

# Sunroad Harbor Island Hotel Project &

East Harbor Island Subarea Port Master Plan Amendment

## DRAFT ENVIRONMENTAL IMPACT REPORT

Volume 1 of 3



**Sunroad Harbor Island Hotel Project and  
East Harbor Island Subarea  
Port Master Plan Amendment  
Draft Environmental Impact Report  
Volume 1**

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December 2009

ICF Jones & Stokes. 2009. Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment, Draft Environmental Impact Report. December. (ICF J&S 00977.08.) San Diego, CA. Prepared for: San Diego Unified Port District.

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# Acronyms and Abbreviations

$\mu/m^3$	micrograms per cubic meter
AB	Assembly Bill
ADT	Average Daily Traffic
AEOZ	Airport Environs Overlay Zone
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ARB	California Air Resources Board
ASBS	Areas of Special Biological Significance
ASTs	aboveground storage tanks
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAU	business as usual
Bay	San Diego Bay
bgs	below ground surface
BIOL	Preservation of Biological Habitats of Special Significance
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe Corporation
BPC	San Diego District Board of Port Commissioners
C	Celsius
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAD	computer-aided design
Cal/EPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention Program
Caltrans	California Department of Transportation
CBC	California Building Code
CCA	California Coastal Act of 1976
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDP	Coastal Development Permit
CEDMAT	Combustible, Explosive and Dangerous Material
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act

CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CHSC	California Health and Safety Code
CIRs	Compliance Inspection Reports
City	City of San Diego
cKOPs	candidate Key Observation Points
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	community noise equivalent level
CNIC	Commander Navy Installations Command
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
Coastal Act	California Coastal Act
Coastal Commission	California Coastal Commission
COMM	Commercial and Sport Fishing
CPT	cone penetration test
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibel
dBA	A-weighted decibels
DEH	Department of Environmental Health
DOT	Department of Transportation
DPM	diesel particulate matter
DTM	Digital Terrain Model
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EPA	U.S. Environmental Protection Agency
EPCRA	Emergency Planning & Community Right-to-Know Act
ERNS	Emergency Response Notification Systems
ESA	Endangered Species Act
ESD	Environmental Services Department
EST	Estuarine Habitat
FAA	Federal Aviation Authority
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FIRMs	Flood Insurance Rate Maps
FMPs	fishery management plans
FTA	Federal Transit Administration
Geotech Review	Geotechnical Evaluation and Third Party Review
Geotech Study	Geotechnical Investigation and Geologic Fault Investigation
GHGs	greenhouse gases

GPD	gallons per day
GPM	gallons per minute
GPS	Global Positioning Systems
HC	hydrocarbons
HEAT	Helical Earth Anchor Technology
HFCs	hydrofluorocarbons
HMD	Hazardous Materials Division
HMTS	Hazardous Materials Technical Study
I-5	Interstate 5
IND	Industrial Services Supply
JURMP	Jurisdictional Urban Runoff Management Program
KOP	Key Observation Point
$L_{eq}$	average of sound energy occurring over a specified period
LESC	Lockheed Engineering & Sciences Company
LLG	Linscott Law & Greenspan Engineers
$L_{max}$	maximum noise levels occurring over a specified period
$L_{min}$	minimum noise levels occurring over a specified period
LMSC	Lockheed Missiles and Space Company
LOS	Level of Service
LUST	leaking underground storage tank
MAR	Marine Habitat
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
mg/l	milligrams per liter
MHPA	Multiple Habitat Planning Area
MIGR	Migration of Aquatic Organisms
MLLW	Mean Lower Low Water
MMPA	Marine Mammal Protection Act of 1972
mph	miles per hour
mS/cm	milli-siemens per centimeter
MSCP	Multiple Species Conservation Plan
MSL	mean sea level
MUTCD	Manual for Uniform Traffic Control Devices
MWWD	Metropolitan Wastewater Department
$N_2O$	nitrous oxide
NAAQS	national ambient air quality standards
NAS	Naval Air Station
NAV	Navigation
NFPA	National Fire Protection Association
NMFS	National Marine Fisheries Service
$NO_2$	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation

NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NTC	Naval Training Center
NTU	Nephelometric turbidity units
O <sub>3</sub>	Ozone
OCRM	Office of Ocean and Coastal Resource Management
OSHA	Occupational Safety and Health Administration
OSPR	Office of Spill Prevention and Response
PAHs	polynuclear aromatic hydrocarbons
Pb	Lead
PCBs	polychlorinated biphenyls
PFCs	perfluorocarbons
Phase II	Phase II Subsurface Investigation
PM10	particulate matter less than 10 microns in diameter
PM2.5	particulate matter less than 2.5 microns in diameter
PMP	Port Master Plan
Port District	San Diego Unified Port District
pphm	parts per hundred million
ppm	parts per million
ppt	parts per thousand
PPV	peak particle velocity
PRC	Public Resource Code
Proposed Project	Sunroad East Harbor Island Hotel and PMP Amendment Project
PSI	pounds per square inch
RACM	reasonably available control measures
RAQS	regional air quality strategies
RARE	Rare, Threatened, or Endangered Species
RCRA	Resource Conservation and Recovery Act
REC1	Contact Water Recreation
REC-2	Non-contact Recreation
RFMCs	Regional Fisheries Management Councils
ROG	reactive organic gas
RPZ	Runway Protection Zone
RWQCB	Regional Water Quality Control Board
SAM	Site Assessment and Mitigation
SANDAG	San Diego Association of Governments
SCAB	South Coast Air Basin
SCEMP	Southern California Eelgrass Mitigation Policy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCAA	San Diego County Airport Authority
SDCRAA	San Diego County Regional Airport Authority
SDHPD	San Diego Harbor Police Department
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDUPDC	San Diego Unified Port District Code

SF <sub>6</sub>	sulfur hexafluoride
SHELL	Shellfish Harvesting
SIP	state implementation Plan
SO <sub>2</sub>	sulfur dioxide
SPCC	Spill Prevention Control and Countermeasure
SPT	Standard Penetration Test
SSAB	Salton Sea Air Basin
STC	sound transmission class
Sunroad	Sunroad Asset Management
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact and Parking Analysis
TrackInfo	TrackInfo Services, LLC
URAP	Urban Runoff Action Plan
URMP	Urban Runoff Mitigation Program
USC	U.S. Government Code
USDA	United States Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USMP	Urban Stormwater Mitigation Plan
UST	underground storage tank
V/C	volume-to-capacity ratio
Water Quality Control Plan	Water Quality Control Plan for the San Diego Basin
WILD	Wildlife Habitat
WURMP	Watershed Urban Runoff Management Program

## **1.1 Proposed Project**

This environmental impact report (EIR) is prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000, et seq., and its implementing guidelines (CEQA Guidelines), California Code of Regulations (CCR), Title 14, Section 15000, et seq., to analyze the potential environmental impacts of the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment (Proposed Project). The Lead Agency for the environmental review of the Proposed Project is the San Diego Unified Port District (Port District). The proponent of the Proposed Project is Sunroad Marina Partners, LP. The Proposed Project plans to replace an existing marina locker building and surface parking with a 4-story hotel with a maximum of 175 rooms. The Proposed Project also includes an amendment to the Port Master Plan (PMP) to address changes in land use resulting from reconfiguring an eastern portion of Harbor Island Drive and the traffic circle at its eastern terminus.

### **1.1.1 Environmental Setting**

The Proposed Project site is located in the southern portion of San Diego County at the northern end of San Diego Bay. The Project site is on the east end of Harbor Island and is within the jurisdiction of the Port District. The Port District regulates development within its jurisdiction in accordance with the PMP. The Project site is the location of the Proposed Project improvements (the hotel and adjacent parking lots, the parking lot located west of the existing Sunroad Resort Marina building, and the roadway and traffic circle realignment areas). The Project site is currently developed with a marina locker building, parking lots, traffic circle, and part of Harbor Island Drive. The Project vicinity refers to areas near the Project site but that are located outside of where improvements are proposed.

### **Existing Conditions and Surrounding Land Uses**

The Project site is currently developed with commercial recreational uses associated with the adjacent marina facility, i.e., a marina locker building and

surface parking. The marina facility, located north and west of the Project site, consists of a marina (docks and slips), a marina office/sales building, and surface parking lots.

Harbor Island Drive terminates in a traffic circle located in the eastern portion of the Project site. Harbor Island Drive is a Port District road that features a public promenade along its southern front and 12 public street/surface parking spaces. Parts of the existing onsite promenade are landscaped with grass and trees. Other vegetation in the area includes ornamental or screening shrubs and trees within the marina building area and parking lot, and within the restaurant area and parking lot.

In the late 1960s, Harbor Island was formed into a peninsula in the northern portion of San Diego Bay using dredged material. Harbor Island is not an actual island but rather a thin strip of filled tidelands formed in an east–west direction in the shape of two adjacent peninsulas. Harbor Island’s filled tideland area and the submerged tidelands between the island and the mainland to the north are devoted primarily to commercial recreation and public recreation uses including: hotels, marinas, marine-related businesses, and restaurants; as well as fishing areas, vista areas, and a promenade providing public access to the coast. East Harbor Island, the eastern of the two peninsulas, houses a marina, restaurants, and a bayside public promenade. Harbor Island Drive runs the length of Harbor Island and provides access to the Project site from the west. East Harbor Island also contains the Harbor Police Headquarters and employee parking for the San Diego International Airport (SDIA). The marina facility includes two locker buildings, with 117 lockers each, located west and east of the central marina building, along the northern edge of the facility. The easternmost end of Harbor Island includes a 306-space surface parking lot, the Island Prime restaurant, and the Reuben E. Lee restaurant, which is located on a floating barge.

The U.S. Coast Guard Station, General Dynamics/Lockheed facility, several rental car facilities, and SDIA lie to the north of Harbor Island. East Harbor Island also has submerged tidelands with designations for recreational boat berthing and specialized berthing, and a boat navigation corridor that is used for boat access to the marina and berths located between the East Harbor Island peninsula and the mainland to the north. The San Diego Bay ship navigation channel is located south of Harbor Island, with the U.S. Naval Air Station North Island (NAS North Island) located on the opposite shore.

The existing marina, located adjacent to the Project site, includes approximately 550 operational boat slips for private craft. The boat berths are separated by floating walkways that provide pedestrian access to the docked boats. The walkways are accessed by gated entrances located on ramps linking the slips to a paved area north of the marina building and parking lots. These ramps extend over the shoreline, which is protected by a rock revetment slope.

The Island Prime restaurant is a single-story, post-and-beam structure that overhangs the San Diego Bay on concrete piers. The most recent improvements to the restaurant were completed in 2005. The on-water Reuben E. Lee Sternwheeler restaurant (Reuben E. Lee) is located over submerged tidelands.

The floating structure was constructed in the 1960s to resemble a sternwheeler riverboat, but is not an operational vessel. The restaurant was temporarily closed in 2003 pending renovation of the damaged super-structure. In 2008 the Port District approved a renovation of the restaurant. The renovation is anticipated to be completed by 2013.

The remainder of the submerged tidelands adjacent to the Project site contains an eelgrass mitigation area, which was created to mitigate eelgrass impacts related to construction of the marina. The submerged tidelands in the vicinity of the Project site also include an anchorage and navigable waters.

## 1.2 Public Planning Process

On September 2, 2008, the Board of Port Commissioners (BPC) approved the Preliminary Project Review and directed staff to proceed with environmental review of the Proposed Project. The easternmost portion of East Harbor Island, which includes the Project site, is currently leased to Sunroad Marina Partners, LP (Sunroad). Because the Planning District 2 Precise Plan identifies a 500-room hotel on the westernmost parcel of East Harbor Island, a PMP Amendment is required to allow the hotel use on the Proposed Project site.

The Port District published a Notice of Preparation (NOP) on December 18, 2008, announcing its intent to prepare an EIR for the Proposed Project (UPD #83356-EIR-783). The NOP was mailed to more than 45 agencies, organizations, and other interested individuals and groups, soliciting their comments on the scope and content of the environmental analysis to be included in the Draft EIR. The public review period of the NOP ended on January 20, 2009. In addition, the Port District held a Public Scoping meeting on Thursday, January 15, 2009, at the Embarcadero Planning Center. The following is a list of those respondents who submitted written comments in response to the NOP:

- United States Army Corps of Engineers
- California Coastal Commission
- California Department of Toxic Substances Control
- California Department of Transportation, Division of Aeronautics
- City of San Diego Development Services Department
- San Diego County Regional Airport Authority

The NOP and copies of all NOP comment letters are provided in Appendix A of this Draft EIR.

## 1.3 Project Description

The Proposed Project involves the partial redevelopment of one leasehold, which is currently leased by Sunroad Marina Partners, LP, located at 955 Harbor Island Drive. This leasehold is currently developed with a marina, support buildings, and surface parking. The proposed redevelopment would only affect the land side of this leasehold. The traffic circle, located at the east end of Harbor Island Drive, as well as a portion of Harbor Island Drive are also included in the proposed redevelopment.

The Project description as proposed in this Draft EIR includes the following physical changes to the Project site:

- demolition of one existing locker building and parking lot east of the existing marina building;
- construction of a limited service 4-story hotel with a total floor area of approximately 117,000 square feet, consisting of a maximum of 175 rooms, fitness and limited meeting space (approximately 8,000 square feet), and common areas;
- reduction of the traffic circle and realignment of the road and leasehold lines;
- reconfiguration of existing paved areas as necessary to accommodate ingress and egress to the hotel and surface parking;
- enhanced public access along the Harbor Island East Basin; and
- realignment of existing sewer, water, and utility lines.

The Project also proposes an amendment to the PMP to address the changes in land use resulting from reconfiguring East Harbor Island Drive and the traffic circle at its eastern terminus, and providing for the existing allowed 500 hotel rooms (currently allowed only on the parcel used by SDIA for employee parking) to be spread across multiple hotels (together totaling no more than 500 rooms) on East Harbor Island.

### 1.3.1 Proposed Hotel

The floor area of the proposed hotel would total approximately 117,000 square feet and include a maximum of 175 rooms, fitness and meeting space, and common areas. The meeting rooms would facilitate functions and conferences for guests. The 175 rooms, which would make up approximately 94,000 square feet of the hotel, would be distributed over four floors. The height of the structure is proposed to be approximately 65 feet. Architectural details and fenestrations may cause the maximum building height to reach 75 feet. The maximum height approved by the Federal Aviation Administration and San Diego County Airport Land Use Commission for the Proposed Project is 86 feet above mean sea level in order to accommodate features such as a flag pole.

Fitness and meeting rooms would total approximately 8,000 square feet. Common areas—including exterior features such as the pool and spa—would total approximately 15,000 square feet of the Project site.

Specific lighting plans have not been developed. However, the structure is proposed to be lit at night for security and aesthetic purposes. All lighting will be consistent with the City of San Diego Outdoor Lighting Regulations.

The projected number of fulltime hotel employees would range from 35 to 40.

## 1.3.2 Open Areas, Promenade, and Landscaping

The PMP defines four public access categories (Classes I–IV) that require development of physical accessways depending on the intended degree of public shoreline access. The existing Class I promenade, identified in the PMP, includes pedestrian access along Harbor Island Drive. The portion of the promenade located south of the Project site (along the bay) would not be altered as a part of the Proposed Project.

The Project proposes enhanced public access within East Harbor Island. The Project will include a pedestrian promenade along the Harbor Island East Basin side of the hotel and would connect to the promenade that will be extended along the eastern end of Harbor Island, as part of the Reuben E. Lee restaurant redevelopment. The proposed promenade will consist of a 10-foot-wide hardscape path extending from the existing promenade to the hotel and would also extend along the northern perimeter of the hotel to allow access to the restaurants at the eastern border of Harbor Island. Pedestrian access would also be available adjacent to the hotel building to provide access to Harbor Island Drive. Additional public access enhancements include landscaping, benches, and signage adjacent to the pathways identifying the promenade as open to the public.

The traffic circle would be reconfigured to accommodate the ingress and egress of the hotel and a realignment of the easternmost portion of Harbor Island Drive.

The landscape improvements currently proposed are conceptual. A detailed landscape plan would be prepared for review and approval of the Port District prior to construction of the hotel. Certain mature and scenic trees would be incorporated into the exterior design of the hotel and common areas.

## 1.3.3 Parking

A total of 457 parking spaces for shared use with the hotel and marina guests would be provided in two parking lots. To accommodate the hotel and parking lots immediately west and east of the hotel, 111 parking spaces of the existing 291-space lot currently located east of the marina building would be eliminated. A 72-space parking lot would be located east of the hotel, and a 101-space lot

would be located west of the hotel. An additional 7 parking spaces would be located near the front entrance of the hotel. The configuration of the spaces in the existing 277-space lot west of the existing marina building may be modified as a part of the Proposed Project. However, the number of spaces in the existing 277-space lot would not be reduced. The existing 306-space parking area located east of the Project site is not a part of the Proposed Project. The existing parking available on the Project site is part of the leasehold and is utilized for marina use. Public parking in the vicinity of the Project site is located on the southern side of Harbor Island Drive and will not be affected by the Proposed Project.

## **1.3.4 Roadway and Infrastructure Realignment**

### **Roadway Realignment**

The section of Harbor Island Drive located immediately south of the proposed hotel would be realigned. Harbor Island Drive would be reduced in width by approximately 12 feet by removing one of the two westbound lanes for a total distance of approximately 370 feet. The number of lanes in the vicinity of the hotel would be reduced from four to three, and would accommodate visitors to the hotel and maintain access to and from the Island Prime and Reuben E. Lee restaurants.

Emergency access and fire lanes would be provided. Emergency vehicles would be able to access fire lanes in the 101-space lot west of the hotel.

### **Infrastructure Realignment**

Operation of the proposed hotel would increase demands on existing infrastructure systems including water supply and wastewater treatment. Water and sewer pipelines currently extend through the Project site. The Project Utility Plan proposes that certain existing facilities be removed and new facilities would be placed underneath Harbor Island Drive. Water and sewer pipelines serving the hotel would be connected with the realigned water and wastewater lines within Harbor Island Drive. Electrical, gas, telephone connections, and a storm drain system serving the hotel are also proposed to be located beneath Harbor Island Drive. Two new commercial fire hydrants—one for fire service and one for domestic service—would be built to serve the proposed hotel.

Proposed sewer and storm drain facilities would connect with existing facilities located on East Harbor Island. The proposed 8-inch sewer line would be extended within Harbor Island Drive and connect to an existing sewer line in the parking area proposed to the west of the hotel. Proposed 24-inch storm drain facilities would connect with facilities south of Harbor Island Drive.

The proposed 12-inch water line would extend from the hotel to Harbor Island Drive. This water line would extend within Harbor Island Drive outside of the

Project site and connect with existing facilities immediately south of the existing marina. In accordance with City requirements, a redundant loop connection would be installed. The redundant loop would consist of a 12-inch water line that would extend from a connection point in Harbor Island Drive west of the Project site. From this connection point the redundant loop would extend within Harbor Island Drive to the Project site. A portion of the redundant loop would consist of a proposed 16-inch water line that would connect with facilities in the section of Harbor Island Drive that extends north to Harbor Drive.

Existing sewer and water lines serving the Island Prime and Reuben E. Lee restaurants would be realigned to accommodate the proposed hotel. These sewer and water lines would only be realigned if the proposed hotel is built.

After completion of the utility realignments, the roadway will be repaved and restriped.

Existing stormwater drains extend within East Harbor Island to the Project site. A stormwater drainage system would be connected with these existing facilities to collect stormwater runoff from the Project site. Prior to construction detailed stormwater drainage system plans would be prepared in accordance with Port of San Diego Storm Water Ordinance and the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. These plans would show Best Management Practices (BMPs) incorporated into the system in accordance with National Pollutant Discharge Elimination System (NPDES) and Port District requirements. A Bio-filtration System or a mechanical Baysaver Separation System is proposed to be used for stormwater containment.

