD #EIR 2023-134)**

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the proposed East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment (Project). The NOP is the first step in the Environmental Impact Report (EIR) process. It describes the Project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. As stated in CEQA Guidelines (Guidelines), Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District is the CEQA lead agency, and Topgolf, USA (Topgolf); Avis Rent A Car System, LLC (Avis); Enterprise Mobility (Enterprise); The Hertz Corporation (Hertz); and the District are the applicants/proponents.

The NOP provides information describing the Project, its location, and its probable environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the Draft EIR. The District encourages responsible and trustee agencies, the California Office of Planning and Research, interested parties, and the general public to provide their comments to the District so that the District can ensure that the Draft EIR meets their needs. The District has also prepared a Draft Initial Study for the Project, which is attached to this NOP.

Project Location

The Project area is approximately 43 acres of land generally bounded to the north by North Harbor Drive and the San Diego International Airport, to the west by Harbor Island Drive, to the south by Liberator Way and the East Basin portion of San Diego Bay, and to

the east by the Convair Lagoon portion of San Diego Bay (Figure 1, Regional Location, and Figure 2, Project Area). A portion of the Project area is planned for redevelopment (East Harbor Island redevelopment area).

Existing Conditions

The Project area is currently occupied by the San Diego Harbor Police headquarters; Avis, Enterprise, and Hertz rental car companies; and San Diego International Airport. Existing structures include several one- and two-story buildings, various shade structures, parking lots, fencing, and walkway pavement. Much of the Project area shoreline is covered with riprap. Topographically, the East Harbor Island redevelopment area is relatively level with a gentle gradient down to San Diego Bay.

Land Use

The Project is within the East Harbor Island Subdistrict of Planning District 2 of the Port Master Plan (PMP). The majority of the existing land use designation is Industrial Business Park, which permits a range of industrial and business uses sited in developments that emphasize clustering of buildings, extensive landscaping, and shared open space. There is also a small amount of Open Space and Harbor Services land use designations.

Project Description Summary

The Project proposes to redevelop portions of East Harbor Island. Project components include a PMP Amendment (PMPA), demolition and removal of existing structures and improvements, realignment of Liberator Way, the redevelopment of approximately 10 acres for the Topgolf entertainment complex, public realm improvements, and future redevelopment of adjacent parcels. The existing San Diego Harbor Police headquarters located on the western side of East Harbor Island would remain in place. Refer to Figure 2.

Demolition

The Project would include the demolition of three rental car facilities: Hertz, Enterprise, and Avis. Specifically, demolition of the approximate 12.2-acre Hertz facility at 3202 North Harbor Drive would include the removal of all buildings and canopies, an aboveground storage tank, two aboveground oil tanks, three underground fuel storage tanks, associated fuel piping and dispensers, paving surfaces, and all associated structural components. Demolition of the approximate 7.1-acre Enterprise facility, located at 3280 North Harbor Drive, would include the removal of the customer service maintenance building; fleet fueling canopy, including all structures, equipment, facilities, and utility lines serving the fuel/wash building; and underground fuel storage tanks and related piping. Demolition of the approximate 8.8-acre Avis facility located at 3180 North Harbor Drive

would include the complete removal of an existing storage building, a maintenance building, a security kiosk, an office building and associated canopy, fuel dispensers and related equipment, aboveground storage tanks, paving surfaces, and all associated structural components.

Liberator Way Realignment

The realignment of Liberator Way would accommodate both vehicular and pedestrian traffic. The newly realigned street would include a 66-foot right-of-way with a 40-foot street width, including space for parallel parking on either side of the roadway, and 8 feet of sidewalk on the northern side of the street. A minimum 9-foot parkway would be established on both sides of the bike/sidewalk, separating the roadway from the sidewalk, and would include drought-tolerant, enhanced landscaping and street trees. The streetscape would include street lighting, crosswalks at Liberator Way and Harbor Island Drive, benches, and trash receptacles.

Topgolf Entertainment Complex

Topgolf proposes to redevelop approximately 10 acres of the East Harbor Island redevelopment area (Topgolf Project) with a 70,700-gross-square-foot visitor-serving attraction with associated restaurant and retail uses. The proposed three-level building has a maximum height of approximately 50 feet. The building would include 102 hitting bays, which would face east toward a 4.5-acre artificial turf outfield enclosed by a polyester barrier netting system suspended on poles that would range between 90 and 170 feet in height. Patrons would hit golf balls from the hitting bays toward 10 lighted target areas in the outfield area. Hitting bays would include high-top and lounge seating with television screens and include overhead speakers providing amplified music. The complex would also include a full-service restaurant, a bar, lounges, a rooftop entertainment area including a sky patio, a corporate/event meeting space, and a family entertainment area with games.

Vehicular access to the Topgolf entertainment complex from the east would be off North Harbor Drive via Liberator Way and from the west off Harbor Island Drive via Liberator Way. Pedestrians would access the Topgolf entertainment complex via a 60-foot-wide walkway connecting an existing multi-use pathway adjacent to North Harbor Drive and a proposed sidewalk adjacent to Liberator Way. The parking lot would include approximately 293 parking stalls, including Americans with Disabilities Act parking stalls and electric vehicle stalls. Overflow parking would be made available to Topgolf through future development of the adjacent parcels.

Public Realm Improvements

Public realm improvements are proposed on approximately 10.8 acres as contemplated in the Draft Port Master Plan Update (PMPU). The park/plaza area could include a 15- to 20-foot-wide waterside promenade, a step-down area, a water-based hand launched, non-motorized watercraft launch area, a water-based transfer point, and other health and wellness features. Landscaping would integrate drought-tolerant species, including those native to the San Diego County Coastal Zone.

Adjacent Parcels Use

Future development of adjacent parcels, west of the Topgolf Project site, as a result of the land use designation changing from Industrial Business Park to Commercial Recreation is not known at this time.

Port Master Plan Amendment

The Project would require a PMPA to change the land use designations from Industrial Business Park, Open Space, and Harbor Services to Commercial Recreation and Park/Plaza (Figure 2) to allow for overnight accommodation uses including hotels, restaurants, retail, entertainment attractions, a convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water-dependent educational and recreational program facilities and activities, dock and dine facilities, and sportfishing, as well as an array of active and passive recreational uses, including a shoreline promenade, and to add the East Harbor Island Redevelopment/Topgolf Project to the PMP's Project List for Planning District 2 per Section 30711 of the California Coastal Act. As noted below, if the PMPU is certified prior to approval of the Project, no PMPA would be required.

The Project would also involve subsequent issuance of Coastal Development Permit(s) and associated real estate agreement(s).

Port Master Plan Update

As a separate and unrelated action, the District is in the process of updating its certified PMP. The District has circulated for public review a PMPU Draft Program EIR (PMPU Draft PEIR) and is now preparing the PMPU Final PEIR and Draft PMPU. The District anticipates seeking Board of Port Commissioners (Board) certification of the PMPU Final PEIR and approval of the PMPU in 2024. Following approval of the PMPU, the District will seek certification of the PMPU by the California Coastal Commission (CCC). The CCC-certified PMPU must be adopted by the Board and then returned to the CCC for final acceptance (collectively called the "certified PMPU"). The EIR for this Project will analyze the Project's consistency with both the existing PMP and the Draft PMPU.

Environmental Considerations

The Draft EIR will address the following potential Project-related and cumulative environmental effects as described in the Initial Study prepared for the Project (attached):

- Aesthetics
- Air quality
- Biological resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Noise
- Public services
- Transportation
- Tribal Cultural Resources
- Utilities and service systems

The Draft EIR will also address other potential impacts identified during the NOP process, identify feasible mitigation measures and a reasonable range of alternatives, and include the other additional mandatory sections required by CEQA. The Environmental Initial Study Checklist is attached.

NOP Comments

This Revised NOP is available for an extended 30-day public review period that ends at 5:00 p.m. on January 16, 2024. Comments previously submitted via email should be resubmitted. The NOP is available for public review online at: <https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqacoastal-act-notices?page=0>. Written comments regarding the scope and content of the environmental information that should be included in the EIR and other environmental concerns should be emailed to EHITopgolf@portofsandiego.org or mailed to:

San Diego Unified Port District
Development Services Department
Attn: Megan Hamilton, Senior Planner
3165 Pacific Highway
San Diego, California 92101

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

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

For questions regarding this Revised NOP, please contact the District Development Services Department at (619) 686-6419.

Attachments

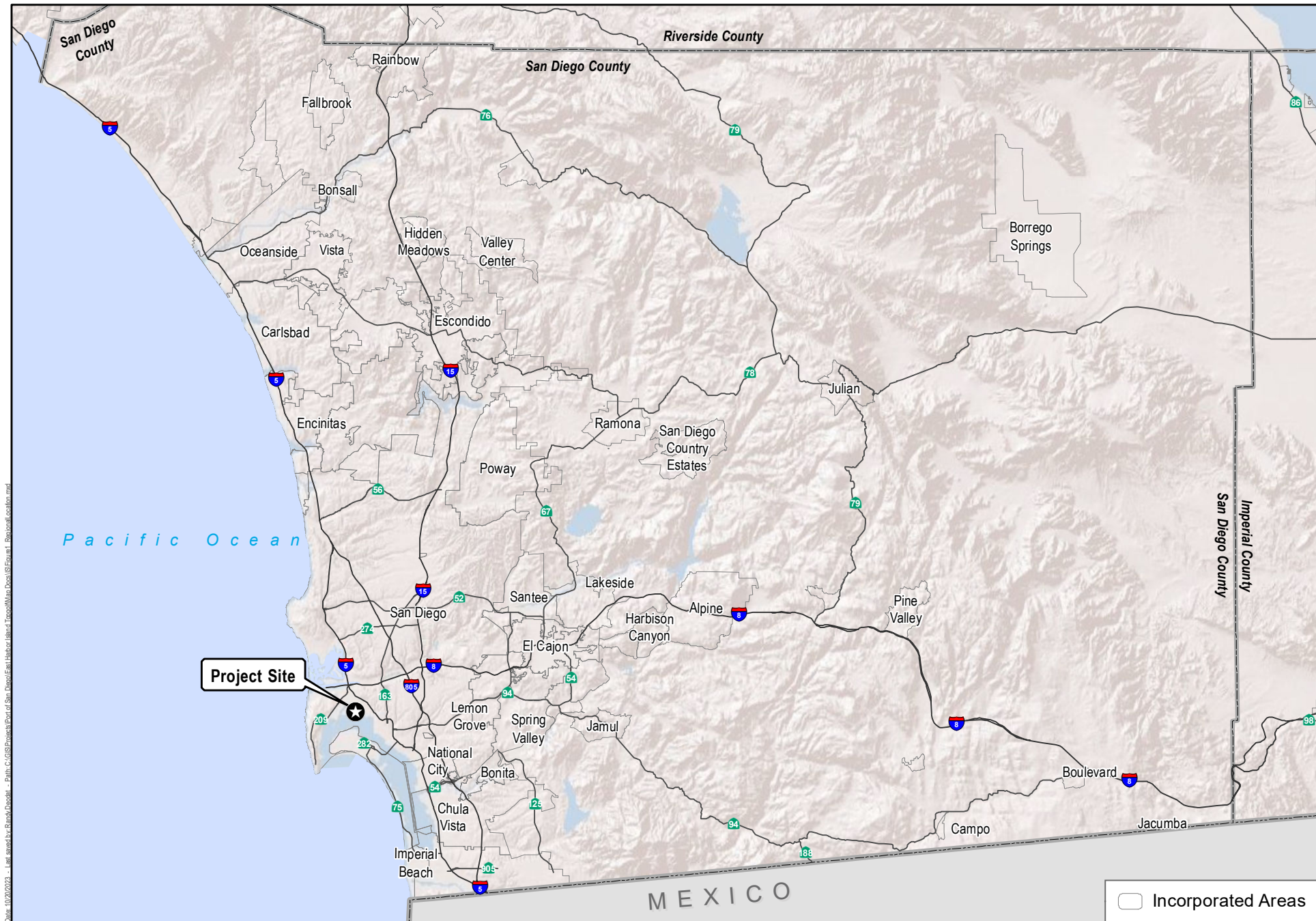
Figure 1: Regional Location

Figure 2: Project Area

Figure 3a: Topgolf Project Profile

Figure 3b: Topgolf Project Elevations

Environmental Initial Study Checklist



Source: ESRI 2023.



Harris & Associates



Figure 1

Regional Location

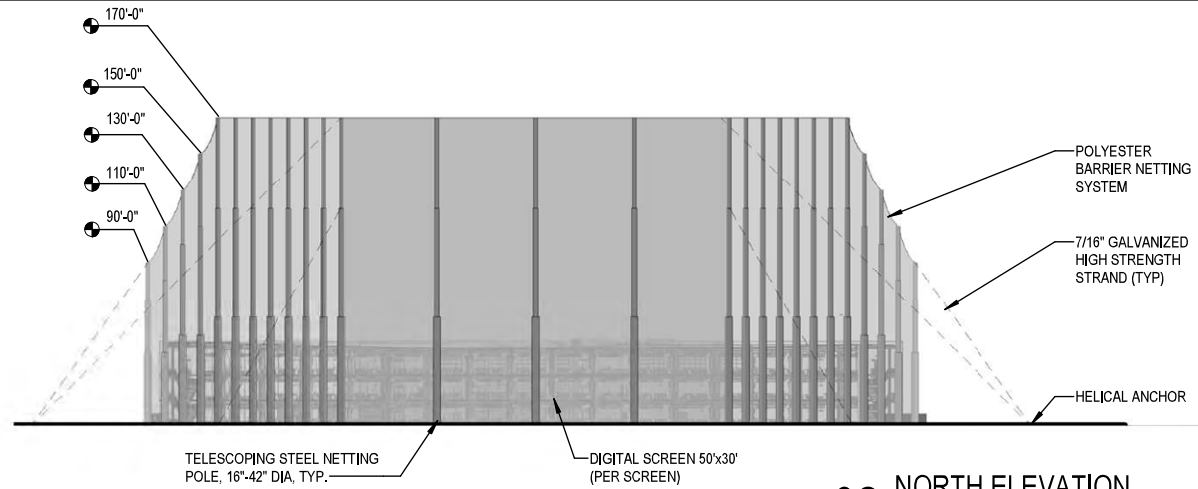
East Harbor Island Redevelopment/Topgolf Project