## 1.3.5 Construction Activities

### Demolition

Demolition associated with the Project would involve removal of one existing locker building and the existing parking lot located east of the marina building. Following construction, the number of parking spaces within the Project vicinity would be reduced from 568 to 457. The remaining locker facilities within the marina area would be maintained for marina use. In addition, 100 to 120 lockers would be constructed north of the proposed 101-space parking lot.

### Construction

Construction of the Proposed Project would occur in a single phase. Construction would involve excavation of approximately 10,000 cubic yards of material. The excavated material would be used on site or would be disposed of at an offsite landfill. The construction period is expected to be 15 to 18 months in duration.

The construction staging area would be on the Project site, east of the marina building and west of the proposed hotel footprint. During construction the 277-space parking lot located west of the marina building would be available for marina use. The existing public parking spaces along East Harbor Island Drive would remain available for public use during construction.

The foundation of the proposed hotel would be constructed using stone columns or Helical Earth Anchor Technology (HEAT anchors). The Proposed Project would not utilize pile driving.

### **1.3.6 Design Features**

Energy conservation and sustainability features would be incorporated into the design and construction of the Proposed Project. These features will provide energy and water efficiency equivalent to 15% in excess of standards required by California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations). These features will be incorporated as conditions of approval of the Project.

### **1.3.7 Port Master Plan Amendment**

The Project proposes an amendment to the PMP to address the proposed land use changes necessary to implement the Project. The changes warranting a PMP Amendment include the reconfiguration of East Harbor Island Drive and the traffic circle at its eastern terminus, and allowing the 500-room hotel currently allowed in the PMP to be spread across multiple hotels on East Harbor Island. The Proposed Project includes development of a 175-room hotel, which would constitute a portion of the 500 total hotel rooms allowed on East Harbor Island.

The PMP Amendment, described below, is included in this Draft EIR as Appendix B.

The hotel referenced in the PMP was proposed for the westernmost parcel of East Harbor Island (the parcel located west of the Project site). This parcel is currently used by SDIA for employee parking. Although the Proposed Project generally includes those uses outlined in this description, the PMP would need to be amended to allow those uses on all of East Harbor Island, including the Project site. The portion of the Project site that the hotel would be constructed on already has the proper land use designation for a hotel use—Commercial Recreation. The proposed changes to the traffic circle and roadway also warrant an amendment to the PMP.

The Project's PMP Amendment would revise the East Harbor Island Subarea discussion as follows:

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development and is designated commercial recreation. ~~The last project, a~~Future development in this subarea includes high quality hotels totaling approximately 500 rooms, which are ~~is~~sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights will be ~~establish~~ consistent with adopted aircraft approach paths and Federal Aviation Administration (FAA) regulations. ~~The hotel~~Hotels ~~complex~~may include typical supporting facilities such as swimming pools, spas, commercial retail, restaurants, cocktail lounges, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotels and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

The existing promenade along the southern side of Harbor Island Drive will be extended to the eastern portion of the East Harbor Island subarea and along the Harbor Island East Basin as the subarea is developed or redeveloped. The promenade will provide pedestrian access around East Harbor Island and will connect the hotel developments, marina, and restaurants to the rest of Harbor Island. The promenade will be located to provide views of the San Diego Bay, the downtown San Diego skyline, and the Harbor Island East Basin. Public access will be maintained along the promenade. Private uses shall not obstruct the public promenades. Benches and overlooks adjacent to the promenade will be sited to provide viewing opportunities in a manner that does not obstruct pedestrian flow. Public access and other path-finding signage will be placed at strategic locations throughout East Harbor Island to guide guests and visitors to and from public use areas, restaurants, and other facilities.

A public access plan will be prepared and implemented for each hotel development. The public access plans will include information on signage, amenities, and public information to inform and invite the public to and around East Harbor Island and downtown San Diego.

All hotel developments should provide shuttle service to and from the airport and information regarding other transit opportunities.

A parking management plan will be prepared for each hotel development.

As the East Harbor Island subarea is developed or redeveloped, Harbor Island Drive may be resized and realigned to optimize use of East Harbor Island. This may allow for increased and enhanced public enjoyment of the bay. The promenade and new public access features (i.e., benches) will provide enhanced open space and public access opportunities within the East Harbor Island subarea. Proportionate to the development or redevelopment, activating uses such as restaurants, outdoor seating and dining areas, and retail shops open to the public may be integrated into the hotel development or redevelopment.

A public promenade parallels the active ship channel of the bay and ensures pedestrian and bicycle coastal access. Landscaped open space on Harbor Island

Drive is retained with the street design of an upgraded and modified “T” intersection. Utility capacity is expanded to meet increased service needs.

The PMP Amendment would also include the following:

- updating the Precise Plan map;
- updating the Lindbergh Field/Harbor Island Planning District 2 project list to change the 500-room hotel to multiple hotels with a cumulative total of 500 rooms and include the traffic circle/road realignment; and
- updating the land use acreage tables within the PMP to reflect increased promenade acreage, increased street acreage, reduced open space acreage, and reduced commercial recreation acreage.

Table 1-1 includes the revised Land Use acreages for Lindbergh Field/Harbor Island: Planning District 2 from the PMP Amendment. Appendix B of this Draft EIR includes each of the components of the proposed PMP Amendment.

The following Environmental Analysis sections provide a project-level analysis of all potential impacts associated with the proposed 175-room hotel project (including ancillary construction activities such as roadway realignment, etc.). All subsequent development projects (i.e., the 325 hotel rooms remaining from the originally allowed 500 hotel rooms) proposed as a result of the PMP Amendment would require additional project-level environmental analysis to ensure any unidentified impacts are addressed. There are no plans for developing more than the proposed 175-room hotel at this time.

**Table 1-1.** Precise Plan Land Use Allocation—Lindbergh Field/Harbor Island: Planning District 2

Land Use	Acres	
	Existing	Revised
Commercial	<del>90.6</del>	<u>90.2</u>
Airport-related Commercial	38.0	
Commercial Recreation	<del>52.6</del>	<u>52.2</u>
Industrial	631.8	
Aviation-related Industrial	130.6	
Industrial Business Park	33.1	
International Airport	468.1	
Public Recreation	<del>26.2</del>	<u>26.7</u>
Open Space	<del>7.5</del>	<u>7.2</u>
Park	16.4	
Promenade	<del>2.3</del>	<u>3.1</u>
Public Facilities	<del>66.8</del>	<u>66.7</u>

Land Use	Acres	
	Existing	Revised
Harbor Services	1.3	
Streets	65.5	65.4
<b>Total</b>		<b>815.4</b>

**Note:**  
Does not include

Leased Federal Land	22.5 acres
State Submerged Tidelands	41.3 acres
Leased Uplands	4.1 acres

Revised acreage includes East Harbor Island Subarea PMPA  
Source: Port District 2009a

## 1.4 Impact Summary

The Proposed Project would result in significant project impacts on Biological Resources; Hazards and Hazardous Materials; Geology and Soils; Noise; and Public Services and Utilities. The Project would contribute to cumulative impacts related to Transportation, Traffic, and Parking; and Public Services and Utilities. Those issues for which effects were found not to be significant are: Agricultural Resources, Cultural Resources, Mineral Resources, and Population and Housing. These environmental topics are described in Chapter 7, "Other Required Considerations," Section 7.3 of this Draft EIR, and are not discussed in further detail (CEQA Guidelines, Section 15128). Table 1-2 presents the significant impacts and proposed mitigation measures.

Alternatives analyzed in the EIR include the No Project Alternative and a Reduced Project Alternative. Table 1-3 presents the impacts associated with the Proposed Project compared with the alternatives.

**Table 1-2.** Matrix of Significant Impacts and Mitigation Measures

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<b>Project Level Impacts</b>		
<b>Biological Resources (Section 4.2)</b>		
<p><b>BIO-1:</b> Removal of the mature trees during construction, as well as noise from construction activity, could impede the use of bird breeding sites on and adjacent to the Project Site. The MBTA prohibits take of nearly all native birds. Under the MBTA, “take” means only to kill; directly harm; or destroy individuals, eggs, or nests; or to otherwise cause failure of an ongoing nesting effort. Similar provisions within the FGC protect all native birds of prey and all non-game birds that occur naturally in the state. The destruction of an occupied nest or potential indirect impacts from construction noise on occupied nests that are located off site would be considered a significant impact and a violation of the MBTA and the FGC. Therefore, a significant impact would occur and mitigation is required.</p>	<p><b>MM BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys</b></p> <p>To ensure compliance with MBTA and similar provisions under the Fish and Game Code, the Project Applicant or its contractor shall implement one of the following restrictions:</p> <ol style="list-style-type: none"> <li>1. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31).</li> </ol> <p>OR</p> <ol style="list-style-type: none"> <li>2. If construction activities are scheduled between February 1 and August 31, a qualified ornithologist (with knowledge of the species to be surveyed) shall conduct a focused nesting survey prior to the start of vegetation removal and within any potential nesting habitat (mature trees, eaves on buildings, etc).</li> </ol> <p>The nesting bird survey area shall include the entire limits of disturbance plus a 300-foot buffer for non-raptors and a 500-foot buffer for ground-nesting raptors. The nesting surveys shall be conducted within 1 week prior to initiation of construction activities and shall consist of a thorough inspection of the Project site by a qualified ornithologist(s). The work shall occur between sunrise and 12:00 p.m. when birds are most active. If no active nests are detected during these surveys, no additional mitigation is required.</p> <p>If the survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or within 500 feet for raptors, a no-disturbance buffer shall be established around each nest site to avoid disturbance or destruction of the nest until after the nesting season or after a qualified ornithologist determines that the young have fledged. The size of the no-disturbance buffer shall be determined by the qualified biologist at the time of discovery. If there is a delay of more than 7 days between when the nesting bird survey is performed and vegetation removal begins, it shall be</p>	<p>Less than significant.</p>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	confirmed that no new nests have been established.	
<b>Hazards and Hazardous Materials (Section 4.4)</b>		
<b>HZ-1:</b> Construction crews could encounter undocumented areas of contamination and other construction-related hazards.	<p><b>MM HZ-1a:</b> Prior to the initiation of construction activities, the Project Applicant shall prepare and submit to the Port District’s Environmental Services Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant and/or contractor in the event that undocumented areas of contamination are encountered during construction activities. The contingency plan shall provide, at a minimum, that in the event undocumented areas of contamination are discovered during construction activities, the Project Applicant and/or its contractor shall discontinue construction activities in the area of suspected contamination and shall notify the Port District forthwith, and, in consultation with the County of San Diego Department of Environmental Health’s Hazardous Materials Division and subject to the review and approval of the Port District and any other public agency with jurisdiction over the contamination encountered, the Project Applicant shall prepare a plan for abatement and remediation of the contamination. Construction activities shall be discontinued until the Project Applicant and/or contractor has implemented all appropriate health and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.</p> <p><b>MM HZ-1b:</b> Prior to the initiation of construction activities, the Project Applicant shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site associated with the UST that was removed , the marina and past use of the surrounding areas for industrial purposes including aerospace and other industries. The Site Safety Plan shall be subject to Port of San Diego approval, and, if deemed appropriate, the Project Applicant shall, in consultation with the County of San Diego Department of Environmental Health, be prepared to address hazardous construction-related activities within the boundaries of the Project site to reduce potential health and safety hazards to workers and the public.</p>	Less than significant

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<b>Noise (Section 4.8)</b>		
<p><b>NOI-1:</b> The proposed hotel would be constructed within an area that could result in interior noise levels exceeding the 45dBA CNEL threshold. Exposure to high levels of single-event noise from aircraft could result in significant operational impacts on interior noise levels at the proposed hotel.</p>	<p><b>MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</b></p> <p>The proposed hotel shall include noise insulation features such that an interior noise level of 45 dBA (CNEL) is achieved. An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Proposed Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that could be installed include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Acoustically rated dual pane windows and sliding glass door assemblies</li> <li>2. Heavy-weight drapes and thick carpets for sound absorption</li> </ol> <p>The following minimal performance requirements as specified by the project’s franchiser (Hyatt Place Franchising, LLC) shall be adhered to as they pertain to interior/exterior sound transmission loss:</p> <ul style="list-style-type: none"> <li>■ Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52</li> <li>■ Walls between guestrooms and stairwells shall have a minimum STC rating of 60</li> <li>■ All floor/ceiling assemblies shall have a minimum STC rating of 60</li> <li>■ Guest room entry doors shall receive full-frame sound insulation stripping</li> </ul>	<p>Less than significant</p>
<b>Geology and Soils (Section 4.9)</b>		
<p><b>GEO-1:</b> The proposed structures could suffer significant adverse effects due to groundshaking from seismic events and hazards due to relatively shallow groundwater and liquefiable soils beneath the surface that may create significant</p>	<p><b>MM GEO-1:</b> To reduce the soil liquefaction and lateral spreading potential beneath the surface of the site, the Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H1 of the EIR) including the following site design criteria:</p> <ol style="list-style-type: none"> <li>I. Except for stone columns and HEAT Anchor methods, dewatering shall be</li> </ol>	<p>Less than significant</p>

Significant Impact	Proposed Mitigation			Level of Significance After Mitigation																																
adverse effects on proposed structures in a seismic event.	undertaken for excavations below an elevation of 5 feet above mean sea level (MSL).																																			
	II. Ground improvements or deep foundations shall be implemented in conformance with the CBC site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in the following table:  Site Design Criteria																																			
	<table border="1"> <thead> <tr> <th data-bbox="688 573 814 597">Parameter</th> <th data-bbox="940 565 1108 613">Ground Improvements</th> <th data-bbox="1161 565 1287 613">Deep Foundations</th> <th data-bbox="1350 565 1455 613">CBC Reference</th> </tr> </thead> <tbody> <tr> <td data-bbox="688 638 846 686">Seismic Zone Factor</td> <td data-bbox="1003 654 1056 670">0.40</td> <td data-bbox="1203 654 1266 670">0.40</td> <td data-bbox="1339 654 1455 670">Table 16-I</td> </tr> <tr> <td data-bbox="688 719 825 735">Soil Profile</td> <td data-bbox="1014 719 1045 735">S<sub>D</sub></td> <td data-bbox="1213 719 1245 735">S<sub>F</sub></td> <td data-bbox="1339 719 1455 735">Table 16-J</td> </tr> <tr> <td data-bbox="688 768 856 816">Seismic Coefficient, C<sub>a</sub></td> <td data-bbox="1003 784 1056 800">0.57</td> <td data-bbox="1203 784 1266 800">0.57</td> <td data-bbox="1339 784 1455 800">Table 16-Q</td> </tr> <tr> <td data-bbox="688 849 856 898">Seismic Coefficient, C<sub>v</sub></td> <td data-bbox="1003 865 1056 881">1.02</td> <td data-bbox="1203 865 1266 881">1.87</td> <td data-bbox="1339 865 1455 881">Table 16-R</td> </tr> <tr> <td data-bbox="688 930 846 979">Near-Source Factor, N<sub>a</sub></td> <td data-bbox="1014 946 1045 963">1.3</td> <td data-bbox="1213 946 1245 963">1.3</td> <td data-bbox="1339 946 1455 963">Table 16-S</td> </tr> <tr> <td data-bbox="688 1011 846 1060">Near-Source Factor, N<sub>v</sub></td> <td data-bbox="1014 1027 1045 1044">1.6</td> <td data-bbox="1213 1027 1245 1044">1.6</td> <td data-bbox="1339 1027 1455 1044">Table 16-T</td> </tr> <tr> <td data-bbox="688 1092 867 1109">Seismic Source</td> <td data-bbox="1014 1092 1035 1109">B</td> <td data-bbox="1213 1092 1234 1109">B</td> <td data-bbox="1339 1092 1455 1109">Table 16-U</td> </tr> </tbody> </table>				Parameter	Ground Improvements	Deep Foundations	CBC Reference	Seismic Zone Factor	0.40	0.40	Table 16-I	Soil Profile	S <sub>D</sub>	S <sub>F</sub>	Table 16-J	Seismic Coefficient, C <sub>a</sub>	0.57	0.57	Table 16-Q	Seismic Coefficient, C <sub>v</sub>	1.02	1.87	Table 16-R	Near-Source Factor, N <sub>a</sub>	1.3	1.3	Table 16-S	Near-Source Factor, N <sub>v</sub>	1.6	1.6	Table 16-T	Seismic Source	B	B	Table 16-U
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	<p><b>Notes:</b></p> <p>S<sub>D</sub> is the soil profile type that contains types of soils that are vulnerable to potential failure or collapse under seismic loading. This soil is often liquefiable.</p> <p>S<sub>F</sub> is the soil profile type that contains dense granular soil or stiff cohesive soil.</p> <p>C<sub>a</sub> is the seismic response coefficient for proximity and is defined by site conditions such as seismic zone and soil profile type. C<sub>a</sub> is determined</p>																																			

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>using Table 16-Q of the CBC.</p> <p><math>C_v</math> is the seismic response coefficient and is defined by site conditions such as seismic zone and soil profile type. <math>C_v</math> is determined using Table 16-R of the CBC.</p> <p><math>N_a</math> is the near-source factor for <math>C_a</math> and is defined by the seismic source type and the closest distance to a known seismic source. <math>N_a</math> is determined using Table 16-S of the CBC.</p> <p><math>N_v</math> is the near-source factor for <math>C_v</math> and is defined by the seismic source type and the closest distance to a known seismic source. <math>N_v</math> is determined using Table 16-T of the CBC.</p> <p>B is the seismic source type between A—faults that produce the largest magnitude events with high rates of seismic activity, and C—faults that are not capable of producing large magnitude events and have low rates of seismic activity. B is determined using Table 16-U of the CBC.</p>	
	<p>A. As recommended in the Geotech Study, ground improvements to mitigate the effects of liquefiable soils and lateral spreading shall be implemented for settlement-sensitive structures (such as the use of stone columns or the HEAT method). In addition, ground improvements for lateral spreading will be extended at least 5 feet below the mud line of the adjacent San Diego Bay along the existing shoreline, and for all structures the minimum depth of ground improvements will be as specified by the Geotech Study conducted by Geocon in March 2006.</p> <p>B. The Project Applicant shall follow recommendations listed in the Geotech Study conducted by Geocon in March 2006 for ground densification methods, minimum cone penetration test (CPT) tip resistance, minimum Standard Penetration Test (SPT), the installation of stone columns, and deep soil mixing.</p> <p>C. Following densification of the existing soils, the Project Applicant shall place additional fill material on the site to re-establish existing grades of between approximately 13 to 16 feet above MSL.</p>	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>III. The Project Applicant shall consult with a geotechnical engineer regarding placement of settlement monuments and recommended Grading Specifications.</p> <p>IV. Site preparation shall begin with the removal of all deleterious material and vegetation. The depth of removal should be such that material exposed in cut areas or soil to be used as fill is relatively free of organic matter. Material generated during stripping and/or site demolition shall be exported from the site.</p> <p>A. The upper 3 feet of soil within areas subjected to densification by stone columns shall be removed, moisture conditioned and recompacted.</p> <p>B. The Project Applicant shall follow the recommended procedures listed in the Geotech Study with respect to removal of existing fill soil and insertion of new fill. In addition, any imported soils shall have an expansion index of less than 50 and a maximum particle dimension of 3 inches.</p> <p>V. The Project Applicant shall follow the recommendations set by in the Geotech Study for the Proposed Project regarding foundations for the structures.</p> <p>A. A geotechnical engineer shall observe foundation excavations to verify that the exposed soil conditions are consistent with those anticipated and that they have been extended to the appropriate bearing strata.</p> <p>VI. The Project Applicant shall follow the recommendations set in the Geotech Study for the Proposed Project with regard to utilization of ground foundations such as deep foundations, when they shall be required.</p> <p>VII. Where proposed, buildings can be supported by shallow or mat foundations in improved ground, or by deep foundations capable of transmitting foundation loads through the hydraulic fill and bay deposits into the Bay Point Formation. Such foundation systems include the following:</p> <p>A. Foundation excavations shall be observed by the geotechnical engineer prior to the placement of reinforcing steel and concrete to verify that the exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.</p> <p>VIII. The Project Applicant shall follow recommendations listed on the Geotech Study regarding the use of concrete slab-on-grade, including guidelines for crack-control spacing.</p>	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>IX. In addition to the extensive mitigation measures listed above, the Geotech Study provides detailed recommendations for the appropriate engineering of other Project components including retaining walls, pavement, and drainage. These measures shall also be implemented.</p>	

**Public Services and Utilities (Section 4.10)**

<p><b>PUB-1:</b> Due to one of the responding fire stations being above its annual workload capacity, the City of San Diego Fire Department has indicated that a new fire station is necessary in the area. The increased demand for fire protection service associated with the Proposed Project would contribute to the need for the City to construct an additional fire station. Construction of this station could cause additional impacts to the environment. Therefore, the Proposed Project would result in a significant impact on fire protection service by contributing to the need for the City to construct a new fire station.</p>	<p><b>MM PUB-1:</b> Prior to the issuance of a certificate of occupancy for the Proposed Project, the Project Applicant shall pay its fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego. In the event the City of San Diego has not determined the amount of the Proposed Project’s fair share of the cost of constructing a new fire station at Liberty Station at the time the Proposed Project requests issuance of a certificate of occupancy, the Project Applicant shall enter into a reimbursement agreement or other arrangement with the City of San Diego to provide for payment of its fair share amount when determined by the City of San Diego.</p>	<p>Implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level; however, the stated measures are contingent on the action of the City of San Diego and are outside of the jurisdiction of the Port District. The City has identified the construction of the fire station at the Liberty Station (former Naval Training Center) as a Tier-2, low priority project. The City has also not identified any financing plans that will assure that the fire station is constructed. Because the City does not have plans or funding for</p>
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Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
		the construction of the fire station at the Liberty Station site, the Port District cannot assure that this mitigation measure would be implemented, and the impacts would remain significant and unmitigated.

**Cumulative Impacts**

**Transportation, Traffic, and Parking**

<b>TR-C1:</b> Project traffic would contribute to the degradation of operations at the North Harbor Drive/Harbor Island Drive/Terminal 1 intersection in excess of City of San Diego thresholds during the AM and PM peak hours.	<p><b>MM TR-C1: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance).</b></p> <p>The Project Applicant shall contribute a fair share percentage of 8.9% towards restriping the northbound approach to provide a left-turn lane, a shared left-turn/thru lane, a thru lane, and a right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. The improvements at this intersection shall include the following: remove the northbound right-turn lane’s “free” movement and introduce right-turn “overlap” phasing; retain the north/south “split” signal phasing; and restripe the eastbound approach to convert the right-turn lane to a shared/thru right-turn lane. Modifications to the triangular median in the southeast portion of the intersection are expected.</p>	Implementation of Mitigation Measures MM TR-C1, MM TR-C2, and MM TR-C3 would mitigate impacts of the Proposed Project to less-than-significant levels. However, the intersections to be improved are within the jurisdiction of the City of San Diego. The mitigation measures are, therefore, contingent upon the action of the City of San Diego and are outside of the jurisdiction of the Port District. In addition,
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Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<p><b>TR-C2:</b> Project traffic would contribute to the degradation of operations at the North Harbor Drive/Rental Car Access Road intersection in excess of City of San Diego thresholds during the PM peak hours.</p>	<p><b>MM TR-C2: North Harbor Drive / Rental Car Access Road intersection.</b></p> <p>The Project Applicant shall contribute a fair share percentage of 1.8% towards the reconfiguration of the westbound approach to provide an additional thru lane. To accommodate the additional lane, widening and modifications to the median / roadway shall be required. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>	<p>the City does not have an adopted plan or program that lists these intersection improvements. Therefore, the Port District cannot assure that these measures would be implemented, and the impacts would remain significant and unmitigated until the mitigation is implemented.</p>
<p><b>TR-C3:</b> Project traffic would contribute to the degradation of operations at the North Harbor Drive/Laurel Street intersection in excess of City of San Diego thresholds during the PM peak hours.</p>	<p><b>MM TR-C3: North Harbor Drive / Laurel Street intersection.</b></p> <p>The Project Applicant shall contribute a fair share percentage of 1.8% towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the south-bound approach to provide a single shared left-turn/right-turn lane. To accommodate the additional lane, widening and modifications to the median/roadway shall be required. All three eastbound lanes on Laurel Street shall continue to Pacific Highway, where the number 1 lane would trap into the left-turn lane(s). An overhead sign bridge(s) shall be implemented to instruct drivers of the trap lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<b>Public Services and Utilities</b>		
<p><b>PUB-C1:</b> The Proposed Project would contribute to cumulative demands on the fire protection and emergency response service of the City of San Diego Fire Department. Due to one of the responding fire stations being above its annual workload capacity, the Fire Department has indicated that a new fire station is necessary in the area. The increased demand for fire protection service associated with the Proposed Project would contribute to the need for the City to construct an additional fire station.</p>	<p>Significant cumulative impact PUB-C1, the Proposed Project’s contribution of demand to the City Fire Department’s fire protection and emergency response services, is similar to its project-level impact (see Section 4.10, “Public Services and Utilities”). The Proposed Project would place demand on a fire station that is above its annual response workload capacity—conditions that are likely to worsen further with the addition of cumulative development. Implementation of Mitigation Measure MM PUB-1 could mitigate the Proposed Project’s contribution to this cumulative impact to a less-than-significant level.</p>	<p>Implementation of Mitigation Measure MM PUB-1 could mitigate the Proposed Project’s impacts on fire services to a less-than-significant level. However, this mitigation measure entails establishment by the City Fire Marshal of a development impact fee program, by which the Project Applicant would pay impact fees for its demand on fire services. This mitigation measure is contingent upon action of the City of San Diego, is outside of the jurisdiction of the Port District, and may not be feasible. The City has identified the construction of the fire station at Liberty Station (former Naval Training Center) as a Tier-2, low priority, project. The City has also not identified any</p>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<p><b>PUB-C2:</b> The Proposed Project involves commercial construction of more than 40,000 square feet; therefore, it would contribute to a significant cumulative impact on solid waste facilities.</p>	<p><b>MM PUB-C1:</b> Prior to the issuance of any demolition, grading, or construction permits, the Project Applicant shall prepare a waste management plan and submit it for approval to the City’s Environmental Services Department. The plan shall include the following, as applicable:</p> <ul style="list-style-type: none"> <li>■ Tons of waste anticipated to be generated</li> <li>■ Material type of waste to be generated</li> <li>■ Source separation techniques for waste generated</li> <li>■ How materials will be reused on site</li> <li>■ Name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on site</li> <li>■ A “buy-recycled” program for green construction products, including mulch and compost</li> <li>■ How the project will aim to reduce the generation of construction/ demolition debris</li> <li>■ How waste reduction and recycling goals will be communicated to subcontractors</li> </ul>	<p>financing plans that will assure that the station is constructed. Because the construction of this fire station is not identified as a high priority by the City, the Port District cannot assure that this mitigation measure would be implemented, and the cumulative impact would remain significant and unmitigated.</p> <p>Implementation of Mitigation Measure MM PUB-C1 would mitigate the Project’s cumulative impact on solid waste facilities to below a level of significance.</p>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>■ A timeline for each of the three main phases of the Project (demolition, construction, and occupancy)</li> <li>■ How the Refuse and Recyclable Materials Storage Regulations will be incorporated into construction design of building’s waste area</li> <li>■ How compliance with the Recycling Ordinance will be incorporated into the operational phase</li> <li>■ International Standards of Operations, or other certification, if any</li> </ul> <p>In addition, the Project Applicant has committed to implement the following recycling measures. These measures shall be included in the Waste Management Plan:</p> <ul style="list-style-type: none"> <li>■ Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site.</li> <li>■ Provide education and publicity about recycling and reducing waste, using signage and a case study.</li> </ul>	

**Table 1-3.** Impact and Level of Significance Comparison of Proposed Project and Alternatives

<b>Issue Area/Impact</b>	<b>Proposed Project</b>	<b>No Project Alternative</b>	<b>Reduced Project Alternative</b>
Land/Water Use and Coastal Access	NS	NI	NS
Biological Resources			
--Impact on Nesting Birds	SM	NI	SM
Aesthetics	NS	NI	NS
Hazards and Hazardous Materials			
--Hazardous Building Materials	SM	NI	SM
Hydrology and Water Quality	NS	NI	NS
Transportation/Traffic/Parking	NS	NI	NS
Air Quality	NS	NI	NS
Noise			
--Interior Noise Levels	SM	NI	SM
Geology and Coastal Processes			
--Shallow groundwater/liquefiable soils	SM	NI	SM
Public Services/Utilities			
--Increase in fire service demand	SU	NI	SU
Recreation	NS	NI	NS
Cumulative			
--Traffic (intersections)	SU	NI	NS
--Public Services (Fire service)	SU	NI	SU
--Public Services (Solid Waste)	SM	NI	SM
Notes:			
NS = Not Significant			
NI = No Impact			
SM = Significant and Mitigable			
SU = Significant and Unavoidable			

## **2.1 Background**

The project addressed in this Draft Environmental Impact Report (EIR) is the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan (PMP) Amendment (Project or Proposed Project). The Project is within the jurisdiction of the San Diego Unified Port District (Port District).

On September 2, 2008, the Board of Port Commissioners (BPC) directed staff to proceed with environmental review of the Proposed Project. The easternmost portion of East Harbor Island, which includes the Project site, is currently leased to Sunroad Marina Partners, LP (Sunroad). Because the PMP's Planning District 2 Precise Plan identifies a 500-room hotel on the westernmost parcel of East Harbor Island, a PMP Amendment is required to allow the hotel use on the Proposed Project site.

## **2.2 Project Objectives**

The objectives of the Proposed Project are as follows:

- Implement the Port Master Plan's goal to develop East Harbor Island with commercial recreation uses.
- Increase public use of the waterfront by providing additional visitor serving commercial recreation uses.
- Enhance public access to the waterfront by providing additional publicly accessible facilities and amenities consistent with the Port Master Plan.
- Promote East Harbor Island as a public water front destination.
- Strengthen the existing water-oriented commercial recreation uses on East Harbor Island.
- Provide a hotel that draws on the existing water-oriented commercial recreation uses on East Harbor Island.

- Provide a hotel that is in close proximity to San Diego International Airport as well as San Diego Bay, in order to minimize the need for vehicle miles traveled from arrival point.
- Provide a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island.
- Amend the PMP to allow the development of several small hotels that will provide a total of 500 rooms in place of one large 500-room hotel in Planning District 2, Subarea 23 (East Harbor Island).

## 2.3 Environmental Procedures

This Draft EIR has been prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the procedures for implementation of CEQA set forth in the State Guidelines (14 California Code of Regulations [CEQA Guidelines], Section 15000 et seq.). This Draft EIR has also been prepared in compliance with the Port District's Guidelines for Compliance with CEQA (Resolution 97-191).

The Port District will be the Lead Agency for the purpose of preparing this Draft EIR, as defined by Section 15051 of the CEQA Guidelines. All other agencies are considered responsible agencies, as defined by Section 15381 of the CEQA Guidelines.

## 2.4 Environmental Impact Report Scoping

The Port District published a Notice of Preparation (NOP) on December 18, 2008, announcing its intent to prepare an EIR for the Proposed Project (UPD #83356-EIR-783). The NOP was mailed to more than 45 agencies, organizations, and other interested individuals and groups, soliciting their comments on the scope and content of the environmental analysis to be included in the Draft EIR. The public review period of the NOP ended on January 20, 2009. In addition, the Port District held a Public Scoping meeting on Thursday, January 15, 2009, at the Embarcadero Planning Center. The following is a list of those respondents who submitted written comments in response to the NOP:

- United States Army Corps of Engineers
- California Coastal Commission
- California Department of Toxic Substances Control
- California Department of Transportation, Division of Aeronautics
- City of San Diego Development Services Department
- San Diego County Regional Airport Authority

The NOP and copies of all NOP comment letters are provided in Appendix A of this Draft EIR.

## 2.5 Scope of this Draft Environmental Impact Report

The areas of environmental impact to be addressed in this Draft EIR were initially identified in the environmental considerations section of the NOP, in accordance with the Port District's Procedures of Environmental Review. The comments received in response to the NOP and during the public scoping meeting were also used to determine the scope of this Draft EIR. The impact analysis documented in this Draft EIR focuses on potential significant adverse effects, which have been identified in the following areas:

- Land Use, Water Use, and Coastal Access
- Biological Resources
- Aesthetics
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Transportation, Traffic, and Parking
- Air Quality
- Noise
- Geology and Soils
- Public Services and Utilities
- Recreation

In addition, the preliminary environmental review of the Proposed Project identified a number of environmental issue areas where no significant impacts are anticipated as a result of implementing the Project: agriculture resources, cultural resources, mineral resources, and population and housing. These issue areas are described in Section 7.3, "Effects Found Not to Be Significant," of this Draft EIR, and are not discussed in further detail (CEQA Guidelines, Section 15128).

## 2.6 Intended Uses of this Draft Environmental Impact Report

This Draft EIR will be considered by the Board of Port Commissioners, the California Coastal Commission (Coastal Commission), and the San Diego

County Regional Airport Authority (SDCRAA) in their respective decisions regarding the following actions associated with the Proposed Project:

- Port District: EIR certification, Coastal Development Permit issuance, Port Master Plan Amendment adoption
- California Coastal Commission: Port Master Plan Amendment certification
- San Diego County Regional Airport Authority: Airport Land Use Compatibility Plan (ALUCP) Determination of Consistency

The Coastal Commission may consider the information contained in this EIR in its decision to approve the Project. As the primary jurisdictional authority under the California Coastal Act (Coastal Act), the Coastal Commission must certify that the proposed PMP Amendment is consistent with the provisions of the Coastal Act.

The proposed PMP Amendment would not involve subsequent construction of any additional hotel rooms not anticipated by the current PMP (500 rooms). This Draft EIR contains a project-level analysis of a hotel of up to 175 rooms. All future development projects proposed in accordance with the PMP Amendment would require project-level environmental analysis at the time applications are submitted to the Port District.

## 2.7 Organization of this Report

This Draft EIR provides a comprehensive analysis of the significant environmental impacts, mitigation measures, and alternatives for the Proposed Project. In order to describe the direct, indirect, and cumulative impacts; mitigation measures; and alternatives, this Draft EIR is organized as follows:

- Chapter 1, “Executive Summary,” provides summarized information of procedures, Project description, impacts, and mitigation measures.
- Chapter 2, “Introduction,” provides background on, and the procedural compliance of, the Proposed Project and the Draft EIR.
- Chapter 3, “Project Description and Environmental Setting,” describes the Project location and environmental setting, and provides a detailed description of the Project.
- Chapter 4, “Environmental Analysis,” provides an analysis of the significant environmental impacts and mitigation measures for the Proposed Project for the following areas:
  - Land Use, Water Use, and Coastal Access (Section 4.1);
  - Biological Resources (Section 4.2);
  - Aesthetics (Section 4.3);
  - Hazards and Hazardous Materials (Section 4.4);

- ❑ Hydrology and Water Quality (Section 4.5);
  - ❑ Transportation, Traffic, and Parking (Section 4.6);
  - ❑ Air Quality (Section 4.7);
  - ❑ Noise (Section 4.8);
  - ❑ Geology and Soils (Section 4.9);
  - ❑ Public Services and Utilities (Section 4.10); and
  - ❑ Recreation (Section 4.11).
- Chapter 5, “Cumulative Impacts,” includes a comprehensive review of past, present, and probable future cumulative projects and an analysis of their potential cumulative effects on the environment.
  - Chapter 6, “Alternatives,” discusses design alternatives that would avoid or reduce the impacts assessed for the Project. Two alternatives are considered: the No Project Alternative and the Reduced Project Alternative.
  - Chapter 7, “Other Required Considerations,” includes growth-inducing impacts, unavoidable and irreversible significant environmental effects, and effects found not to be significant.
  - Chapter 8, “References, Consultations, and List of Preparers,” provides a list of the references cited in this Draft EIR, agencies contacted, and individuals and parties who assisted in the preparation of this Draft EIR.

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Chapter 3

# Project Description and Environmental Setting

## 3.1 Environmental Setting

The Proposed Project site is located in the southern portion of San Diego County at the northern end of San Diego Bay (Figure 3-1). The Project site is on the east end of Harbor Island (Figures 3-2 and 3-3) and is within the jurisdiction of the Port District. The Port District regulates development within its jurisdiction in accordance with the PMP. The Project site is the location of the Proposed Project improvements (the hotel and adjacent parking lots, the parking lot located west of the existing Sunroad Resort Marina building, and the roadway and traffic circle realignment areas). The Project site is currently developed with a marina locker building, parking lots, traffic circle, and part of Harbor Island Drive. The Project vicinity refers to areas near the Project site but that are located outside of where improvements are proposed.

### 3.1.1 Port Master Plan

The Port District has planning jurisdiction over tidelands and submerged tidelands surrounding San Diego Bay. The PMP establishes 10 planning districts covering the 5,480 acres of Port District jurisdiction. The Proposed Project is located in the Lindbergh Field/Harbor Island Planning District (Planning District 2) of the PMP (Figure 3-4). Planning District 2 covers the San Diego International Airport and Harbor Island and is located north of San Diego Bay and Coronado, east of Shelter Island and Point Loma, and northwest of downtown San Diego. This planning district covers approximately 995 acres, consisting of approximately 815 acres of tidelands and 180 acres of submerged tidelands. More specifically, the Project area is located in the East Harbor Island Subarea (Subarea 23) of Planning District 2 (Figure 3-5). Subarea 23 covers an 81-acre portion of Harbor Island, in the northern portion of San Diego Bay. This subarea consists of 25 acres of tidelands and 56.5 acres of submerged tidelands.

## 3.1.2 Existing Conditions and Surrounding Land Uses

The Project site is currently developed with commercial recreational uses associated with the adjacent marina facility, i.e., a marina locker building and surface parking (see Figure 3-3). The marina facility, located north and west of the Project site, consists of a marina (docks and slips), a marina office/sales building, and surface parking lots.

Harbor Island Drive terminates in a traffic circle located in the eastern portion of the Project site. Harbor Island Drive is a Port District road that features a public promenade along its southern front and 12 public street/surface parking spaces. Parts of the existing onsite promenade are landscaped with grass and trees. Other vegetation in the area includes ornamental or screening shrubs and trees within the marina building area and parking lot, and within the restaurant area and parking lot.