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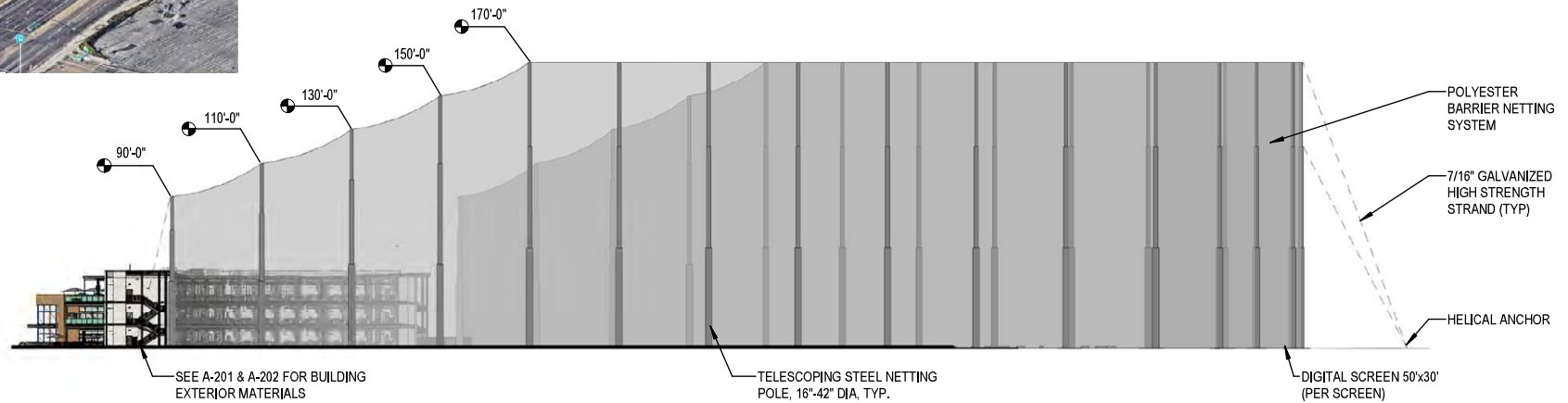


Source: Port of San Diego 2023.

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02 NORTH ELEVATION
SCALE: 1/64" = 1'-0"



01 EAST ELEVATION
SCALE: 1/64" = 1'-0"

The outfield spans just over 4.5 acres and includes 10 underground targets for golfers to hit into. The outfield is surrounded by a polyester barrier netting system suspended on poles that range between 90' and 170' in height from the building's FFE.

Source: Port of San Diego 2023.



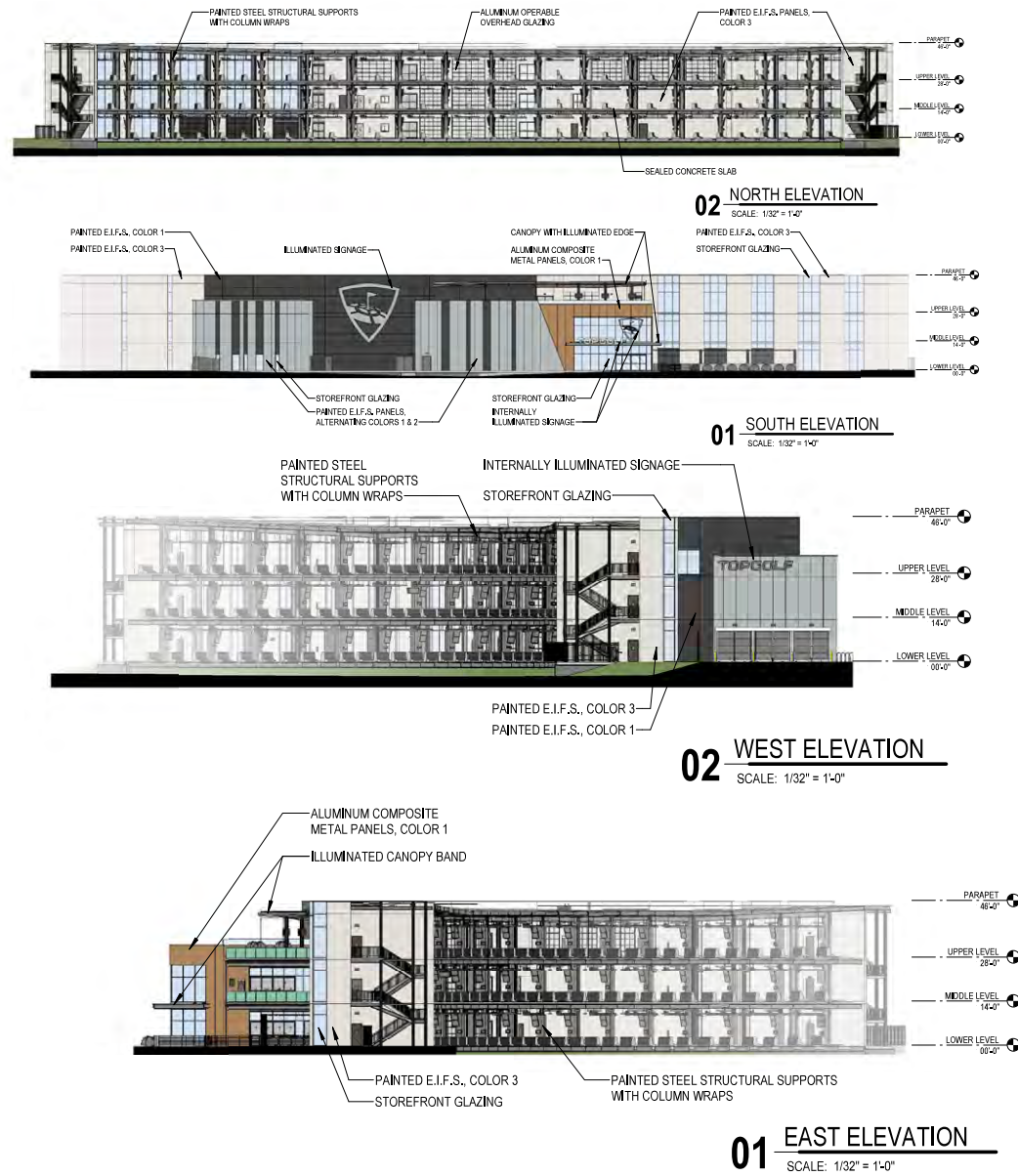
Harris & Associates

Figure 3a

Topgolf Project Profile

East Harbor Island Redevelopment/Topgolf Project

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In total, the building stands 46'-0" in height. The building is clad with storefront glazing, colored EFIS and composite metal panels.

Source: Port of San Diego 2023.



Harris & Associates

Figure 3b

Topgolf Project Elevations

East Harbor Island Redevelopment/Topgolf Project

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DRAFT

Environmental Initial Study Checklist

East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment

November 2023

Prepared for:



**San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101
Megan Hamilton**

Prepared by:



**600 B Street, Suite 2000
San Diego, California 92101
(619) 236-1778
Ryan Binns, PMP, ENV SP**

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Acronyms and Abbreviations

CEQA	California Environmental Quality Act
District	San Diego Unified Port District
EH	East Harbor Island
EIR	Environmental Impact Report
FHSZ	Fire Hazard Safety Zone
GHG	greenhouse gas
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
NASNI	Naval Air Station North Island
PM ₁₀	particulate matter of 10 microns in diameter or smaller
PM _{2.5}	particulate matter of 2.5 microns in diameter or smaller
PMP	Port Master Plan
PMPA	Port Master Plan Amendment
PMPU	Port Master Plan Update
Project	East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment
SDIA	San Diego International Airport
VHFHSZ	Very High Fire Hazard Severity Zone

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Section 1 Introduction

This Environmental Initial Study Checklist addresses the environmental impacts associated with the implementation of the proposed East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment (Project). This Environmental Initial Study Checklist has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended, the CEQA Guidelines, and the San Diego Unified Port District's (District's) CEQA Guidelines.