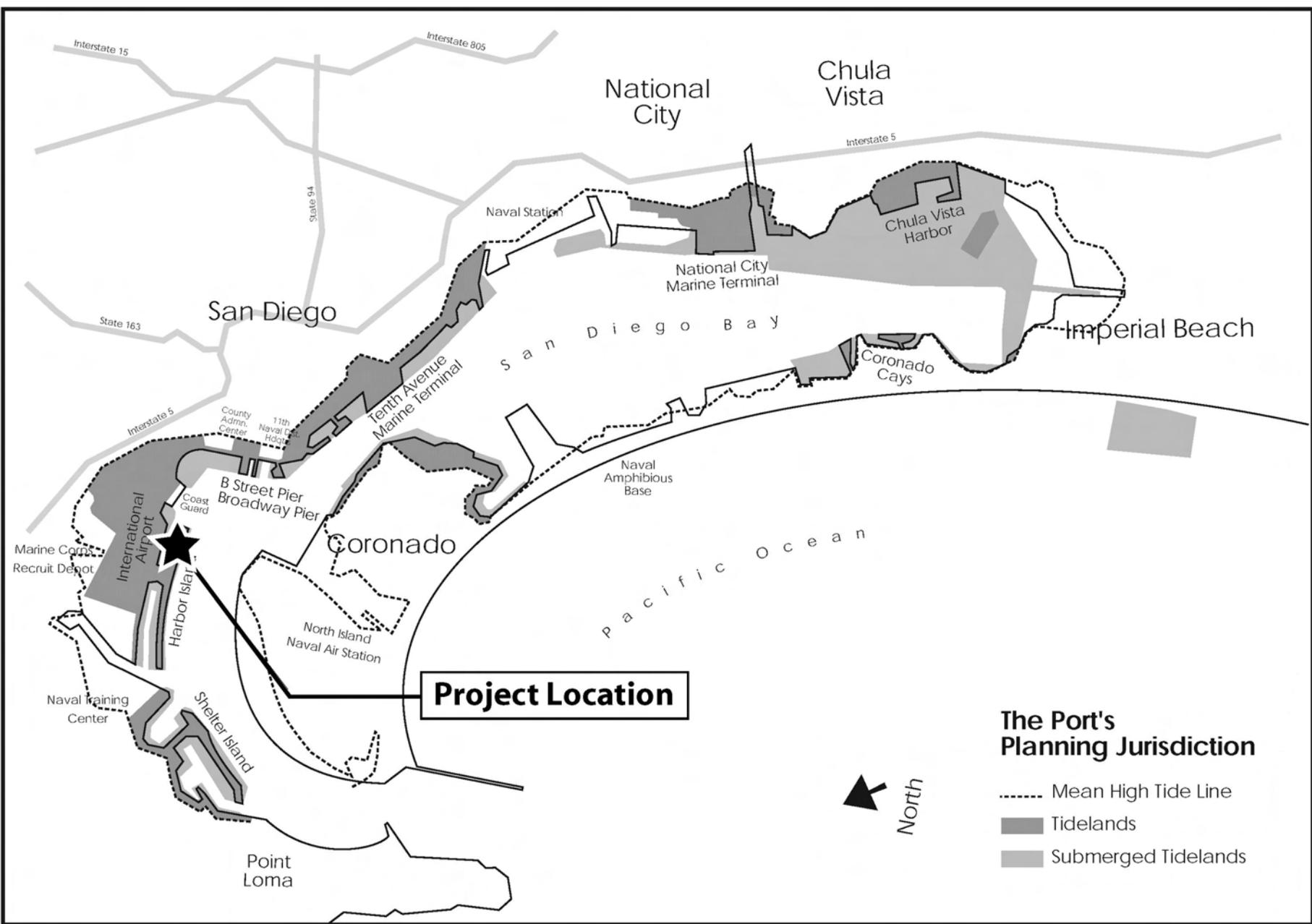
In the late 1960s, Harbor Island was formed into a peninsula in the northern portion of San Diego Bay using dredged material. Harbor Island is not an actual island but rather a thin strip of filled tidelands formed in an east–west direction in the shape of two adjacent peninsulas. Harbor Island’s filled tideland area and the submerged tidelands between the island and the mainland to the north are devoted primarily to commercial recreation and public recreation uses including: hotels, marinas, marine-related businesses, and restaurants; as well as fishing areas, vista areas, and a promenade providing public access to the coast. East Harbor Island, the eastern of the two peninsulas, houses a marina, restaurants, and a bayside public promenade. Harbor Island Drive runs the length of Harbor Island and provides access to the Project site from the west. East Harbor Island also contains the Harbor Police Headquarters and employee parking for the San Diego International Airport (SDIA). The marina facility includes two locker buildings, with 117 lockers each, located west and east of the central marina building, along the northern edge of the facility. The easternmost end of Harbor Island includes a 306-space surface parking lot, the Island Prime restaurant, and the Reuben E. Lee restaurant, which is located on a floating barge.

The U.S. Coast Guard Station, General Dynamics/Lockheed facility, several rental car facilities, and SDIA lie to the north of Harbor Island. East Harbor Island also has submerged tidelands with designations for recreational boat berthing and specialized berthing, and a boat navigation corridor that is used for boat access to the marina and berths located between the East Harbor Island peninsula and the mainland to the north (Figure 3-3). The San Diego Bay ship navigation channel is located south of Harbor Island, with the U.S. Naval Air Station North Island (NAS North Island) located on the opposite shore.

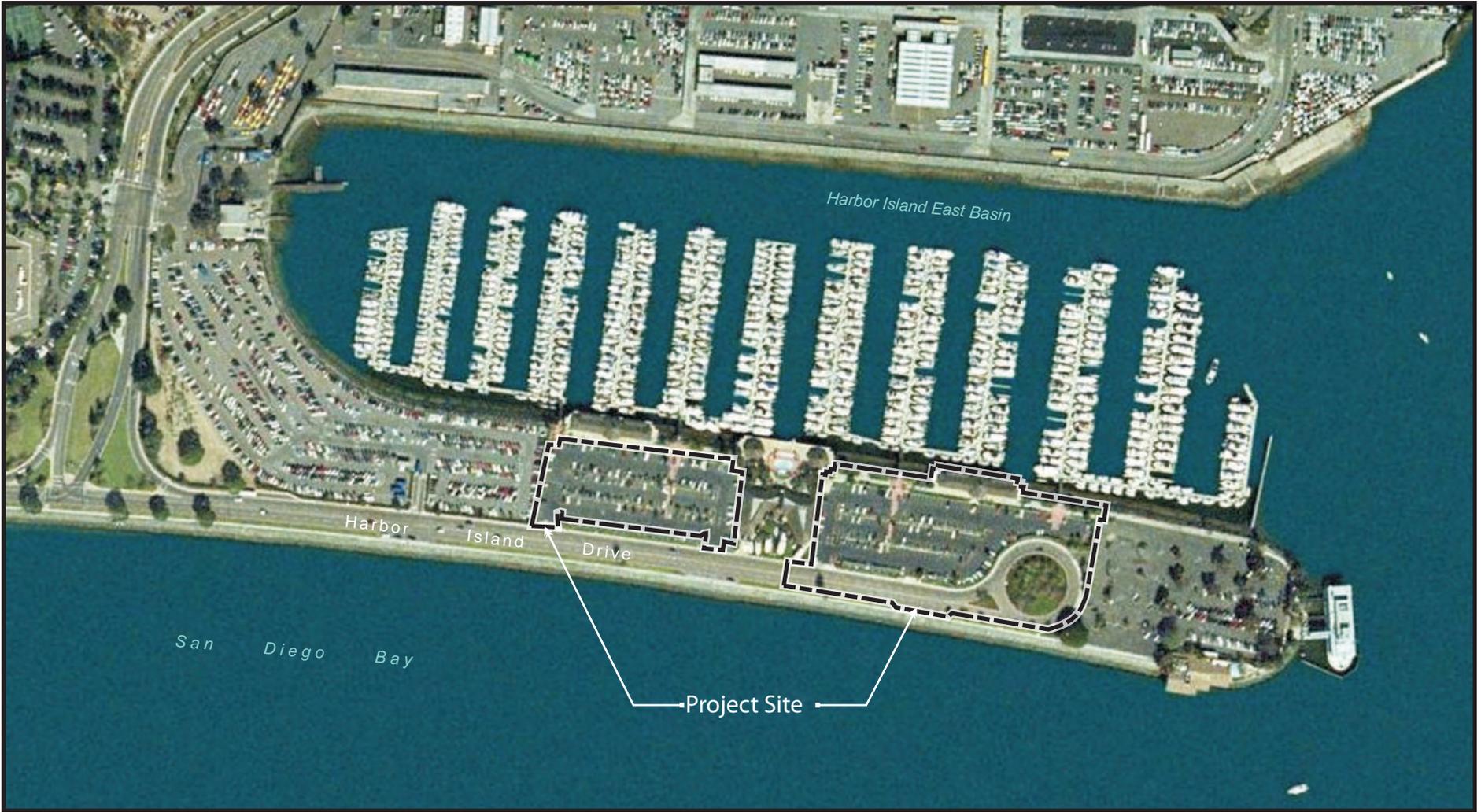
The existing marina, located adjacent to the Project site, includes approximately 550 operational boat slips for private craft. The boat berths are separated by floating walkways that provide pedestrian access to the docked boats. The walkways are accessed by gated entrances located on ramps linking the slips to a



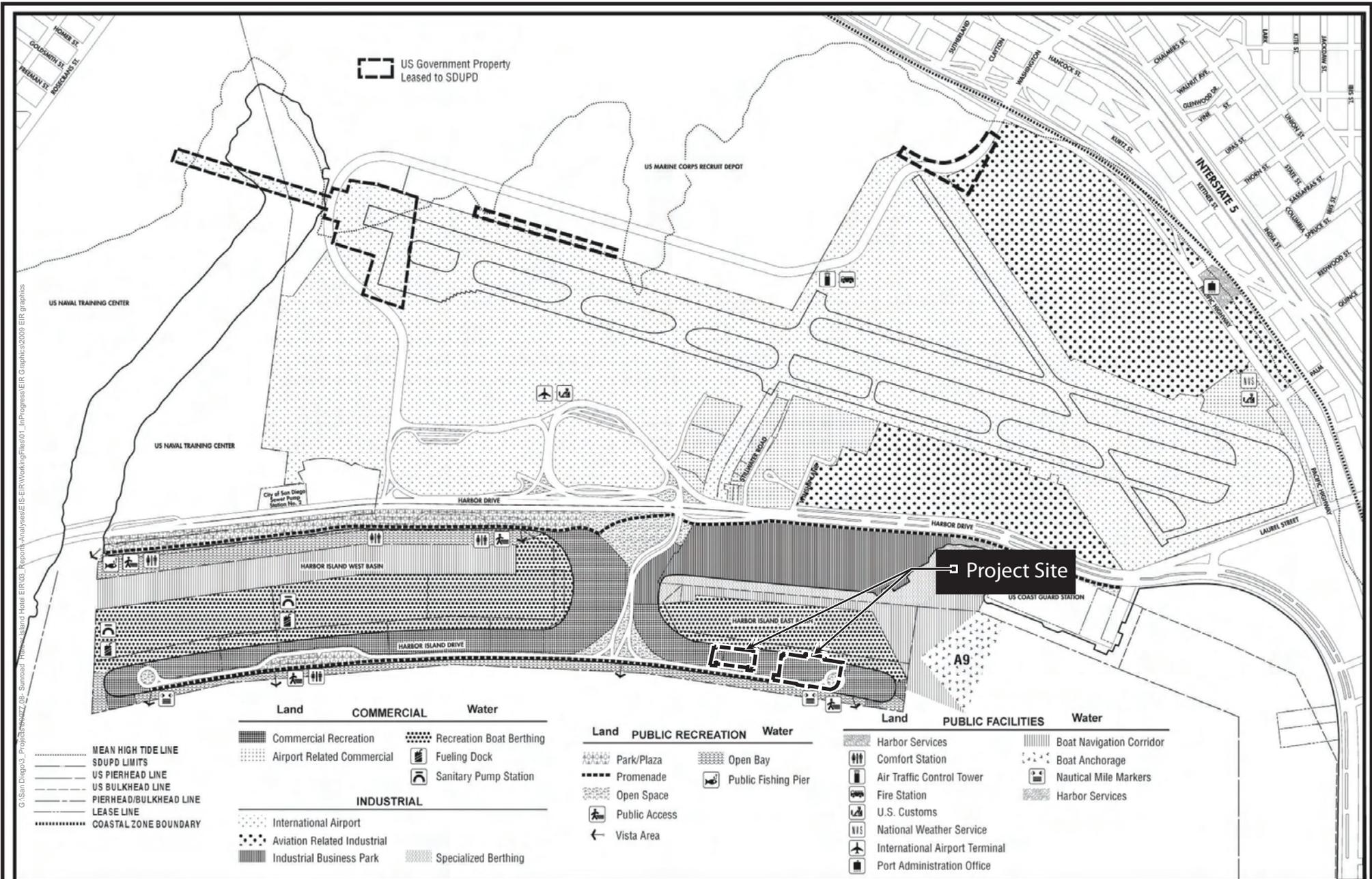
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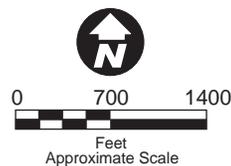
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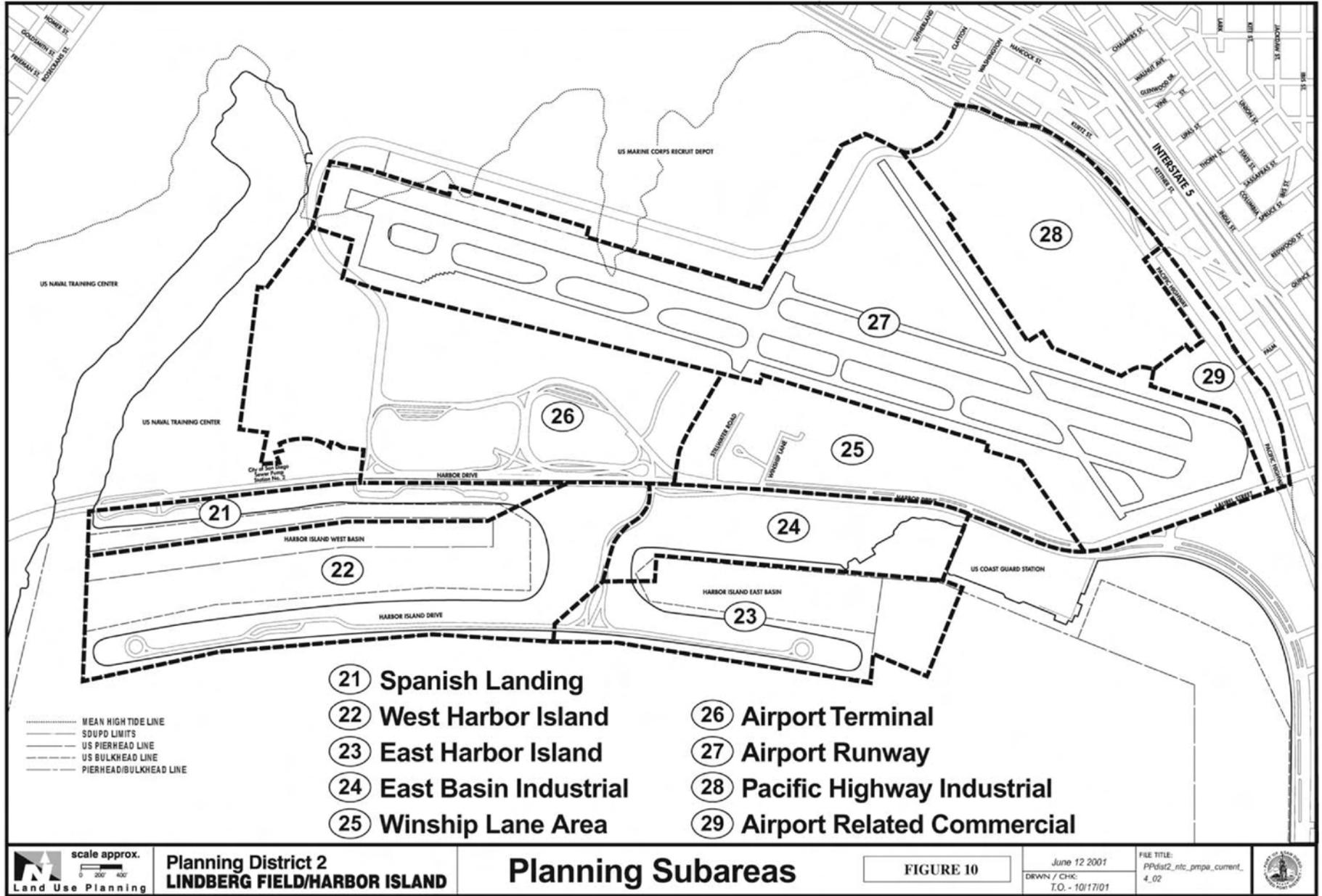
Source: Aerial Access (2008)



Source: San Diego Unified Port District - Port Master Plan ( 2008)



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Source: Port Master Plan - 2008



paved area north of the marina building and parking lots. These ramps extend over the shoreline, which is protected by a rock revetment slope.

The Island Prime restaurant is a single-story, post-and-beam structure that overhangs the San Diego Bay on concrete piers. The most recent improvements to the restaurant were completed in 2005. The on-water Reuben E. Lee sternwheeler restaurant (Reuben E. Lee) is located over submerged tidelands. The barge on which the Reuben E. Lee restaurant was constructed in the 1960s is not an operational vessel. The restaurant was temporarily closed in 2003 pending renovation of the damaged super-structure. In 2008 the Port District approved a renovation of the restaurant. The renovation is anticipated to be completed by 2013.

The remainder of the submerged tidelands adjacent to the Project site contains an eelgrass mitigation area, which was created to mitigate eelgrass impacts related to construction of the marina. The submerged tidelands in the vicinity of the Project site also include an anchorage and navigable waters.

## 3.2 Project Description

The Proposed Project involves the partial redevelopment of one leasehold, which is currently leased by Sunroad Marina Partners, LP, located at 955 Harbor Island Drive. This leasehold is currently developed with a marina, support buildings, and surface parking. The proposed redevelopment would only affect the land side of this leasehold. The traffic circle, located at the east end of Harbor Island Drive, as well as a portion of Harbor Island Drive, are also included in the proposed redevelopment. The Proposed Project Site Plan is illustrated in Figure 3-6.

The Project description as proposed in this Draft EIR includes the following physical changes to the Project site:

- demolition of one existing locker building and parking lot east of the existing marina building;
- construction of a limited service 4-story hotel with a total floor area of approximately 117,000 square feet, consisting of a maximum of 175 rooms, fitness and limited meeting space (approximately 8,000 square feet), and common areas;
- reduction of the traffic circle and realignment of the road and leasehold lines;
- reconfiguration of existing paved areas as necessary to accommodate ingress and egress to the hotel and surface parking;
- enhanced public access along the Harbor Island East Basin; and
- realignment of existing sewer, water, and utility lines.

The Project also proposes an amendment to the PMP to address the changes in land use resulting from reconfiguring East Harbor Island Drive and the traffic

circle at its eastern terminus, and providing for the existing allowed 500 hotel rooms (currently allowed only on the parcel used by SDIA for employee parking) to be spread across multiple hotels (together totaling no more than 500 rooms) on East Harbor Island.

### 3.2.1 Proposed Hotel

The floor area of the proposed hotel would total approximately 117,000 square feet and include a maximum of 175 rooms, fitness and meeting space, and common areas. The meeting rooms would facilitate functions and conferences for guests. The proposed site plan for the hotel is shown in Figure 3-7. Exterior elevations of the proposed hotel are shown in Figures 3-8 and 3-9. The 175 rooms, which would make up approximately 94,000 square feet of the hotel, would be distributed over four floors. As shown in Figures 3-8 and 3-9, the height of the structure is proposed to be approximately 65 feet. Architectural details and fenestrations may cause the maximum building height to reach 75 feet. The maximum height approved by the Federal Aviation Administration and San Diego County Airport Land Use Commission for the Proposed Project is 86 feet above mean sea level in order to accommodate features such as a flag pole.

Fitness and meeting rooms would total approximately 8,000 square feet. Common areas—including exterior features such as the pool and spa—would total approximately 15,000 square feet of the Project site.

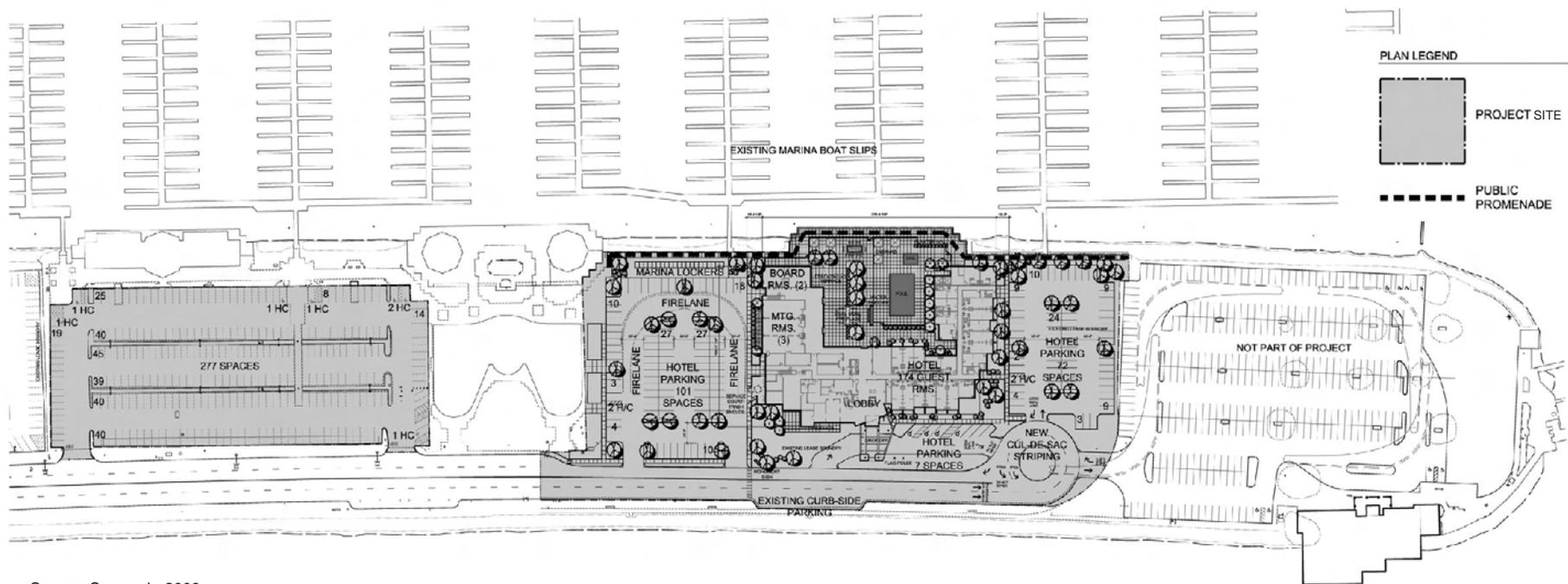
Specific lighting plans have not been developed. However, the structure is proposed to be lit at night for security and aesthetic purposes. All lighting will be consistent with the City of San Diego Outdoor Lighting Regulations.

The projected number of fulltime hotel employees would range from 35 to 40.

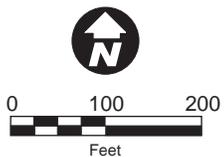
### 3.2.2 Open Areas, Promenade, and Landscaping

The PMP defines four public access categories (Classes I–IV) that require development of physical accessways depending on the intended degree of public shoreline access. The existing Class I promenade, identified in the PMP, includes pedestrian access along Harbor Island Drive. The portion of the promenade located south of the Project site (along the bay) would not be altered as a part of the Proposed Project.

The Project proposes enhanced public access within East Harbor Island. The Project will include a pedestrian promenade along the Harbor Island East Basin side of the hotel and would connect to the promenade that will be extended along the eastern end of Harbor Island, as part of the Reuben E. Lee restaurant redevelopment. The proposed promenade will consist of a 10-foot-wide hardscape path extending along the northern perimeter of the hotel to allow access to adjoining properties on East Harbor Island. Pedestrian access would also be available adjacent to the hotel building to provide access to Harbor Island

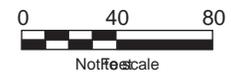
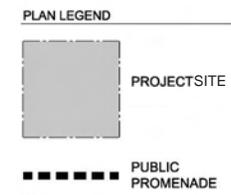
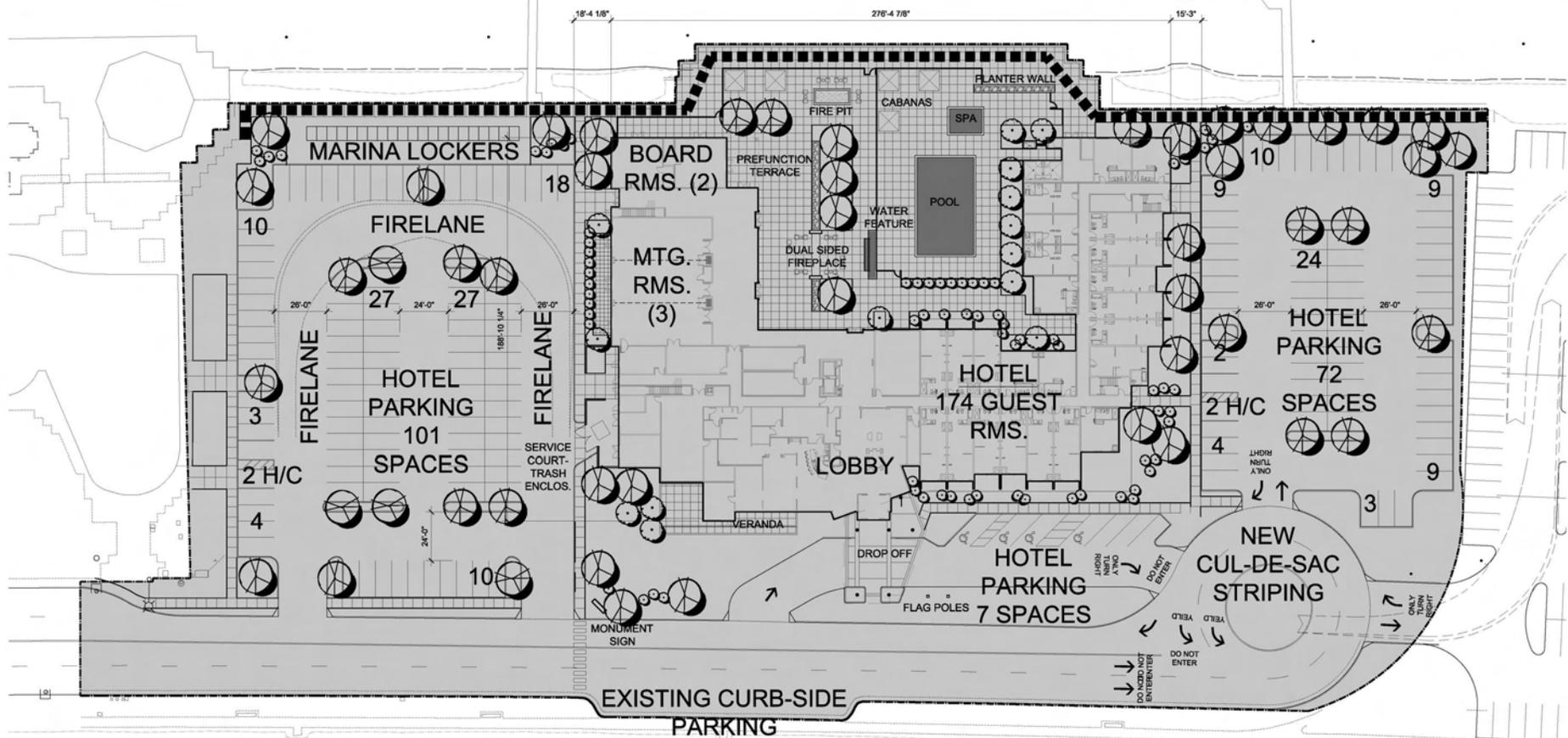


Source: Sunroad - 2009



Proposed Site Plan  
Figure 3-6

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Source: Sunroad (2009)



Proposed Hotel Site Plan  
Figure 3-7

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Source: Sunroad (2009)



Source: Sunroad (2009)

Drive. Additional public access enhancements include landscaping, benches, and signage adjacent to the pathways identifying the promenade as open to the public.

As shown in Figures 3-6 and 3-7, the traffic circle would be reconfigured to accommodate the ingress and egress of the hotel and a realignment of the easternmost portion of Harbor Island Drive.

The landscape improvements shown in Figures 3-6 through 3-9 are conceptual. A detailed landscape plan would be prepared for review and approval of the Port District prior to construction of the hotel. Certain mature and scenic trees would be incorporated into the exterior design of the hotel and common areas.

### 3.2.3 Parking

A total of 457 parking spaces for shared use with the hotel and marina guests would be provided. As shown in Figure 3-6, the Proposed Project includes two parking lots. To accommodate the hotel and parking lots immediately west and east of the hotel, 111 parking spaces of the existing 291-space lot currently located east of the marina building would be eliminated. A 72-space parking lot would be located east of the hotel, and a 101-space lot would be located west of the hotel. An additional 7 parking spaces would be located near the front entrance of the hotel. The configuration of the spaces in the existing 277-space lot west of the existing marina building may be modified as a part of the Proposed Project. However, the number of spaces in the existing 277-space lot would not be reduced. The existing 306-space parking area located east of the Project site is not a part of the Proposed Project. The existing parking available on the Project site is part of the leasehold and is utilized for marina use. Public parking in the vicinity of the Project site is located on the southern side of Harbor Island Drive and will not be affected by the Proposed Project.

### 3.2.4 Roadway and Infrastructure Realignment

#### Roadway Realignment

The section of Harbor Island Drive located immediately south of the proposed hotel would be realigned as shown in Figures 3-6 and 3-7. Harbor Island Drive would be reduced in width by approximately 12 feet by removing one of the two westbound lanes for a total distance of approximately 370 feet. As shown in Figure 3-6, the number of lanes in the vicinity of the hotel would be reduced from four to three, and would accommodate visitors to the hotel and maintain access to and from the Island Prime and Reuben E. Lee restaurants.

As shown in Figures 3-6 and 3-7, emergency access and fire lanes would be provided. Emergency vehicles would be able to access fire lanes in the 101-space lot west of the hotel.

## Infrastructure Realignment

Operation of the proposed hotel would increase demands on existing infrastructure systems including water supply and wastewater treatment. Water and sewer pipelines currently extend through the Project site. As shown in the proposed Utility Plan (Figures 3-10 and 3-11), certain existing facilities would be removed and new facilities would be placed underneath Harbor Island Drive. Water and sewer pipelines serving the hotel would be connected with the realigned water and wastewater lines within Harbor Island Drive. Electrical, gas, telephone connections, and a storm drain system serving the hotel are also proposed to be located beneath Harbor Island Drive. Two new commercial fire hydrants—one for fire service and one for domestic service—would be built to serve the proposed hotel.

Proposed sewer and storm drain facilities would connect with existing facilities located on East Harbor Island. As shown in Figure 3-10, the proposed 8-inch sewer line would be extended within Harbor Island Drive and connect to an existing sewer line in the parking area proposed to the west of the hotel. Proposed 24-inch storm drain facilities would connect with facilities south of Harbor Island Drive.

As shown in Figures 3-10 and 3-11, the proposed 12-inch water line would extend from the hotel to Harbor Island Drive. This water line would extend within Harbor Island Drive outside of the Project site and connect with existing facilities immediately south of the existing marina. In accordance with City requirements, a redundant loop connection would be installed. As Figure 3-11 shows, the redundant loop would consist of a 12-inch water line that would extend from a connection point in Harbor Island Drive west of the Project site. From this connection point the redundant loop would extend within Harbor Island Drive to the Project site. A portion of the redundant loop would consist of a proposed 16-inch water line that would connect with facilities in the section of Harbor Island Drive that extends north to Harbor Drive.

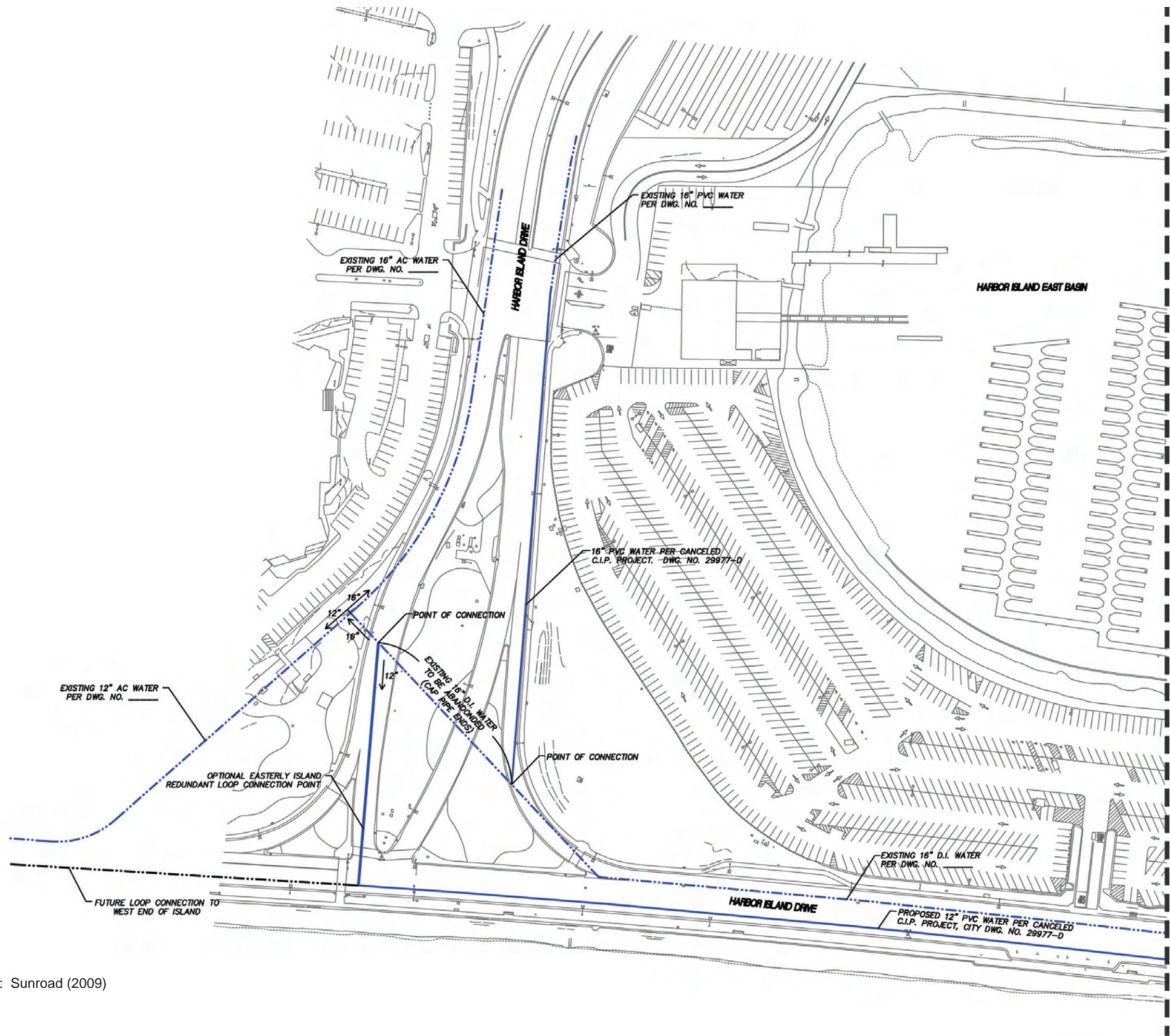
As shown in Figure 3-10, existing sewer and water lines serving the Island Prime and Reuben E. Lee restaurants would be realigned to accommodate the proposed hotel. These sewer and water lines would only be realigned if the proposed hotel is built.

After completion of the utility realignments, the roadway will be repaved and restriped.

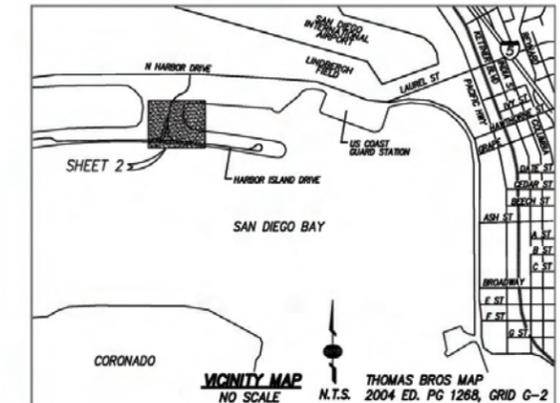
Existing stormwater drains extend within East Harbor Island to the Project site. A stormwater drainage system would be connected with these existing facilities to collect stormwater runoff from the Project site. Prior to construction detailed



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MATCHLINE - SHEET 1



**LEGEND**

AC - ASBESTOS CEMENT  
 VC - VITRIFIED CLAY  
 DIP - DUCTILE IRON PIPE  
 LP GAS - LOW PRESSURE GAS  
 HP GAS - HIGH PRESSURE GAS  
 CATV - CABLE TELEVISION  
 F.S. - FIRE SERVICE  
 P.O.C. - POINT OF CONNECTION

**EXISTING UTILITIES**

REMOVED	MAJOR ELECTRIC	REMAIN
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---

**PROPOSED UTILITIES**

---	PROPOSED JOINT TRENCH (GAS, CATV, TEL, ELEC)
---	PROPOSED SEWER
---	PROPOSED WATER
---	PROPOSED STORM DRAIN

**PROJECT LIMITS**

Source: Sunroad (2009)



Utility Plan - Sheet 2  
 Figure 3-11

stormwater drainage system plans would be prepared in accordance with Port of San Diego Storm Water Ordinance and the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. These plans would show Best Management Practices (BMPs) incorporated into the system in accordance with National Pollutant Discharge Elimination System (NPDES) and Port District requirements. A Bio-filtration System or a mechanical Baysaver Separation System is proposed to be used for stormwater containment.

## 3.2.5 Construction Activities

### Demolition

Demolition associated with the Project would involve removal of one existing locker building and the existing parking lot located east of the marina building. Following construction, the number of parking spaces within the Project vicinity would be reduced from 568 to 457. The remaining locker facilities within the marina area would be maintained for marina use. In addition, 100 to 120 lockers would be constructed north of the proposed 101-space parking lot (see Figures 3-6 and 3-7).

### Construction

Construction of the Proposed Project would occur in a single phase. Construction would involve excavation of approximately 10,000 cubic yards of material. The excavated material would be used on site or would be disposed of at an offsite landfill. The construction period is expected to be 15 to 18 months in duration.

The construction staging area would be on the Project site, east of the marina building and west of the proposed hotel footprint. During construction the 277-space parking lot located west of the marina building would be available for marina use. The existing public parking spaces along East Harbor Island Drive would remain available for public use during construction.

The foundation of the proposed hotel would be constructed using stone columns or Helical Earth Anchor Technology (HEAT anchors). The Proposed Project would not utilize pile driving.

## 3.2.6 Design Features

Energy conservation and sustainability features would be incorporated into the design and construction of the Proposed Project. These features will provide energy and water efficiency equivalent to 15% in excess of standards required by California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations). Such features will be incorporated as conditions of approval of the Project and include the following:

### Construction

- Reuse or recycle at least 75% of construction materials (including soil, asphalt, concrete, metal, and lumber).
- Use 10% of building materials and products that are locally or regionally (or within 500 miles) extracted and manufactured, when available.
- Use alternative fuel types for 50% of construction equipment (e.g., biodiesel).
- Implement Green Building Initiatives, including low VOC emitting finishes, adhesives, and sealants.

### Building Sustainability

- Install efficient HVAC system with refrigerant with an Ozone Depletion Potential of zero.
- Install Energy Star, "cool" or light-colored roofing for at least 75% of the roof area, cool pavements, and shade trees.
- Use dual pane low-E windows with a minimum of 0.30 solar heat gain coefficient.
- Install R-value optimized wall and roof installation.
- Use better-than-code energy efficient lighting throughout building and site.
- Utilize filtered and controlled natural ventilation to reduce heating and air conditioning demand by 10%.
- Incorporate engineering design system measures—variable speed chillers, fans, and pumps; boiler and chiller controls; heat recovery; smart auto thermostats; and CO2 sensors for meeting room.
- Use only Energy Star appliances for all eligible equipment and fixtures.
- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.
- Install light emitting diodes (LED's) for 50% of all outdoor lighting (except in parking lots, which would use T-5 lighting or equivalent).
- Limit hours of outdoor lighting for 100% of the site lighting by using photocell controls.

- Utilize natural daylight for 75% of the regularly occupied spaces.