1.1 Initial Study Information Sheet

1. Project title:

East Harbor Island Redevelopment/Topgolf Project and Port Master Plan Amendment

2. Lead agency name and address:

San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

3. Contact person and phone number:

Megan Hamilton
Senior Planner, Development Services Department
(619) 380-0765

4. Project location:

East Harbor Island, San Diego, California

5. Project Applicant's and Proponent's name and address:

Topgolf, USA (Topgolf), 8750 North Central Expressway, Suite 1200, Dallas, Texas, 75231; Avis Rent A Car System, LLC (Avis), 15820 Internaional Boulevard, Tukwila, Washington, 98188; Enterprise Mobility (Enterprise), 333 City Boulevard West, Suite 1115, Orange, California, 92868; The Hertz Corporation (Hertz), 8501 Williams Road, Estero, Florida, 33928; and the District, 3165 Pacific Highway, San Diego, California, 92101

6. Port Master Plan designations:

Land Use: Industrial Business Park, Open Space, Harbor Services

7. Zoning designation:

Pursuant to Section 19 of the Port Act, zoning does not apply within the District's jurisdiction.

8. Description of Project:

Please see Section 2, Project Description, for a detailed description of the Project, as well as the Project Description Summary in the Project's Notice of Preparation of a Draft Environmental Impact Report.

9. Surrounding Land Uses and Setting:

The Project area is approximately 43 acres of land generally bounded to the north by North Harbor Drive and the San Diego International Airport (SDIA), to the west by Harbor Island Drive, to the south by Liberator Way and the East Basin portion of San Diego Bay, and to the east by the Convair Lagoon portion of San Diego Bay (Figure 1, Regional Location, and Figure 2, Project Area).

The Project area is currently occupied by the San Diego Harbor Police headquarters; Avis, Enterprise, and Hertz rental car companies; and SDIA. Existing structures include several one- and two-story buildings, various shade structures, parking lots, fencing, and walkway pavement. Much of the Project area's shoreline is covered with riprap. Topographically, the East Harbor Island (EHI) redevelopment area is relatively level with a gentle gradient down to San Diego Bay.

The Project area is within the East Harbor Island Subdistrict of Planning District 2 of the Port Master Plan (PMP). The existing land use designation for the Project site is Industrial Business Park (and a small amount of Open Space and Harbor Services), which permits a range of industrial and business uses sited in developments that emphasize clustering of buildings, extensive landscaping, and shared open space.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

California Coastal Commission
Federal Aviation Administration
City of San Diego

11. Have California Native American Tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has this consultation begun?

Pursuant to California Public Resources Code, Section 21080.3.1 (Assembly Bill 52), California Native American Tribes traditionally and culturally affiliated with a project site

can request notification of projects in their traditional cultural territory. At this time, no Native American Tribes have requested consultation for projects subject to CEQA within the District's jurisdiction. However, in accordance with Assembly Bill 52, formal Tribal consultation will be conducted for the Project.

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Source: Port of San Diego 2023.

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Section 2 Project Description

2.1 Project Description

The Project would redevelop portions of East Harbor Island. Project components include a Port Master Plan Amendment (PMPA), demolition and removal of existing structures and improvements, realignment of Liberator Way, redevelopment of approximately 10 acres for the Topgolf entertainment complex, public realm improvements, and future redevelopment of adjacent parcels. The existing San Diego Harbor Police headquarters located on the western side of East Harbor Island would remain in place. A PMPA would be required to change the land use designation of the Project area from Industrial Business Park, Open Space, and Harbor Services to Commercial Recreation and Park/Plaza to allow for overnight accommodation uses including hotels, restaurants, a convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water-dependent educational and recreational program facilities and activities, dock and dine facilities, and sportfishing, as well as an array of active and passive recreational uses, including a shoreline promenade, and to add the East Harbor Island Redevelopment/Topgolf Project to the PMP's Project List for Planning District 2 per Section 30711 of the California Coastal Act. For complete Project details, please refer to the Project Description Summary in the Notice of Preparation for the Project.

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Section 3 Environmental Factors Potentially Affected

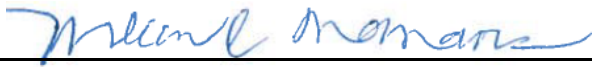
An Initial Study is conducted by a lead agency to determine if a project may have a potentially significant effect on the environment. An Environmental Impact Report (EIR) must be prepared if an Initial Study indicates that further analysis is needed to determine whether a significant impact will occur or if there is substantial evidence in the record that a project may have a significant effect on the environment. The environmental factors checked below would be potentially affected by the Project, involving at least one impact that may require mitigation to reduce the impact from “Potential Impact” to “Less than Significant with Mitigation.” The potential impacts and mitigation are described in the Initial Study Checklist.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

On the basis of this initial evaluation:

- ☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the Project MAY have a significant effect on the environment, and an environmental impact report is required.

- ☐ I find that the Project MAY have a “potential impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.


Signature

November 17, 2023
Date

Wileen C. Manaois
Director, Development Services

Section 4 **Environmental Initial Study Checklist**

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant with Mitigation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from other areas of the Initial Study may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only less than significant impacts.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

4.1 Aesthetics

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

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Project proposes the construction of a Topgolf entertainment complex and the redevelopment of adjacent parcels, which may impact views of scenic vistas. The Project is located in the East Basin Industrial Subarea of the certified PMP Planning District 2 (Harbor Island/Lindbergh Field) adjacent to the San Diego Bay and in the Draft Port Master Plan Update (PMPU) Planning District 2, Harbor Island, East Harbor Island Subdistrict, which identify scenic vistas. The new Topgolf entertainment complex and associated facilities could have a potential impact on existing views. Project elements that would have the potential to create view impacts include the Topgolf entertainment complex, including the outfield netting and poles that would extend up to 170 feet. Visual simulations will be prepared to assess the potential visual impact of the Topgolf entertainment complex component. Visual simulations will be prepared, and further analysis will be provided in the EIR.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. State Route 163 is designated as a state scenic highway and is located approximately 3 miles to the east of the Project area. In addition, the San Diego–Coronado Bay Bridge (State Route 75) is a California State-designated scenic highway and is located approximately 3.2 miles southeast of the Project area. The EHI redevelopment has the potential to damage scenic resources. Further analysis will be provided in the EIR.

- c. **Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Potentially Significant Impact. Implementation of the Project could conflict with applicable regulations that govern scenic quality and affect the visual character of the area. The Project's current land use designation under the PMP is Industrial Business Park, Open Space, and Harbor Services. The Project would require a PMPA to change the land use designation to Commercial Recreation and Park/Plaza. Under the Draft PMPU, the Project's proposed land use designations would be Commercial Recreation, Institutional/Roadway, and Recreation Open Space. Further analysis will be provided to discuss the land use designation changes under the existing PMP and Draft PMPU in the EIR.

- d. **Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Potentially Significant Impact. The Topgolf entertainment complex's proposed nighttime operation hours and lights could create a new source of substantial light or glare that would affect day and nighttime views in the area. A lighting plan will be prepared to evaluate the Topgolf Project's potential to result in impacts related to light trespass and glare. Therefore, further analysis will be provided in the EIR.