#### **Water Conservation and Efficiency**

- Install or reuse drought-tolerant landscaping trees and incorporate vines on selected walls to reduce potable water demand for irrigation by at least 50%.
- Use low flow plumbing features on all fixtures and appliances to reduce potable water use by at least 20%.
- Install water-efficient irrigation systems and devices, including drip irrigation, soil moisture-based irrigation controls, and/or drought-tolerant landscaping to reduce potable water use for irrigation by at least 50%.
- Install only low-flow (0.125 gallons per flush) or waterless urinals.
- Install only low-flow toilets (1.28 gallons per flush), faucets (1.0 gallons per minute), and showers (2.0 gallons per minute).
- Install sensor-activated lavatory faucets (0.5 gallons per minute) in public restrooms.
- Install moisture sensors that suspend irrigation during unfavorable weather conditions (rain, wind).
- Educate patrons about water conservation using interior and exterior signage.

#### **Solid Waste**

- Provide interior and exterior storage areas for recyclables and green waste, and provide adequate recycling containers on site.
- Provide education and publicity about recycling and reducing waste, using signage and a case study.

#### **Transportation**

- Limit idling time for commercial vehicles, including deliveries and construction vehicles to 20 minutes.
- Install bicycle parking facilities.
- Provide a shuttle service between the hotel and the airport.

### **3.2.7 Port Master Plan Amendment**

The Project proposes an amendment to the PMP to address the proposed land use changes necessary to implement the Project. The changes warranting a PMP Amendment include the reconfiguration of East Harbor Island Drive and the traffic circle at its eastern terminus, and providing for the existing allowed 500 hotel rooms to be spread across multiple hotels on East Harbor Island. The Proposed Project includes development of a 175-room hotel, which would constitute a portion of the 500 total hotel rooms allowed on East Harbor Island.

The PMP Amendment, described below, is included in this Draft EIR as Appendix B.

The land side of the East Harbor Island Subarea is designated for Commercial Recreation uses (Figure 3-12). Commercial Recreation uses include, but are not limited to hotels, restaurants, specialty shops, and pleasure craft marinas. The existing PMP description for the East Harbor Island Subarea includes the following language:

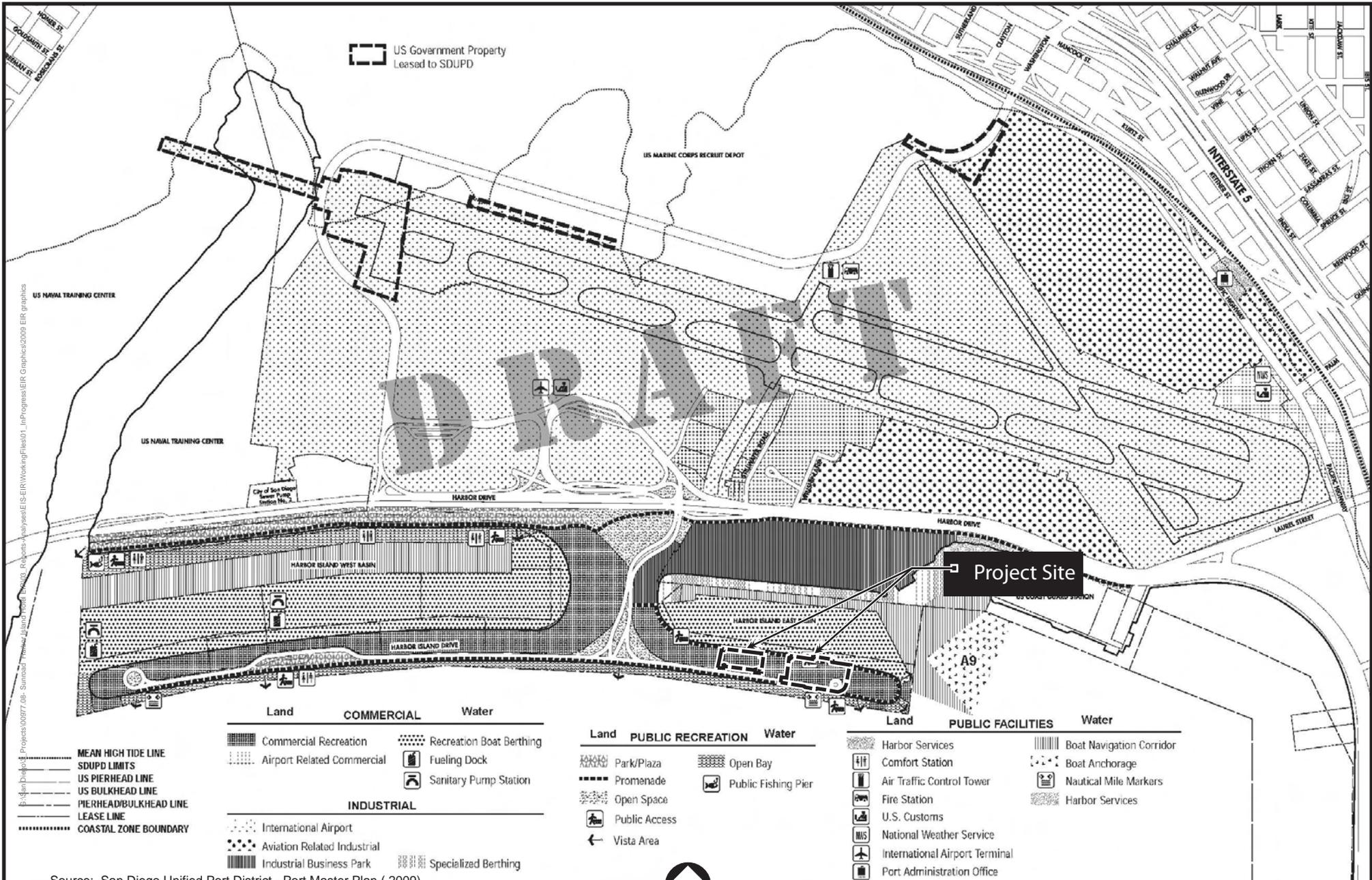
The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with airport approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

The hotel referenced in the PMP was proposed for the westernmost parcel of East Harbor Island (the parcel located west of the Project site). This parcel is currently used by SDIA for employee parking. Although the Proposed Project generally includes those uses outlined in this description, the PMP would need to be amended to allow those uses on all of East Harbor Island, including the Project site. The portion of the Project site that the hotel would be constructed on already has the proper land use designation for a hotel use—Commercial Recreation. The proposed changes to the traffic circle and roadway also warrant an amendment to the PMP.

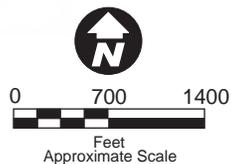
The Project's PMP Amendment would revise the East Harbor Island Subarea discussion as follows:

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development and is designated commercial recreation. The last project, a future development in this subarea includes high quality hotels totaling approximately 500 rooms, which are is-sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights will be establish consistency with adopted aircraft approach paths and Federal Aviation Administration (FAA) regulations. The hotel Hotels complex may includes typical supporting facilities such as swimming pools, spas, commercial retail, restaurants, cocktail lounges, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotels and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

The existing promenade along the southern side of Harbor Island Drive will be extended to the eastern portion of the East Harbor Island subarea and along Harbor Island East Basin as the subarea is developed or redeveloped. The promenade will provide pedestrian access around East Harbor Island and will connect the hotel developments, marina, and restaurants to the rest of Harbor Island. The promenade will be located to provide views of the San Diego Bay,



Source: San Diego Unified Port District - Port Master Plan ( 2009)



Proposed Port Master Plan Precise Plan Amendment  
 Figure 3-12

the downtown San Diego skyline, and the Harbor Island East Basin. Public access will be maintained along the promenade. Private uses shall not obstruct the public promenades. Benches and overlooks adjacent to the promenade will be sited to provide viewing opportunities in a manner that does not obstruct pedestrian flow. Public access and other path-finding signage will be placed at strategic locations throughout East Harbor Island to guide guests and visitors to and from public use areas, restaurants, and other facilities.

A public access plan will be prepared and implemented for each hotel development. The public access plans will include information on signage, amenities, and public information to inform and invite the public to and around East Harbor Island and downtown San Diego.

All hotel developments should provide shuttle service to and from the airport and information regarding other transit opportunities.

A parking management plan will be prepared for each hotel development.

As the East Harbor Island subarea is developed or redeveloped, Harbor Island Drive may be resized and realigned to optimize use of East Harbor Island. This may allow for increased and enhanced public enjoyment of the bay. The promenade and new public access features (i.e., benches) will provide enhanced open space and public access opportunities within the East Harbor Island subarea. Proportionate to the development or redevelopment, activating uses such as restaurants, outdoor seating and dining areas, and retail shops open to the public may be integrated into the hotel development or redevelopment.

A public promenade parallels the active ship channel of the bay and ensures pedestrian and bicycle coastal access. Landscaped open space on Harbor Island Drive is retained with the street design of an upgraded and modified “T” intersection. Utility capacity is expanded to meet increased service needs.

The PMP Amendment would also include the following:

- updating the Precise Plan map, as identified in Figure 3-12;
- updating the Lindbergh Field/Harbor Island: Planning District 2 project list to change the 500-room hotel to multiple hotels with a cumulative total of 500 rooms and include the traffic circle/road realignment; and
- updating the land use acreage tables within the PMP to reflect increased promenade acreage, increased street acreage, reduced open space acreage, and reduced commercial recreation acreage.

Table 3-1 includes the revised Land Use acreages for Lindbergh Field/Harbor Island: Planning District 2 from the PMP Amendment. Appendix B of this Draft EIR includes each of the components of the proposed PMP Amendment.

The following Environmental Analysis sections provide a project-level analysis of all potential impacts associated with the proposed 175-room hotel (including ancillary construction activities such as roadway realignment, etc.). All subsequent development projects (i.e., the 325 hotel rooms remaining from the originally allowed 500 hotel rooms) proposed as a result of the PMP Amendment

would require additional project-level environmental analysis to ensure any unidentified impacts are addressed. There are no plans for developing more than the proposed 175-room hotel at this time.

**Table 3-1.** Precise Plan Land Use Allocation—Lindbergh Field/Harbor Island: Planning District 2

Land Use	Acres	
	Existing	Revised
Commercial	<del>90.6</del>	<u>90.2</u>
Airport-related Commercial	38.0	
Commercial Recreation	<del>52.6</del>	<u>52.2</u>
Industrial	631.8	
Aviation-related Industrial	130.6	
Industrial Business Park	33.1	
International Airport	468.1	
Public Recreation	<del>26.2</del>	<u>26.7</u>
Open Space	<del>7.5</del>	<u>7.2</u>
Park	16.4	
Promenade	<del>2.3</del>	<u>3.1</u>
Public Facilities	<del>66.8</del>	<u>66.7</u>
Harbor Services	1.3	
Streets	<del>65.5</del>	<u>65.4</u>
<b>Total</b>		<b>815.4</b>
<b>Note:</b>		
Does not include		
Leased Federal Land	22.5 acres	
State Submerged Tidelands	41.3 acres	
Leased Uplands	4.1 acres	
Revised acreage includes East Harbor Island Subarea PMPA		
Source: Port District 2009a		

### 3.3 Coastal Access

The California Coastal Act Sections 30210–30214 establish requirements for the provision of public access to the coast, implementing Section 4 of Article X of the California Constitution. The PMP includes goals and policies established to address the Coastal Act requirements for public access to the coast within the Port District’s jurisdiction. As stated above, the PMP also defines four public access categories (Classes I–IV) that require development of physical accessways depending on the intended degree of public shoreline access. The promenade

proposed along the northern portion of the Project site would be within the Class III access category, while the existing promenade along Harbor Island's southern boundary is within the Class I access category.

The Project has been designed to conform to or exceed the coastal access requirements by constructing a landscaped public promenade along the northern portion of the Project site. The promenade associated with the Project would further enhance physical and visual access to the San Diego Bay.

## 3.4 Alternatives

Two alternatives, including the No Project Alternative, have been identified for consideration in the Draft EIR. In accordance with CEQA Guidelines §15126.6, the Reduced Project Alternative would avoid or substantially lessen the significant impacts of the Proposed Project with respect to traffic.

### 3.4.1 No Project Alternative

The No Project Alternative is a CEQA-required alternative that assumes no project development would occur and none of the Proposed Project's other components would be implemented. Under the No Project Alternative, the Port District would maintain existing conditions within the Project site, with all existing buildings remaining and the marina continuing to operate in its current capacity, with existing facilities and parking areas left intact. No new development or alterations would be implemented on this portion of East Harbor Island, including structures, parking lots, landscaping, or promenade. The PMP would not be amended to account for the Proposed Project or to incorporate the other changes to the PMP.

### 3.4.2 Reduced Project Alternative

The Reduced Project Alternative entails construction and operation of a smaller hotel than that of the Proposed Project. This alternative was selected for analysis because a reduction in the scale of the Project would avoid significant cumulative traffic impacts identified for the Proposed Project. Under this alternative, East Harbor Island would still undergo redevelopment, with construction of a new hotel and parking areas and extension of the promenade, but the scale of Project construction would be smaller than that of the Proposed Project. The Reduced Project Alternative would entail a reduction in the number of rooms in the onsite hotel from a total of 175 rooms described for the Proposed Project to 69 rooms, but would retain the same amount of meeting space as in the Proposed Project. The reduction in rooms would be accomplished by reducing the height and footprint of the hotel building. Although a smaller hotel would result in fewer patron and employee vehicles than the Proposed Project, the parking areas under this alternative would be similar in size to the parking lots proposed under the

Project. The promenade improvements and roadway, traffic circle, and utility realignments would be the same as in the Proposed Project.

## Chapter 4

# Environmental Analysis

The following environmental analyses provide information relative to 11 environmental topics as they pertain to the Proposed Project. Each section of this chapter describes existing environmental and regulatory conditions, presents the criteria used to determine whether an impact would be significant, summarizes significant impacts, identifies mitigation measures for each impact, and discusses the significance of impacts after mitigation has been applied.

The environmental topics addressed in this chapter are:

- 4.1 Land Use, Water Use, and Coastal Access
- 4.2 Biological Resources
- 4.3 Aesthetics
- 4.4 Hazards and Hazardous Materials
- 4.5 Hydrology and Water Quality
- 4.6 Transportation, Traffic, and Parking
- 4.7 Air Quality
- 4.8 Noise
- 4.9 Geology and Soils
- 4.10 Public Services and Utilities
- 4.11 Recreation

Issues for which effects were found not to be significant are Agricultural Resources, Cultural Resources, Mineral Resources, and Population and Housing. These environmental topics are discussed in Section 7.3, “Effects Found Not To Be Significant,” of Chapter 7, “Other Required Considerations,” of this Draft EIR, and are not discussed in further detail (CEQA Guidelines, Section 15128).

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Section 4.1

# Land Use, Water Use, and Coastal Access

## 4.1.1 Introduction

This section discusses the Proposed Project's compatibility with existing land and water uses on the site and in the vicinity, its consistency with applicable land and water use plans and policies, and any impacts on coastal access. Discussion regarding applicable legislation and the requirements for the Port Master Plan (PMP) Amendment process is also provided in this section. In addition, the Project site is near the San Diego International Airport (SDIA) and is located within its Airport Influence Area (AIA). As a result, the Project is evaluated for its compatibility with the adopted Airport Land Use Compatibility Plan (ALUCP) for SDIA (1992; Amended 2004). The Project needs to be compatible with the goals and conditions set forth in the ALUCP, and requires formal approval from the Federal Aviation Administration (FAA) and San Diego County Regional Airport Authority.

## 4.1.2 Existing Conditions

### 4.1.2.1 Environmental Setting

The Port District has regulatory duties and proprietary rights over tidelands conveyed in trust to the Port District by the State of California legislature. Tidelands are defined as lands seaward of the mean high tide line to the U.S. Pierhead Line, which demarks federal jurisdiction. In San Diego Bay, this includes submerged tidelands and land that was historically submerged but that has been filled for dry land uses. The Port District also has jurisdiction over non-tideland upland properties otherwise acquired. The Project site is located entirely within the land use jurisdiction of the Port District and, as such, is subject to the goals, policies, and planning guidance of the Port District PMP.

## Land Use

The Project site is located on Harbor Island, which is within the Lindbergh Field/Harbor Island Planning District (Planning District 2) of the PMP. Harbor Island is a thin strip of manmade, filled tidelands formed in an east–west direction in the shape of two adjacent peninsulas in the northern portion of San Diego Bay. The U.S. Coast Guard Station and SDIA are located north of Harbor Island. A ship navigation corridor is located south of Harbor Island, and Naval Air Station (NAS) North Island is located south of Harbor Island, across the bay. Two hotels, the ten-story Sheraton San Diego Hotel and the nine-story Hilton San Diego Airport Hotel, are located on West Harbor Island. Harbor Island Drive runs the length of Harbor Island and provides access to the Project site from the west.

More specifically, the Project site is located on East Harbor Island (Subarea 23 of Planning District 2), the eastern of the two peninsulas. East Harbor Island houses an approximately 550-slip marina (Sunroad Resort Marina), an employee parking lot for SDIA, restaurants, and a bayside public promenade. There are 12 existing public street/surface parking spaces along Harbor Island Drive on East Harbor Island, adjacent to the existing bayside promenade.

The filled tidelands within the East Harbor Island Subarea are mostly designated Commercial Recreation in the PMP, with two small areas designated as Open Space. A bayside public promenade is also designated on the East Harbor Island Subarea. The Street land use designation is applied to Harbor Island Drive in the PMP.

The existing Project site includes approximately 5 acres of filled tidelands containing one marina locker building and a parking lot for the marina. The Project site is currently designated as Commercial Recreation with the exception of an Open Space area within the traffic circle at the east end of Harbor Island Drive, and the Street designation on Harbor Island Drive. Additional explanation of these land use designations is provided below with a discussion of the PMP.

## Water Use

Submerged tidelands are located north, south, and east of the Project site. The East Harbor Island submerged tidelands are designated as Recreational Boat Berthing, Commercial Recreation, Open Bay, Boat Anchorage, and Boat Navigation Corridor. These submerged tidelands contain approximately 550 operational boat slips for private craft, an eelgrass mitigation area, the vacant on-water Reuben E. Lee restaurant, a boat navigation channel, and portions of the San Diego Bay. No submerged tidelands are located on the Project site.

## Coastal Access

Access to the shoreline varies throughout the Project vicinity. The northern shoreline on the Project site is comprised of asphalt pavement elevated above the waterline with rock riprap at the point where the land and water meet. A bayside public promenade is located south of the Project site, and runs from West Harbor Island (off site) to the Island Prime restaurant, southeast of the Project site. The promenade provides the public with visual and recreational access to the waterfront.

The PMP describes four classes of public shoreline access (Classes I–IV) within the Port District jurisdiction. The existing promenade along Harbor Island’s southern boundary is within the Class I access category, which indicates unleased property with direct physical access to the shoreline and public recreation areas, and includes public parks, promenades, boat launching ramps, fishing piers, and bicycle corridors. The northern portion of the Project site is within the Class III access category, which indicates leased, developed shoreline areas with commercial recreational facilities including restaurants, hotels, and marinas, on which the lessee controls access. The PMP identifies a Vista Area located immediately west of the Island Prime Restaurant, along the promenade. The focal point of this Vista Area is oriented toward the bay, facing away from the Project site.

### 4.1.2.2 Regulatory Environment

The policies, goals, and planning guidance in the PMP relevant to the Project are discussed below.

#### Port Master Plan

The PMP is the principal planning and land use plan that pertains specifically to the Project and the Project site. The following section presents the PMP policies, goals, and planning guidance that are relevant to the Project.

#### Background

The Port District drafted the PMP in accordance with state law to guide development within the tidelands held in trust by the Port District for the State of California. The PMP was adopted by the Board of Port Commissioners in 1980 and certified by the Coastal Commission on January 21, 1981. The PMP was last amended in February 2009.