4.2 Agriculture and Forestry Resources

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

- a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. According to the California Department of Conservation's San Diego County Important Farmland Finder, the Project area is classified as "Urban and Built-Up Land," which does not contain agricultural uses or areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2023a). There is no potential for any actions to convert Farmland resources to non-agricultural uses. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project area is not zoned for agricultural use, nor is there a Williamson Act contract for the site (DOC 2023b). Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project area is classified as “Urban and Built-Up Land” and is not zoned as forest land, timberlands, or timberland zoned Timberland Production (DOC 2023a). No land that has been zoned as forest land or timberland exists within the boundaries of the Project site. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed under question 4.2(c), no land that has been zoned as forest land or timberland exists within the boundaries of the Project. Implementation of any of the Project elements would not result in a loss of forest land or the conversion of forest land to other uses. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See question 4.2(a). Implementation of the Project would have no impact on agriculture and/or forestry resources. No agricultural land, forest land, or timberland exists on or in the vicinity of the Project area. The Project would not involve changes to the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.3 Air Quality

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

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. Pursuant to the federal and state Clean Air Acts, the San Diego County Air Pollution Control District is required to reduce emissions of criteria pollutants for which San Diego County is in non-attainment (i.e., ozone, particulate matter of 10 microns in diameter or smaller [PM₁₀], and particulate matter of 2.5 microns in diameter or smaller [PM_{2.5}]). The Regional Air Quality Strategy projects future emissions and determines the strategies necessary for the reduction of stationary source emissions through regulatory controls to attain the California Ambient Air Quality Standards for ozone. The federal Clean Air Act also mandates that the state submit and implement a State Implementation Plan for local areas not meeting those standards. California Air Resources Board mobile source emission projections and San Diego Association of Governments growth projections are based on population and vehicle trends and land use plans developed by local agencies. Construction and operation activities associated with the implementation of the Project may conflict with the Regional Air Quality Strategy and State Implementation Plan and might have a potentially significant impact on air quality because emissions would exceed those estimated for the existing PMP and Draft PMPU. Further analysis will be provided in the EIR.

b. 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 federal or state ambient air quality standard)?

Potentially Significant Impact. The San Diego Air Basin is in non-attainment status for ozone (8-hour standard) at the federal and state level, and for ozone (1-hour standard), PM₁₀, and PM_{2.5} at the state level. Implementation of the Project could result in a cumulatively

considerable net increase in these criteria pollutants. Therefore, further analysis will be provided in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors include land uses where exposure to pollutants could result in health-related risks to individuals more susceptible to air pollution, such as children, older adults, and individuals with a pre-existing respiratory illness and/or cardiovascular disease. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and the potential for increased and prolonged exposure of individuals to pollutants. Construction and operational activities associated with the Project may have the potential to expose nearby sensitive receptors, including the Sunroad Resort Marina directly south, to substantial pollutant concentrations. Therefore, further analysis will be provided in the EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. According to the California Air Resources Board's Air Quality and Land Use Handbook (CARB 2005), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not include any uses identified by the California Air Resources Board as being associated with odors. However, odors may be generated from vehicles and equipment exhaust emissions. Therefore, this topic will be analyzed further in the EIR.

4.4 Biological Resources

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

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

Potentially Significant Impact. Construction and operation activities of the EHI redevelopment area could result in a significant impact on special status species and upland habitat. To evaluate the Project's impacts to upland biological resources, a Biological Technical Report will be prepared in accordance with the standards of the District. Further analysis will be provided in the EIR.

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

Potentially Significant Impact. Refer to question 4.4(a). The Project may impact identified sensitive natural communities. A Biological Technical Report and further analysis will be included in the EIR.

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

Potentially Significant Impact. The Project work assumes that some modifications of locations and capacity of storm drains would occur and that some shoreline access needs may be accommodated along the EHI redevelopment shoreline environment. The regulatory boundaries under the Clean Water Act and Rivers & Harbors Act will be identified to quantify federally regulated fills. Therefore, the Project may impact protected wetlands. Further analysis will be included in the EIR.

- d. 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?**

Potentially Significant Impact. The Project may impact the movement of wildlife species. The EHI redevelopment area is located within San Diego Bay, which falls within the Pacific Flyway, a major route of movement for millions of migratory birds. Additionally, a least tern nesting site is within 0.5 mile of the EHI redevelopment area. The Topgolf Project proposes to install a safety netting system with poles up to 170 feet in height, which could result in potential impacts to locally breeding and migratory birds. Further analysis will be included in the EIR.

- e. Would the project conflict with any applicable policies protecting biological resources?**

Potentially Significant Impact. The applicable local land use plans, policies, ordinances, or regulations of the District, adopted for the purpose of protecting biological resources, are the PMP, Draft PMPU, and San Diego Bay Integrated Natural Resources Management Plan related to upland habitat. Additionally, the District has established goals to protect, preserve, and enhance natural resources in San Diego Bay in Section II of the PMP, Planning Goals (Goal XI). The Project is located within the District's PMP Planning District 2. The PMP's conservation policies focus on protecting and restoring functional areas of high ecological value, none of which are located on or adjacent to the Project area. Additionally, the Project would comply with the Draft PMPU's policies related to safeguarding natural resources, specifically from Chapter 3.3, Ecology Element, and

related policies, including Policies 1.1.2 and 1.1.3 related to the protection of sensitive species. However, the Project has the potential to result in significant impacts on biological resources of the San Diego Bay. Therefore, the Project would potentially conflict with local policies or ordinances protecting biological resources. Further analysis will be provided in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?

Potentially Significant Impact. As discussed above in Section 4.4(e), the Project has the potential to conflict with the District's plans, policies, ordinances, or regulations for the protection of biological resources. Therefore, further analysis will be provided in the EIR.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant Impact. The Project site includes several one- and two-story buildings associated with the San Diego Harbor Police, rental car companies, and SDIA. The Project would result in the demolition of the Hertz, Enterprise, and Avis car rental facilities and the SDIA facilities. The San Diego Harbor Police headquarters is over 45 years old but will remain in place. The proposed realignment of Liberator Way would occur near the San Diego Harbor Police headquarters but will not hinder views of or impact the San Diego Harbor Police headquarters. The proposed rental car and SDIA facilities were determined to be less than 45 years old and would not be eligible as historical resources meeting the requirements for the California Register for Historic Resources and as defined by CEQA Guidelines, Section 15064.5. All structures to be demolished are less than 45 years old. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact. The Project area is on Harbor Island, which was created in 1961 from harbor dredging and was developed shortly thereafter. Although archaeological sites are known to exist in greater San Diego County, no known archaeological resources exist on the Project area. Because Harbor Island is human-made, the possibility that archaeological sites exist is alleviated. Because the Project area is on dredged fill, there is very little to no potential for archaeological resources to be unearthed during construction activities. Therefore, impacts to archaeological resources would be less than significant, and no further discussion is warranted in the EIR.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. There are no known cemeteries or burials on the Project area or within the immediate vicinity. Because the Project area is on dredged fill, there is very little to no potential to encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance. In the unlikely event that human remains are found, the Project would follow proper procedures outlined in California Health and Safety Code, Section 7050.5, and CEQA Guidelines, Section 15064.5(e). No further discussion is warranted in the EIR.