The PMP is intended to provide official planning policies, consistent with a general statewide purpose, for the physical development of tide and submerged lands conveyed and granted in trust to the San Diego Unified Port District. The PMP is

incorporated by reference in this Draft EIR pursuant to CEQA Guidelines Section 15150. The PMP is used as a reference by the Board of Port Commissioners when reviewing policy decisions or policy changes, as a guide and basis for programming by the Port District staff of capital improvement projects, as an informational document by other governmental agencies when coordinating efforts with the Port District, and by individuals and organizations as a source of public information on the Port District's policies.

The PMP is organized into four sections. Section I includes introductory material that outlines legislation relevant to the Port District's jurisdiction and its relationship to the federal and state governments, provides an overview of the public planning process within Port District jurisdiction, and delineates the geographic scope of the Port District trust land relative to federal and state jurisdiction. Section II presents specific planning, land use, and water use goals maintained by the Port District. Section III presents the Port District's planning and environmental conservation strategies, and defines the various land and water use designations applied by the Port District to area within its jurisdiction; it also discusses planning-related policy pursuant to each designation. Section IV compiles the Precise Plans for the PMP's 10 planning districts.

## Planning Goals

**Section II** of the PMP sets forth planning goals and related policies for development and operation of land within the Port District's jurisdiction. The goals and related policies pertinent to the Project are presented below. Portions of the specific PMP goals that do not pertain to the Project are not included in the Draft EIR. The Project site is limited to the tidelands (land-side), and as such PMP goals related to direct impacts on or modifications to the bay are not addressed.

- Goal I** Provide for the present use and enjoyment of the bay and tidelands in such a way as to maintain options and opportunities for future use and enjoyment.
- Goal II** The Port District, as trustee for the people of California, will administer the tidelands to provide the greatest economic, social, and aesthetic benefits to present and future generations.
- Goal III** The Port District will assume leadership and initiative in determining and regulating the use of the bay and tidelands.
- Encourage industry and employment generating activities which will enhance the diversity and stability of the economic base.
  - Encourage private enterprise to operate those necessary activities with both high and low margins of economic return.

- Goal IV** The Port District, in recognition of the possibility that its actions may inadvertently tend to subsidize or enhance certain other activities, will emphasize the general welfare of statewide considerations over more local ones and public benefits over private ones.
- Develop the multiple purpose use of the tidelands for the benefit of all the people while giving due consideration to the...facts and circumstances related to the development of tideland port facilities.
  - Encourage non-exclusory uses on tidelands.
- Goal VI** The Port District will integrate the tidelands into a functional regional transportation network.
- Providing pedestrian linkages.
- Goal VIII** The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.
- Each activity, development, and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of that activity.
  - Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.
- Goal IX** The Port District will insure physical access to the bay except as necessary to provide for the safety and security, or to avoid interference with waterfront activities.
- Provide “windows to the water” at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities.
  - Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.
- Goal X** The quality of water in San Diego Bay will be maintained at such a level as will permit human water contact activities.
- Goal XIII** The Port District will maintain its master plan current, relevant, and workable, in tune with circumstances, technology, and interest of the people of California.

- Provide for the multiple purpose use of land and water to promote the advantageous development of the Port District.

## PMP Interpretation

**Section III** includes the Land and Water Use Element, which defines the land and water use designations applied to the Port District's jurisdictional trust land and outlines the permitted uses and other planning issues relevant to each designation. Uses are divided into the general categories of Commercial, Industrial, Public Recreation, Conservation, Military, Public Facilities, and Circulation and Navigation System; several subcategories are included within each of these general categories.

The Project site is designated with Commercial Recreation, Open Space, and Street uses by the PMP Land and Water Use Element (Figure 2a of the PMP Land and Water Use Element). Commercial Recreation is a subcategory of the Commercial designation. The PMP includes the following discussion of the Commercial Recreation designation:

Activities associated with commercial recreation contribute to the economic base of the region with full-time jobs, secondary employment for part-time help, and spin-off employment opportunities in construction, warehousing, trucking, custodial, and personal services. It is the intent of this [Port] Master Plan to create attractive destinations in carefully selected locations around the bay to serve the needs of recreationalists for lodging, food, transportation services, and entertainment. Site amenities are to be enhanced and over-commercialization is to be avoided by the balanced development of commercial and public recreational facilities.

Specific uses permitted within the Commercial Recreation designation and discussed in this portion of Section III include hotels, restaurants, convention centers, recreational vehicle parks, specialty shopping, pleasure craft marinas, and sport fishing. The existing marina use on the Project site is consistent with the Commercial Recreation designation.

Open Space is a subcategory of the Public Recreation designation. The Open Space category designates areas to provide amenities that contribute to a more satisfying and stimulating environment including landscaped traffic interchange areas, isolated shoreline areas, and publicly placed works of art. The existing landscaped traffic circle use on the Project site is consistent with the Open Space designation.

The submerged tidelands located adjacent to the Project site are designated as Recreational Boat Berthing, which is also a subcategory of the Commercial Recreation designation. Uses permitted within the Recreational Boat Berthing designation include recreational craft storage, refueling, boat brokerage storage area, sailing school docking water taxi, excursion ferry and charter craft operations, guest docking, boat launching, sewage pump out, water craft rental, boat navigation corridors, breakwaters for recreational craft protection,

navigation facilities, aids to navigation, floats, docks, piers, breakwaters, wave attenuation structures, seawalls, shoreline protection, and any other necessary or essential facilities for providing water-side docking refuge to recreational marine craft and commercial passenger vessels. The existing marina is consistent with the Recreational Boat Berthing designation.

The channel of water north of the marina is designated as a Boat Navigation Corridor, which directly links the marinas on East Harbor Island to San Diego Bay. The PMP includes as a general policy in the Circulation / Navigation Element of Section III that “boat channels will be kept clear of encroaching water or land uses which would deter waterborne circulation.” The Proposed Project is a land-only project, and no work will be done in the water that would conflict with waterborne circulation.

## Precise Plan

**Section IV** of the PMP provides specific guidance for land development within the 10 planning districts. Each planning district has a Precise Plan that identifies principles and policies for the planning district. These 10 Precise Plans include a map for each planning district, a table showing the acreages of various uses within the planning district, and a list of projects planned within the planning district. The PMP includes the following discussion of the intent of the Precise Plans:

The adoption of the Precise Plan is not intended to create an inflexible, static, unmanageable set of guidelines for development, nor is it desirable to stifle individual initiative and creativity. A major purpose of this detailed program is to serve as a short-term management tool. As such, the plans and programs are, by necessity, flexible and subject to modifications to meet the circumstances and problems involved in plan implementation.

The Project site is within the 20 acres of filled tidelands in the East Harbor Island Subarea, or Subarea 23, of Planning District 2. Figure 3-4 shows the Project site’s relationship to the existing Planning District 2 Precise Plan (Precise Plan). This planning district encompasses two major uses: SDIA on the mainland in the north and Harbor Island on filled tidelands in the south. These two features support a variety of commercial and industrial land uses. Public parkland and open space are also included in this planning district.

Discussion specific to this subarea in the PMP acknowledges the existing marina and restaurants and identifies that one “last project” is planned on East Harbor Island: a 500-room hotel complex, with restaurant, cocktail lounge, meeting/conference facilities, and recreational facilities, including piers and ancillary uses. The Precise Plan language of the East Harbor Island subarea indicates that the hotel project “is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline,” and that it would be planned with maximum building heights to conform to aircraft approach paths. This hotel development was never constructed and is intended to be built on the

parcel currently used for SDIA employee parking (west of the Project site). The Proposed Project now intends to allow this planned hotel use to be implemented by way of a few smaller hotels distributed across all of East Harbor Island, thus necessitating the PMP Amendment discussed in this Draft EIR.

## **Airport Land Use Compatibility Plan for San Diego International Airport**

In 1970, the State of California enacted a law requiring the formation of an Airport Land Use Commission (ALUC) in each county containing a public airport (California Public Utilities Code 21670 et seq.). The purpose of the ALUC is to protect the “public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses” (Section 21670). The San Diego County Regional Airport Authority (Airport Authority) is the ALUC for all airports in San Diego County.

Section 21675 of the California Public Utilities Code requires an ALUC to prepare Airport Land Use Compatibility Plans (ALUCPs) for airports within its jurisdiction, as based on a long-range master plan or airport layout plan that reflects the anticipated growth of the airport during at least the next 20 years. The Airport Authority prepared the ALUCP for SDIA (referred to throughout this Draft EIR as ALUCP) in 1992, and subsequently amended the document in 1994 and 2004. Pursuant to California Public Utilities Code Section 21676.5, all projects located within an Airport Influence Area (AIA) are subject to review by the local ALUC for a Determination of Consistency with the applicable ALUCP. The Proposed Project is located within the AIA for the SDIA ALUCP and, thus, requires a Determination of Consistency from the ALUC.

### **ALUCP Goals**

The purpose of the SDIA ALUCP is to provide for the operation of the airport and the use of the areas surrounding the airport, and to safeguard the general welfare of inhabitants within the vicinity of the airport and the public in general. As the ALUCP is implemented, it should reduce adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that (1) no structures are erected that are deemed by the FAA to be hazards and (2) no obstructions are erected that either individually or cumulatively cause an adverse safety effect on air navigation as determined by the FAA.

## ALUCP Interpretation

The following are portions of the SDIA ALUCP that are pertinent to the Proposed Project or the Project site:

- The ALUCP delineates an AIA, which represents the boundary of the ALUCP’s planning and review authority for a particular airport. The Project site is within the AIA for SDIA.
- The ALUCP establishes a 2.3-mile “circling radius” around SDIA, representing the approximate path of circling planes as they wait to land during windy or other unfavorable conditions. The Project site falls within the circling radius of SDIA. Within the circling radius, SDIA has a published “circling minima” (the minimum height at which planes may circle) of 800 feet, ensuring that planes maintain at least a 300-foot clearance of structures as they are circling. In order to accommodate this circling approach, the City maintains a zoning restriction prohibiting structures greater than 500 feet.<sup>1</sup>
- The ALUCP outlines the projected community noise equivalent level (CNEL) noise contours for SDIA and the AIA. A land use compatibility matrix identifies incompatible land uses within the noise impact boundary and implementation directives for implementing the compatibility policies. The 60 and 65 CNEL noise contours each establish the threshold for action required in approving compatible land uses around an airport. The Project site is not within either the 65- or 60-dBA [A-weighted decibels] contours.
- The ALUCP requires adherence to the Airport Approach Overlay Zone ordinance, which prohibits any structure to be constructed or altered in a manner that results in any permanent encroachments within 50 feet of the FAA-established approach paths, while allowing construction of structures not higher than 40 feet above the existing ground level. The Project site is not within the Airport Approach Overlay Zone (which extends in a triangular shape eastward of the SDIA runway’s eastern end).
- The ALUCP precludes further incompatible developments from locating in the areas of significant risk resulting from aircraft takeoffs and landings. These areas are identified as Runway Protection Zone (RPZs). The Project site is not within an RPZ.
- Avigation easements are easements over private property recognizing the flight path or noise intrusion of aircraft flying over or near the property. Avigation easements for aircraft noise would be required following acoustic insulation for existing dwelling units to ensure an interior of 45 dB CNEL or less in all habitable rooms for any new residential or other noise-sensitive use within the 60–65 dB CNEL noise contours. When an avigation easement has been obtained and filed accordingly, the previously inconsistent land use would be considered consistent with the State Noise Standards.

<sup>1</sup> This City zoning restriction is mentioned here for informational purposes; as the Project site is not within the City’s jurisdiction and is not subject to City zoning regulations.

- The ALUCP, pursuant to FAA directives, incorporated Federal Aviation Regulations (FAR) Part 77 height restriction into the plan. The regulations require that anyone proposing to construct an object that could affect the navigable airspace around an airport submit information about the proposed construction to the FAA. Such a project is subject to FAA review pursuant to FAR Part 77, wherein the FAA may determine that a project feature is a hazard to airspace navigation. Furthermore, in order to ensure that no further incompatible uses will be created outside the AIA the ALUCP states that any use, whether within or outside the defined AIA, that the FAA finds to be a “hazard” or an “obstruction which would have a significant adverse impact,” should be determined not to be in conformance with the ALUCP. The Project is subject to FAR Part 77 review by the FAA.

## California Coastal Act

The California Coastal Act, which went into effect in 1977, granted the Coastal Commission the authority to review and approve plans proposed for implementation within the coastal zone under the jurisdiction of a local government or a port district. The Coastal Commission has permitting authority over lands in the coastal zone unless the Coastal Commission has certified a city’s local coastal plan or a port district’s master plan, at which point the permitting authority is signed over to the respective agency. The Project site is located entirely within the coastal zone and, therefore, is subject to the Coastal Act.

Permitting authority for projects within Port District jurisdiction lies with the Port District. The Coastal Commission, however, reviews amendments to the PMP for conformance with Chapters 3 and 8 of the Coastal Act. Chapter 3 governs coastal resources planning and management policies, and protects public access and recreation within the coastal zone. Chapter 8 governs ports within the coastal zone, and contains operating policies and requirements for implementing master plans. Once the Coastal Commission has certified a PMP Amendment, the Port District would then have the authority to issue a Coastal Development Permit for projects within its jurisdiction. The Proposed Project is considered an appealable development under the Coastal Act.

## Public Trust Doctrine

The Public Trust Doctrine, as overseen by the State Lands Commission and considered by the Coastal Commission, is the overriding policy that governs the appropriate land uses that are allowable on public lands, which includes the Port District tidelands. The Public Trust Doctrine allows commercial use that provides public access to public lands, and prohibits residential uses, and non-exclusory/privatized uses because they would limit public access. Section IV of the Public Trust Doctrine states that the “tidelands trust is intended to promote

rather than serve as an impediment to essential commercial services benefiting the people and the ability of the people to enjoy trust lands.”

### 4.1.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with land use resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with any applicable habitat conservation plan or natural community conservation plan.

### 4.1.4 Analysis of Project Impacts

#### 4.1.4.1 Physically Divide a Community

Implementation of the Proposed Project would occur on a site that is currently used as surface parking for the adjacent Sunroad Resort Marina. Surrounding development is comprised of Commercial Recreation land uses, including a marina and restaurants. In addition, per requirements of the Public Trust Doctrine and the California Coastal Act, no residential housing exists within the Port District’s jurisdiction. Thus, an established community does not exist within the Project site and no impacts would occur.

#### 4.1.4.2 Conflict with any Applicable Land Use Plan, Policy, or Regulation

##### Port Master Plan

##### Proposed Project

The Proposed Project is generally consistent with the overall goals of the PMP. The only inconsistency with the PMP is that the hotel listed in the Project List for Planning District 2 (Table 9 of the PMP) is not anticipated on the Project site. The hotel listed on the Project List is anticipated on the parcel currently used by

the SDIA for employee parking. However, the Project site is designated for a Commercial Recreation use, and the proposed hotel is a permitted use with the Commercial Recreation designation presented in Section III. The Proposed Project includes a PMP Amendment attached to this EIR as Appendix B. The following discussion evaluates the Project's compatibility with the relevant portions of the PMP.

## Planning Goals

This discussion references text of the PMP goals relevant to the Project, as included above in Section 4.1.2.2.

By developing a hotel and public promenade, the Project is consistent with **Goal I** and **Goal II** of the PMP. The new features will enhance the opportunity for the public to access the Harbor Island East Basin, while also providing a greater economic use of the Project site. The existing Project site contains surface parking, a traffic circle, and one lane of a roadway. The architecture and landscaping of the Proposed Project will enhance the aesthetic experience on the site.

In conformance with **Goal III**, the Proposed Project will encourage employment to enhance the diversity and stability of the Port District's economic base. By adding a hotel to the Project site, the Project would develop a multiple-purpose use of tidelands on East Harbor Island as there are already existing marina and restaurant uses adjacent to the Project site. Having multiple-purpose uses on East Harbor Island is consistent with **Goal IV** and **Goal XIII** of the PMP.

By providing a public promenade on the Project site, the Port District would be encouraging a non-exclusory use on tidelands (**Goals IV and VI**). The public promenade would also conform to **Goal IX** by insuring physical access to the waterfront. The Proposed Project would reduce the size of the eastern traffic circle that is shown on the Precise Plan for Planning District 2. The reduction in the size of the traffic circle would remove approximately 0.34 acre of currently designated open space. The open space within the traffic circle currently contains shrubs and trees and is unusable for public recreational opportunities. The removal of the open space area is compensated for by the provision of approximately 0.14 acre of public promenade on the basin (north) side of the hotel. This promenade would provide enhanced public access (i.e., landscaping, benches, and signage) compared to what is currently located on site and would create an area that is usable to the public, rather than the unusable open space in the traffic circle. This is consistent with **Goal IX** and **Goal XIII** of the PMP. The Proposed Project's aesthetic improvement of the site would serve to enhance and maintain the bay and tidelands as an attractive physical entity, in conformance with **Goal VIII**. Also addressing this goal, the Project would integrate into the Project vicinity's existing marina and restaurant uses. The Proposed Project would complement the existing uses on East Harbor Island.

The Proposed Project would construct a four-story hotel that would be visible from the surrounding area, including from the existing public promenade located south of Harbor Island Drive. This would not significantly compromise existing views in the surrounding areas, and the Project would not conflict with the policy included under **Goal VIII** related to view enhancement. The Port District maintains Vista Areas at key scenic locations (usually located in public recreation uses) throughout its planning jurisdiction. These Vista Areas are indicated on precise plan maps. There are six Vista Areas located in Planning District 2, as shown on Figure 3-4. The Vista Areas closest to the Project site are located along the bayside public promenade and are focused south towards the bay. Therefore, construction of a four-story hotel would not obstruct views in these Vista Areas. The four other Vista Areas, located on West Harbor Island, north and south of the Harbor Island West Basin, are similarly focused towards the south and the bay. Although the Project site is visible within panoramic views from the vista locations, as discussed in Section 4.3, “Aesthetics,” of this Draft EIR, the Proposed Project would not significantly impact views of these Port District–maintained Vista Areas. Therefore, the Proposed Project would not conflict with the policy under **Goal VIII** related to scenic views.

## PMP Interpretation

Hotels are allowable uses in the Commercial Recreation land use designation. Therefore, the proposed hotel use would be consistent with the Commercial Recreation land use designation applied to the Project site. However, a PMP Amendment is required for proposed changes to the Open Space and Street designations located on the Project site. The Proposed Project would not affect the Recreational Boat Berthing or Boat Navigation Corridor water use designations that are located north of the Project site, as no in-water work is proposed. The Proposed Project would not conflict with Section III of the PMP.

The Proposed Project would add “Class III” coastal access to the Project site by constructing a public promenade along the Harbor Island East Basin side of the hotel. Class III indicates a publicly accessible recreational opportunity that is developed on leased land and is maintained by the lessee. The Port District intends to connect a promenade through leased parcels on the northern side of Harbor Island to maximize recreational opportunities and enhance the public attractiveness of land within Port District jurisdiction in the future. The promenade development as part of the Proposed Project would connect on the east side of the Project site to the promenade that will be included as part of the entitled Reuben E. Lee restaurant redevelopment. Enhancing and extending the promenade on the Project site would not conflict with Section III of the PMP.

## Precise Plan

Implementation of the Proposed Project would not conflict with the Commercial Recreation designation on the Project site in the existing Precise Plan. The hotel and parking areas would be located within an area designated Commercial

Recreation in the Precise Plan. A portion of the Project site would be located within areas currently designated as Open Space (traffic circle landscaping) and Street (Harbor Island Drive). However, the 500-room hotel listed in the Precise Plan's project list (Table 9 of the PMP) is allowed on the parcel located to the west of the Project site; therefore, the Project conflicts with Section IV of the PMP. As a result, the Project includes a PMP Amendment to allow this planned hotel use to be implemented by way of a few smaller hotels distributed across all of East Harbor Island. The Project List (Table 9 of the PMP) would need to be revised to allow a total of 500 hotel rooms to be spread across East Harbor Island through several smaller hotels and to delete completed or obsolete projects. Figure 9 of the PMP would need to be revised to add the Promenade designation along the southern shore of the Harbor Island East Basin and to remove the Open Space designation in the traffic circle (Figure 9 of Appendix B). Tables 4 and 8 of the PMP would need to be revised to adjust the acreages of the Commercial Recreation, Promenade, Streets, and Open Space designations. The discussion of Subarea 23 would need to be revised to identify that no more than 500 total hotel rooms can be developed in several small hotels across East Harbor Island and that developments would include interlinking/connecting public promenades along the Harbor Island East Basin.