4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Potentially Significant Impact. Implementation of the Project would result in energy consumption during construction and operation. Project demolition and construction would primarily consume diesel fuel through operation of heavy-duty construction equipment and debris hauling; gasoline associated with worker commutes; and minor amounts of electricity associated with operation of electrically powered construction equipment. Operation would create additional demands for fuel, electricity, and natural gas compared to existing conditions. An Energy Technical Memorandum will be prepared for the purpose of summarizing the potential energy use impacts related to the Project and to assess whether the Project would result in a wasteful consumption of energy. Further analysis will be included in the EIR.

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

Potentially Significant Impact. State and local renewable energy and energy efficiency plans that are applicable to the Project include California Title 24 Energy Efficiency Standards; the State of California Energy Action Plan, which contains required standards related to energy efficiency for buildings and renewable energy development; the District's Climate Action Plan, which includes strategies to reduce greenhouse gas (GHG) emissions; and San Diego Association of Government's Regional Energy Strategy, which establishes long-term energy goals in the region through 2050, including energy efficiency, renewable energy, distributed generation, transportation fuels, land use and transportation planning, border energy issues, and the green economy. The Project's energy demand would be compared to the existing energy demand and to the District and state energy use reduction plans. Further analysis will be included in the EIR.

4.7 Geology and Soils

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

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Potentially Significant Impact. The Project area is located in a seismically active region of Southern California. The Elsinore, San Jacinto, and San Andreas Faults are active fault systems located northeast of the Project. The Coronado Bank, San Diego Trough, and San Clemente Faults are active faults located west of the Project. A strand of the Rose Canyon Fault Zone, the nearest active fault system, is mapped as traversing the eastern

portion of the Project area. There is a potential for ground surface rupture due to faulting at the Project area. In addition, lurching or cracking of the ground surface adjacent to the Project area because of nearby seismic events is possible. Further analysis will be discussed in the EIR

ii. Strong seismic ground shaking?

Potentially Significant Impact. As with all properties in the seismically active Southern California region, the Project area would be susceptible to ground shaking produced by local faults during earthquakes. Refer to question 4.7(a)(i). Further analysis will be included in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The Project area has a high potential for liquefaction and seismically induced settlement based on the presence of shallow groundwater and underlying loose, unconsolidated sediments. Further analysis will be included in the EIR.

iv. Landslides?

Less than Significant Impact. Geologic mapping does not indicate the presence of mapped landslides on the Project area. Additionally, landslides were not observed on or adjacent to the Project area. Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant, and no further discussion is warranted in the EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Implementation of the Project could have the potential to expose topsoil to erosion from water or wind resulting from construction or operational activities. Further analysis will be included in the EIR.

c. 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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. The Project area is within an area mapped as being least susceptible to landslides. Additionally, based on the relatively flat topography of the Project area, landslides are not anticipated to impact the Project. However, there is high potential for liquefaction, seismically induced settlement, and lateral spreading at the Project area due to the shallow groundwater table, proximity to San Diego Bay, and the low density of the underlying granular subsurface materials. Further analysis will be included in the EIR.

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

Potentially Significant Impact. Soils underlying the Project area are generally anticipated to consist of fill materials, bay deposits (also referred to as offshore marine deposits), and old paralic deposits. Implementation of the Project could adversely impact expansive soils. Further analysis of the Project's impacts will be included in the EIR.

- e. **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The Project would rely on the existing sanitary system and would not use septic tanks or alternative wastewater disposal systems. Further analysis is not warranted in the EIR.

- f. **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Potentially Significant Impact. A geologic field reconnaissance of the EHI redevelopment area will be completed, as well as review of existing geotechnical reports to determine if any unique paleontological resources or unique geological features exist in the vicinity and therefore may be impacted. Further analysis will be included in the EIR.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Implementation of the Project would generate GHG emissions, primarily associated with off- and on-road equipment use during construction activities and emissions generated by vehicular traffic and energy use, water use, and solid waste management practices during operation. GHG emissions from construction and operation activities could potentially, either directly or indirectly, have a significant impact on the environment. Further analysis will be provided in the EIR.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The District has enacted a variety of policies and plans to reduce GHG emissions as part of its Climate Action Plan, including the implementation of shore power, equipment and truck replacement/retrofits, vessel speed reductions, and the Clean Truck Program. Implementation of the Project could increase GHG emissions, which may conflict with plans, policies, or regulations that serve to reduce GHG emissions. Further analysis will be included in the EIR.

4.9 Hazards and Hazardous Materials

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

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The Project would use heavy equipment for construction activities. Construction-related hazardous materials would be used during Project construction, including fuel, solvents, paints, oils, and grease. Operation-related hazardous materials could include fuels, oils and lubricants, solvents and cleaners, and paints and thinners, which are all commonly used in the proposed land uses. The routine use or an accidental spill of hazardous materials could result in inadvertent releases, which could adversely affect workers, the public, and the environment during construction and operational activities. During construction activities, there is also the potential for hazardous materials to be identified during demolition, excavation, and grading activities throughout the EHI redevelopment area. Extensive demolition would occur with the three

rental car facilities, Hertz, Enterprise, and Avis, the SDIA facility, and the existing Liberator Way with the potential to encounter hazardous materials and hazardous soils. Further analysis will be provided in the EIR.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Potentially Significant Impact. The Project would include the demolition of three rental car facilities, Hertz, Enterprise, and Avis, the SDIA facility, and the existing Liberator Way, including all associated underground and aboveground storage tanks. The presence of hazardous materials could create a significant hazard to the public or the environment if the hazardous materials were to be disrupted during demolition activities and released into the environment. Therefore, further analysis is warranted in the EIR.

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less than Significant Impact. No existing public schools have been identified within one-quarter mile of the Project area. The closest school to the Project area is High Tech Elementary School, approximately 2.6 miles to the west. As such, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

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

Potentially Significant Impact. The EHI redevelopment area may be located within a list of hazardous materials sites compiled pursuant to California Government Code, Section 65962.5. During demolition, construction and operational activities, the public could be exposed to significant hazards that would result in a potentially significant impact. Further analysis will be provided in the EIR.

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

Potentially Significant Impact. The Project area is located within 2 miles of the SDIA and within the Airport Influence Area Review Area 1, which is the combination of the 60-decibel community noise equivalent level noise contour, the outer boundary of all safety zones, and the threshold siting surfaces. The Project area is located within the 60- to 65-

decibel noise contour area and is not located in the safety compatibility zone. If during construction and operational activities, people working in the area were exposed to excessive noise limits, this would result in a potentially significant impact. Further analysis will be provided in the EIR.

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially Significant Impact. Development of the EHI redevelopment area could result in a change to emergency access, which could impair an adopted emergency response plan or emergency evacuation plan. Construction could result in the temporary closures of public roadways or driveways within City or District jurisdiction. Further analysis will be provided in the EIR.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Less than Significant Impact. According to California Department of Forestry and Fire Protection's Fire Hazard Safety Zone (FHSZ) Map of San Diego County (CAL FIRE 2009), the Project is located in a local responsibility non-very high FHSZ. Compliance with all applicable existing laws, regulations, and policies would ensure that impacts associated with wildland fires remain less than significant. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

4.10 Hydrology and Water Quality

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

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. The Project would have the potential to result in substantial additional sources of polluted runoff, which could have short-term impacts on surface water quality through Project activities such as demolition, clearing, and grading or long-term impacts associated with Project operation.

The EHI redevelopment would involve various types of equipment such as bulldozers, scrapers, backhoes, and other earthmoving equipment; haul trucks; and generators. Pollutants associated with these construction activities that could result in water quality impacts include soils/sediment, debris, fuels, and other fluids associated with the equipment used for construction. The Project would also alter the current landscape through the addition of a Topgolf entertainment complex and other associated facilities,

operation of which has the potential to affect water quality and cause pollutants to be discharged off site.

These pollutants could impact water quality if they are washed off site by stormwater or non-stormwater or are blown or tracked off site to areas susceptible to wash off by stormwater or non-stormwater. Therefore, implementation of the Project could result in significant short-term impacts to water quality from uncontrolled sediment and pollutants in stormwater runoff from construction. A Drainage Memorandum will be prepared for the Project. and further analysis is warranted in the EIR.

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

Potentially Significant Impact. A Drainage Memorandum will be prepared to evaluate the EHI redevelopment's impact on groundwater supplies. Refer to question 4.10(a). Further analysis will be included in the EIR.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- i. Result in substantial erosion or siltation on or offsite?**

Potentially Significant Impact. Implementation of the EHI redevelopment would have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could result in siltation and/or erosion. Further analysis will be included in the EIR.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

Potentially Significant Impact. Implementation of the EHI redevelopment would have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could result in flooding on or off site. Further analysis will be included in the EIR.

- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact. Implementation of the EHI redevelopment would have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or a change in

drainage patterns could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further analysis will be included in the EIR.

iv. Impede or redirect flood flows?

Potentially Significant Impact. Implementation of the EHI redevelopment would have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could impede or redirect flood flows. Further analysis will be included in the EIR.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. Tsunamis are seismic sea waves generated by sudden movements of the sea floor caused by submarine earthquakes, landslides, or volcanic activity. Based on the Tsunami Inundation Map for the Point Loma Quadrangle (California Emergency Management Agency 2009), the southern boundary of the Project area is within a mapped tsunami inundation area. During construction, if the site were hit by a tsunami, there would be risk for the release of pollutants from the EHI redevelopment area. Therefore, further discussion is warranted in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The Project is located within the San Diego Bay Watershed Management Area. Specifically, the Project is located in the Pueblo Hydrologic Unit and is further located within the San Diego Mesa Hydrologic Area (SDRWQCB 2016). The major receiving water for the Project is the San Diego Bay.

Pollutants associated with construction and operational activities could result in water quality impacts. Implementation could result in significant short-term and long-term impacts to water quality from uncontrolled sediment and pollutants in stormwater runoff that could conflict with the policies of the San Diego Basin Plan. Therefore, further discussion is warranted in the EIR.

The Project is not located within a Groundwater Sustainability Agency Boundary, and therefore no sustainable groundwater management plan has been prepared for the Project. In addition, no groundwater would be withdrawn as part of the Project. Therefore, no impact would occur, and no further discussion is warranted in the EIR relevant to a sustainable groundwater management plan.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

No Impact. The EHI redevelopment area is currently developed with three rental car facilities, an SDIA facility, and Liberator Way. No component of the Project would introduce a barrier or division to, or otherwise result in a conflict with, the surrounding commercial or industrial development or any other established community. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project would require a PMPA to change the land use designation from Industrial Business Park, Open Space, and Harbor Services to Commercial Recreation and Park/Plaza. Further analysis will be included in the EIR.

The District is in the process of updating the PMP and has circulated a Draft PMPU and Draft Program EIR (PMPU Draft PEIR) for public review and comment. The District anticipates seeking certification of the PMPU Final PEIR and approval of the PMPU in 2024. If the PMPU is certified by the California Coastal Commission prior to approval of the Project, no PMPA would be required. The EIR will analyze the Project's consistency with both the existing PMP and the Draft PMPU.

In addition, the EIR will consider the physical effects of climate change on the Project, including an analysis on sea level rise. The sea level rise analysis will identify any areas of potential impacts due to potential future increases in mean sea level rise (temporary coastal flooding and permanent inundation) and whether the Project would exacerbate potential impacts on the environment resulting from sea level rise or associated events (e.g., coastal flooding, wave overtopping, erosion). Further analysis will be included in the EIR.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project area is not known to contain mineral resources that would be of value to the region or state. According to the Conservation Element of the City of San Diego's General Plan (City of San Diego 2008), the Project area is mapped as an area where no mineral deposits are present. No mineral resources would be lost as a result of the Project. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

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

No Impact. The Project area is not known to contain mineral resources that would be of value to the region or state. According to the Conservation Element of the City of San Diego's General Plan (City of San Diego 2008), the Project area is mapped as an area where no mineral deposits are present. No mineral resources would be lost as a result of the Project. Therefore, no impact would occur, and no further discussion is warranted in the EIR.

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. The potential exists for the EHI redevelopment to result in significant noise impacts due to the proposed high-intensity construction activities, as well as noise emitted during operation such as active recreational uses, amplified music, and stationary sources, including heating, ventilation, and air conditioning equipment. Noise levels during EHI redevelopment construction and operation will be analyzed in the EIR. Further analysis will be included in the EIR.

- b. **Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. The EHI redevelopment involves construction of new structures, demolition of existing structures, public realm improvements, and realignment of Liberator Way, which may cause excessive groundborne vibration. Project demolition and construction would have the potential to generate or expose persons and buildings to excessive groundborne vibration or groundborne noise in excess of established local or regional noise standards. Further analysis will be included in the EIR.

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

Potentially Significant Impact. The Project area is located within 2 miles of the SDIA and Naval Air Station North Island (NASNI). However, the Project is not within the Overflight Notification Area Boundary or noise contours for the NASNI (SDCRAA 2020). Airport Influence Area boundaries around the SDIA have been adopted by San Diego County Regional Airport Authority in its Airport Land Use Compatibility Plan). The EHI redevelopment area is located within the Airport Influence Area Review Area 1, which is the combination of the 60-decibel community noise equivalent level noise contour, the outer boundary of all safety zones, and the threshold siting surfaces. The EHI redevelopment area is located within the 60- to 65-decibel noise contour area and is not located in the safety compatibility zone. During construction and operation, people could be exposed to excessive noise limits, which would result in a potentially significant impact. Further analysis will be provided in the EIR.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project does not include the addition of residential land uses and would not involve development that would directly or indirectly induce substantial population growth. In addition, the Project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Project is located on the waterfront of San Diego Bay. There are no residences located within the vicinity of the Project that would be displaced. Therefore, no impacts would occur, and no further discussion is warranted in the EIR.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Fire protection?

Potentially Significant Impact. Fire protection services are provided to the Project area by the San Diego Fire–Rescue Department Station 8 on 3974 Goldfinch Street, which is located 3.6 miles to the east. The EHI redevelopment proposes the demolition of surrounding structures and construction of a Topgolf entertainment complex, realignment of Liberator Way, and public realm improvements. This would result in an increase in operational capacity and number of employees. Therefore, the EHI redevelopment would increase demand for fire protection. Further analysis is warranted in the EIR.

Police protection?

Potentially Significant Impact. Law enforcement services are provided to the Project area by the Port of San Diego Harbor Police Department (land- and water-based police services) and the City of San Diego Police Department (land-based police services only). The Harbor Police are headquartered on 3380 North Harbor Drive, located in the northwest corner of the Project area. The closest City police station is the City of San Diego Police Department Police headquarters at 1401 Broadway, approximately 2.1 miles southeast of the Project area. The Project proposes redevelopment that would result in an increase

in operational capacity and number of employees using the site. Therefore, the EHI redevelopment would increase demand for police protection. Further analysis is warranted in the EIR.

Schools?

Less than Significant Impact. The Project would not create the demand for new school facilities. The Project does not include residential land uses and would not increase demand on schools. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

Parks?

Less than Significant Impact. The Project does not involve the construction of housing units that would create the demand for new public parks. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

Other public facilities?

Less than Significant Impact. The Project involves demolition of existing structures, realignment of Liberator Way, construction of a Topgolf entertainment complex, and public realm improvements, which would not create new demand for new public facilities. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant Impact. The Project includes the construction of a Topgolf entertainment complex and public realm improvements, which would not result in the increased use or deterioration of existing public parks or recreational facilities. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

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

Less than Significant Impact. The Project does include recreational facilities. However, the Project is not a residential project that requires recreational facilities or necessitates the expansion of existing facilities. Therefore, impacts would be less than significant, and no further discussion is warranted in the EIR.

4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The Project involves construction of a Topgolf entertainment complex, which would increase operational capacity and the number of employees in the Project area. The increase in traffic generated by the Topgolf Project could conflict with a program plan, ordinance, or policy addressing the circulation system. A Transportation Impact Study, Circulation and Parking Analysis, and a Local Mobility Analysis will be prepared. Further analysis will be included in the EIR.

b. Would the project or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. The Project involves construction of facilities, including a Topgolf entertainment complex, which would increase operational capacity and the number of employees. The increase in number of workers and visitors to the area during construction and operational activities, may result in a net increase in vehicle-miles traveled, which could be inconsistent with CEQA Guidelines, Section 15064.3(b). Further analysis will be included in the EIR.

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

Potentially Significant Impact. The Project involves the realignment of Liberator Way. A Circulation and Parking Analysis will be prepared to determine potential traffic hazards. Further analysis will be included in the EIR.

d. Would the project result in inadequate emergency access?

Potentially Significant Impact. Inadequate emergency access and egress can occur as a result of an incomplete or not fully interconnected roadway network, such as inadequate roadway widths, turning radii, dead-end or gated roads, one-way roads, single ingress and egress routes, or other factors. The Project involves the realignment of Liberator Way and the construction of Topgolf Project access driveways and internal circulation roads, which could impact access to emergency vehicles. In addition, implementation of the EHI redevelopment could have the potential to require lane or roadway closures during construction. Lane and roadway closures have the potential to limit emergency access to the Project area and/or existing development adjacent to the lane or roadway closure. Future development construction activities are required to provide notification to the Fire Marshal. The EHI redevelopment site plan, circulation network, and planned mobility facilities will be evaluated to determine if additional enhancements are necessary. Further analysis will be included in the EIR.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. 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. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i. **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**
- ii. **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. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. A record search will be conducted during the EIR process to determine if any Tribal Cultural Resources are present within the Project area. Consultation with California Native American Tribes will be conducted during the EIR process. Therefore, further analysis will be provided in the EIR.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact. The EHI redevelopment would require connections to the existing water supply system, wastewater infrastructure, and existing stormwater infrastructure. Implementation may require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities to meet future demands, which could cause significant environmental effects. Therefore, further analysis will be provided in the EIR.

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Potentially Significant Impact. The EHI redevelopment would result in an increase in water usage compared to the existing conditions. Further analysis will be provided in the EIR.

- c. **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?**

Potentially Significant Impact. The EHI redevelopment would result in an increase in wastewater generation over existing conditions. Further analysis will be provided in the EIR.

- d. **Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

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

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

- e. **Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Potentially Significant Impact. The EHI redevelopment would result in an intensification of land uses that would generate solid waste during the demolition, construction, and operational phases. Therefore, impacts associated with solid waste could be potentially significant. Further analysis will be provided in the EIR.

4.20 Wildfire

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

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

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

State law requires that all local jurisdictions identify Very High Fire Hazard Severity Zones (VHFHSZs) within their areas of responsibility per California Government Code, Sections 51175–51189. Inclusion within these zones is based on vegetation density, slope severity, and other relevant factors that contribute to fire severity. The Project area is within a local responsibility area and is designated by California Department of Forestry and Fire Protection as a non-VHFHSZ. Because the EHI redevelopment area is not located in or near lands classified as a VHFHSZ, no impacts associated with this topic area are anticipated to occur with implementation of the Project. Therefore, no further discussion is warranted in the EIR.

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

No Impact. According to California Department of Forestry and Fire Protection's FHSZ Map of San Diego County (2009), the Project is in a local responsibility non-VHFHSZ. No impacts associated with wildfires are anticipated to occur with implementation of the Project, and no further discussion is warranted in the EIR.

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

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

- d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. Downstream flooding and landslide activity generally occur in areas that lack vegetation and have steep slopes. The Project area is within an area mapped as having a low potential for landslides to occur and is relatively flat. Therefore, implementation of the Project is not anticipated to expose people or structures to landslide risks associated with post-wildfire events, and no further discussion is warranted in the EIR.

4.21 Mandatory Findings of Significance

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

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino, (1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

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

Potentially Significant Impact. Implementation of the Project could result in potential impacts on biological resources. Therefore, further analysis of the Project's potential impacts is warranted in the EIR.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. CEQA Guidelines, Section 15130, requires a discussion of the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when

viewed in connection with the effects of past, current, and probable future projects. The cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-specific impacts and should be guided by the standards of practicality and reasonableness.

As determined by this Initial Study, there may be potentially significant effects related to aesthetics, air quality, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, Tribal Cultural Resources, and utilities and service systems. Therefore, the Project's potential contribution to cumulative impacts related to these resources will be discussed in the EIR.

Because the Project would have no impact on agriculture and forestry resources, cultural resources, mineral resources, population and housing, recreation, or wildfire, it was determined that the Project would have no potential to result in cumulative impacts related to these resource areas. Further discussion of the cumulative effect on these resources is not warranted in the EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analysis above, the Project has the potential to result in significant impacts on aesthetics, air quality, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, Tribal Cultural Resources, and utilities and service systems. As such, the Project has the potential to result in environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, further discussion is warranted in the EIR.

Section 5 **References**

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Section 6 California Department of Fish and Wildlife Fee Determination

(California Fish and Game Code, Section 711.4, Statutes of 2006 – SB 1535)

- ☐ It is hereby found that this Project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a “Certificate of Fee Exemption” shall be prepared for this Project.
- ☒ It is hereby found that this Project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the California Fish and Game Code shall be paid to the County Clerk.

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Section 7 Preparers

San Diego Unified Port District – Lead Agency

Wileen Manaois, Director, Development Services

Megan Hamilton, Senior Planner, Development Services

Eyestone Environmental – Project Mangement Consultant

Ashley Wright, Principal Planner

Harris & Associates – CEQA Consultant

Ryan Binns, PMP, ENV SP, Senior Director and Quality Assurance/Quality Control

Kelsey Hawkins, Project Manager, Air Quality/GHG/Noise Analyst

Paige Rincon, Environmental Analyst

Esther Daigneault, Environmental Analyst

Sharon Toland, Senior Air Quality/GHG/Noise Specialist

Randy Deodat, GIS Specialist

Lindsey Messner, Technical Editor

Eija Blocker, Technical Editor

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