## **San Diego International Airport ALUCP**

The Project site falls within the SDIA AIA; however, the Project would not conflict with the goals and conditions set forth in the ALUCP for SDIA related to noise, RPZs, and building height. The Project site is not located within the SDIA 60 dBA (CNEL) noise contour. Aircraft noise is still audible within the Project site; however, appropriate mitigation measures are proposed to address interior noise levels in the proposed hotel (as discussed in Section 4.8, "Noise"). The Project is not located within a RPZ. On March 3, 2009, the FAA issued a "Determination of No Hazard to Air Navigation" for the Proposed Project; and on July 9, 2009, the ALUC found that the Proposed Project is consistent with the SDIA ALUCP (see Section 4.4, "Hazards and Hazardous Materials" for further discussion). Therefore, the Proposed Project would not conflict with the ALUCP.

## **California Coastal Act and Coastal Access**

The Proposed Project would be required to obtain a Coastal Development Permit (CDP). In accordance with the Coastal Act, the PMP Amendment discussed above would need to be reviewed and certified by the Coastal Commission. Once the Coastal Commission has certified the PMP Amendment, the Port District would have the authority to issue a CDP for the Project. The CDP that would be issued by the Port District for the Project would be appealable to the Coastal Commission.

The Port District does not currently have a low-cost accommodations policy. However, the Port District is developing a low-cost facilities policy that will

include low-cost overnight accommodations and low-cost and no-cost public recreation.

The Proposed Project would be consistent with Section 30212 of the Coastal Act as it would include a new public promenade along the basin side of the proposed hotel. Due to the Project's location adjacent to an existing marina and restaurants, the Project would be consistent with Section 30250 of the Coastal Act as it would be located in an existing developed area. Therefore, the Proposed Project is in substantial conformance with the Coastal Act.

## Public Trust Doctrine

The Proposed Project is a commercial project that involves providing visitor-serving uses and coastal access and a hotel within the Port District's tidelands. These types of proposed uses are consistent with the Public Trust Doctrine. Therefore, the Proposed Project would not conflict with the Public Trust Doctrine.

## Compatibility with Onsite and Surrounding Uses

Downtown San Diego is located east of the Proposed Project site. San Diego Bay is located south and east of the Project site. Some industrial uses are located north of the Project site, while NAS North Island facilities are located across the bay, south of East Harbor Island (see Figures 3-2 and 3-3). In addition, there are several existing hotels located on West Harbor Island, west of the Project site. The Proposed Project would construct a hotel structure of smaller scale than those existing on Harbor Island, and would also provide surface parking, which would be compatible with the existing commercial recreation development (marina and restaurants) on East Harbor Island, as well as the commercial water use and industrial land use near the Project site. The proposed promenade would be compatible with the proposed hotel and existing uses on East Harbor Island. Therefore, the components of the proposed development would be compatible with the planned and existing surrounding uses on East Harbor Island, and there would be no impact.

Patronage to the proposed hotel would increase the intensity of use in the Project vicinity. This increased intensity would not present any compatibility issues with the existing marina and restaurant uses on East Harbor Island. The Proposed Project would be complementary to the existing uses on East Harbor Island because the hotel would provide a source of customers for the restaurants and the marina. Because the Project is located near the end of a peninsula and parking, vehicular access, and pedestrian access for the Project is provided on the Project site, the Project would not conflict with vehicles and pedestrians accessing the existing restaurant and marina. Therefore, the components of the proposed development would be compatible with the planned and existing uses on East Harbor Island.

The Proposed Project does not include any improvements to the water area located north of the Project site, and the Project does not include any components that would restrict or conflict with existing water uses in the surrounding area.

### **4.1.4.3 Conflict with any Applicable Habitat Conservation Plan**

The PMP provides for protection of biological resources and states that the Port District will remain sensitive to the needs of and will cooperate with other communities and agencies in bay and tideland development, including implementation of the City of San Diego's Multiple Species Conservation Program (MSCP) or Environmentally Sensitive Lands Ordinance; however, the Port District retains all land use and mitigation rights and decisions on areas within the Port District's jurisdiction. The Project site falls within the boundaries of the MSCP, but the City MSCP Subarea Plan does not identify East Harbor Island as being within the Multiple Habitat Planning Area (MHPA). In addition, no biological resources conservation is planned for East Harbor Island as part of the PMP. Therefore, implementation of the Proposed Project would not conflict with the provisions of an approved local biological resources conservation plan.

### **4.1.4.4 Port Master Plan Amendment**

Currently the PMP Precise Plan does not intend for the hotel use to be developed on the Project site. Nor does the Precise Plan identify any changes to the existing Open Space, Promenade, or Street designations. As a result, the Proposed Project includes a PMP Amendment to allow the 500-room hotel that is currently allowed on East Harbor Island, per the PMP, to be spread across multiple hotels on East Harbor Island, collectively totaling no more than 500 rooms. The PMP Amendment would include revising the East Harbor Island subarea text to describe development of East Harbor Island with a total of 500 hotel rooms spread across multiple hotels. The Precise Plan's project list (Table 9 of the PMP), the Precise Plan (Figure 9 of the PMP), and the related acreage tables (Table 4 and Table 8 of the PMP) would also need to be updated to reflect changes to the Commercial Recreation, Open Space, Promenade, and Street designations.

There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As shown by comparing Figures 3-4 and 3-12, under both the existing Precise Plan and the PMP Amendment the majority of East Harbor Island would be allocated for Commercial Recreation uses. By maintaining the total number of hotel rooms allowed on East Harbor Island the proposed PMP Amendment and Proposed Project would not conflict with the Precise Plan. Furthermore, the Project includes a basin side promenade that would connect with an extended promenade along the northern portion of East Harbor Island that will be developed as part of the entitled Reuben E. Lee

restaurant redevelopment. The expanded promenade would provide for enhanced public access (public promenade) on East Harbor Island that is not currently provided for in the existing Precise Plan. The allowance in the PMP Amendment for multiple hotels and the proposed land use revisions on East Harbor Island does not conflict with the existing Precise Plan because no substantial changes are proposed to the allocation of uses from that anticipated by the existing Precise Plan.

In addition, future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in land use impacts would be evaluated when applications for development are submitted to the Port District.

### **4.1.5 Significant Impacts**

The Proposed Project does not conflict with the overall goals of the PMP because the Project would enhance the opportunity for usage and enjoyment of East Harbor Island through the construction of commercial (hotel) and recreational (promenade) uses. The Project would not conflict with surrounding land uses, water uses, or coastal access. Therefore, the Project would not result in any significant conflicts with the PMP. The Project would also not conflict with the ALUCP, the Coastal Act, or the Public Trust Doctrine. Furthermore, the PMP Amendment requires approval by the Coastal Commission before the Port District can grant a Coastal Development Permit for the Proposed Project. The Project would not obstruct land or water use in the vicinity of the site, and would improve coastal access by enhancing the existing promenade and extending a promenade along the basin side of the Project site.

### **4.1.6 Mitigation Measures**

The Proposed Project would not result in significant impacts on land use, water use, or coastal access.

### **4.1.7 Significance of Impacts after Mitigation**

No mitigation measures are required because the Proposed Project would not result in significant land use, water use, or coastal access impacts.

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## Section 4.2

# Biological Resources

### 4.2.1 Introduction

This section summarizes the biological resources analysis presented in the *Marine Resources Assessment, Sunroad Hotel Project, Sunroad Marina, Harbor Island, San Diego, California* report (Biological Assessment) prepared for the Proposed Project by Weston Solutions, Inc. in September 2006. The Biological Assessment presented results and conclusions regarding the Project's potential impacts on biological resources, and was based on surveys of the submerged tidelands, intertidal area, and visible vegetation on the adjacent filled tidelands, as described in "Existing Conditions," below. The Biological Assessment is provided in full as Appendix C of this Draft EIR.

### 4.2.2 Existing Conditions

#### 4.2.2.1 Environmental Setting

##### Submerged Tidelands

The Sunroad Resort Marina, located north of the Project site consists of a sand and mud bottom habitat ranging in depth from 0.0 to 17 feet below mean lower low water (MLLW). This area supports eelgrass beds (*Zostera marina*), associated macro invertebrates, and fish. Riprap is placed along the northern boundary of the Project site. The hard substrate within the marina supports a fouling community, while the intertidal mudflats that span the length of Sunroad Resort Marina support benthic fish and invertebrates as well as foraging shorebirds. At low tide, approximately 10 to 15 feet of intertidal beach is exposed between the water's edge and the rock riprap separating the upland habitat from the tidelands.

A submerged concrete wall sits approximately 15 feet from the edge of the riprap along the entire length of the marina. Water depth on the near-shore side of the wall ranges from 0 to approximately 3 feet, depending upon the tide, and drops off to approximately 8 feet below MLLW on the off-shore (north) side of the wall. On the eastern side of the marina, near the Reuben E. Lee restaurant, an

exposed concrete wall acts as a breakwater, extending from the riprap out a distance of approximately 150 feet and rising from the marina floor to approximately 10 feet above MLLW.

The Biological Assessment included a visual survey of the subtidal zone undertaken by divers during low tide, to a depth of 17 feet below MLLW. The subtidal zone has a mud bottom with some sandy patches, and is generally pockmarked with small holes and larger burrows—indications of the presence of invertebrate species such as bay shrimp (*Callinassa californiensis*), burrowing clams (likely *Macoma sp.*, or *Solen rosaceus*), and polychaete worms. A variety of other invertebrates and fish, as listed on Table 4.2-1, were observed during the survey of the subtidal mud bottom. The Biological Assessment also noted that other species of flatfish may have been present; however, due to poor visibility and the skittish nature of such fish around divers, identification was not possible.

The northern anchovy is currently on the National Marine Fisheries Service (NMFS) managed species list under their Coastal Pelagic or Pacific Groundfish Management Plans (see “Regulatory Environment,” below). Five other managed fish species listed under these plans could occur in the vicinity, although they were not observed during the survey: Pacific sardine (*Sardinops sagax*), Pacific mackerel (*Scomber japonicus*), jack mackerel (*Trachurus symmetricus*), California scorpionfish (*Scorpaena gutatta*), and English sole (*Parophreys vetulus*).

Hard surfaces within the subtidal zone include dock pilings, riprap, and seawall; and barnacles and oysters were observed around these hard surfaces. Biological resources unique to riprap include the shore crab species.

At the time of the Biological Assessment, algal growth was minimal. Approximately 50% of the marina floor resides beneath overlying docks or moored vessels, and thus receives very little sunlight to support algal growth. As a result of this shading, almost no vegetation was observed outside of the confines of the dock channels or the shallow subtidal areas on the eastern and western edges of the marina basin. Red algae (*Gracilaria sp.*) were observed along the mud bottom in sparse quantities, and brown filamentous algae were observed growing in shallower water, generally near the riprap embankment. Eelgrass occurred exclusively in well-lit open waters down to a maximum depth of 15 feet.

**Table 4.2-1.** Subtidal Species Detected during the Marine Resources Assessment

Surface	Species	Detection
Mud Bottom	Bay shrimp ( <i>Callinassa californiensis</i> )	Indicator holes
	Burrowing clam ( <i>Marcoma sp., or Solen rosaceus</i> )	Indicator holes
	Sea slug ( <i>Navanax inermis</i> )	Observed
	Tunicate ( <i>Styela plicata</i> )	Observed
	Round stingray ( <i>Urobatis halleri</i> )	Observed
	California halibut ( <i>Paralichthys californicus</i> )	Observed
	Calico bass ( <i>Paralabax clathratus</i> )	Observed
	Barred sand bass ( <i>Parablax nebulifer</i> )	Observed
	Northern Anchovy ( <i>Engraulis mordax</i> )	Observed
	Thornback stingray ( <i>Latyrhinoidis triseriata</i> )	Observed
	Red algae ( <i>Gracilara sp.</i> )	Observed
	Tube anemone ( <i>Pachycerianthus fimbriatus</i> )	Observed
	Blue mussel ( <i>Mytilus edulis</i> )	Observed
	Filamentous brown algae	Observed
Kellets whelk ( <i>Kelletia kelletii</i> )	Observed	
Rip Rap and Concrete Seawall	Shore crab ( <i>Pachygrapsis crassipes</i> )	Observed
	Barnacle ( <i>Balanus species</i> )	Observed
	Oyster ( <i>Crassostrea gigas</i> )	Observed
	Opaleye perch ( <i>Girella nigricans</i> )	Observed
Docks and Dock Pilings	Tunicate ( <i>Styela plicata</i> )	Observed
	Oyster ( <i>Crassostrea gigas</i> )	Observed
	Blue mussel ( <i>Mytilus edulis</i> )	Observed
	Bryozoan ( <i>Zoobotryon verticillatum</i> )	Observed
	Barnacle ( <i>Balanus species</i> )	Observed
	Sponges (unidentified species)	Observed
	Sea slug ( <i>Navanax inermis</i> )	Observed
	Stalked barnacle ( <i>Pollicipes polymerus</i> )	Observed
Giant kelpfish ( <i>Heterostichus rostratus</i> )	Observed	

Source: Weston Solutions, Inc. 2006 (Appendix C of this Draft EIR)

## Eelgrass

Eelgrass is a marine plant that provides predation refuge and serves as an important food source for many diverse fish species. Eelgrass beds reduce wave and current action, which improves water quality by trapping suspended particulates, reducing erosion by stabilizing sediment; the beds also generate oxygen for the marine environment during daylight hours. Although eelgrass is not a threatened or endangered species, it is considered essential fish habitat (EFH) under the Magnuson-Stevens Act, the federal legislation that protects waters and substrates necessary for fish spawning, breeding, feeding, or growth to maturity (see “Regulatory Environment,” below).

Within the subtidal zone in the area surveyed (Figure 4.2-1), 30 eelgrass beds were identified (Figure 4.2-2). These beds occur as isolated patches within the nearshore waters north of the eastern end of the Project site, and were observed in relatively shallow and well lit areas with little or no shading from overlying docks or boats. Approximately 42,759 square feet (0.98 acre) of eelgrass vegetation was observed, which represents less than 4% of the subtidal area surveyed. The beds range in size from 38 (.0009 acre) to 26,016 square feet (0.59 acre), the largest being an eelgrass mitigation area between the Reuben E. Lee and the seawall east of the marina slips. This large eelgrass bed was created in 1989 as mitigation for impacts on eelgrass resulting from the creation of the Sunroad Resort Marina.

The eelgrass shoots within the survey area are small and of moderate-to-sparse density, with the exception of the large bed within the eelgrass mitigation area. The individual blades of grass generally ranged from 1.5 to 2.5 feet in length. Most of the observed eelgrass was covered in a light film of diatoms, algae, and/or organisms.

## Filled Tidelands

The tidelands and upland areas along the eastern Harbor Island peninsula contain 94 species of plants. Of these, 86 species are nonnatives that were intentionally planted for landscape/erosion control purposes or opportunistically colonized the area. In general, vegetation in the Project vicinity is almost entirely ornamental landscape plant species. Even though a few native species do occur on the Project site, they are periodically removed by landscape maintenance crews.

Five individual plants of the native species marsh sea blight (*Suaeda esteroa*) were observed growing within the Project site along with three dead specimens. Marsh sea blight is an estuarine species that is listed as uncommon, but has not been federally listed as threatened or endangered. It is, however, on the California Native Plant Society List 4—a watch list for plants having limited distribution. This plant typically grows on the periphery of salt marshes, and its range is generally in decline because of high recreational use or coastal development.



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Source: Weston Solutions, Inc.

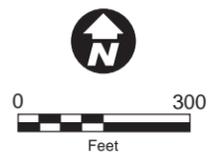


Figure 4.2-1  
Eelgrass Survey Areas



Source: Weston Solutions

Figure 4.2-2  
Eelgrass Density

Another native species found on the Project site was mulefat (*Baccharis salicifolia*). Mulefat is a native riparian species that is not threatened. This species was observed growing as a weed in an ornamental planter, and the plants were not large enough to represent a viable population.

No federally or state-listed terrestrial plant species are found on the Project site, and most of the plants on the eastern Harbor Island peninsula are species that provide little in the way of foraging habitat for local birds or other fauna. However, there are several federally or state-listed threatened or endangered avian species with potential to use the Project site: California brown pelican (*Pelecanus occidentalis californicus*), California least tern (*Sternula antillarum browni*), and the western snowy plover (*Charadrius alexandrinus nivosus*). California brown pelican and California least tern may forage for fish in the adjacent waters, and the western snowy plover may forage for invertebrates within the mudflats during low tide. However, the site does not support breeding habitat for any of these species. The California brown pelican's closest breeding population is on the Los Coronados Islands, off the coast of Tijuana, Mexico. In Southern California, this species nests on the ground on rocky slopes, in canyons, or on ridges, none of which occur on the Project site. The California least tern breeds in San Diego Bay; however, this species usually scrapes their nests in sand or dirt above the high water level along sandy beaches. No sandy beaches are located within the Project site. The western snowy plover also nests on beaches, dunes, and salt flats, habitat types not found within the Project site.

Black skimmers (*Rynchops niger*) are considered a California Species of Special Concern by the California Department of Fish and Game (CDFG) and may frequent Harbor Island for foraging in the adjacent waters; however, the Project site does not provide suitable breeding conditions for this species. The closest breeding colony occurs at the salt works in the southern portion of San Diego Bay where this species scrapes a nest on bare ground or on dead vegetation.

A variety of native birds protected by the Migratory Bird Treaty Act (MBTA) are tolerant of development and may forage and breed within the current vegetation or structures located on the Project site.

Marina guests reported an osprey (*Pandion haliaetus*) nesting in one of the eucalyptus trees overlooking the Reuben E. Lee. However, Weston biologists did not observe this bird during several site visits.

## 4.2.2.2 Regulatory Environment

### Federal

#### Coastal Zone Management Act of 1972

The U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zone by passing the Coastal Zone Management Act (CZMA) in 1972. The CZMA, administered by the National Oceanic and

Atmospheric Administration's (NOAA's) Office of Ocean and Coastal Resource Management (OCRM), provides for management of the nation's coastal resources and balances economic development with environmental conservation.

The CZMA outlines two national programs. The National Coastal Zone Management Program includes 34 coastal programs that aim to balance competing land and water issues in the coastal zone. The National Estuarine Research Reserve System creates field laboratories that provide a greater understanding of estuaries and how humans impact them. The overall program objectives of CZMA are to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone."

### **Endangered Species Act of 1973**

The Endangered Species Act (ESA) protects plants and wildlife that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and NMFS. Section 9 of the ESA prohibits the taking of endangered wildlife, where taking is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct." For plants, this statute governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land; and removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law.

Under Section 7 of the ESA, agencies are required to consult with USFWS or NMFS as applicable if their actions, including permit approvals or funding, could adversely affect an endangered species (including plants) or its critical habitat. Through consultation and the issuance of a Biological Opinion, USFWS or NMFS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity provided the action will not jeopardize the continued existence of the species. In cases where the federal agency determines its action may affect, but would be unlikely to adversely affect, a federally listed species, the agency informally consults with USFWS and/or NMFS. This informal consultation typically involves incorporating measures intended to ensure effects would not be adverse; and concurrence from the USFWS and/or NMFS, as well as concurrence from CDFG for any state-listed species, concludes the informal process. Without such concurrence, the federal agency formally consults to ensure full compliance with the ESA.

### **Magnuson-Stevens Fishery Management Conservation Act of 1976**

The Magnuson-Stevens Fishery Management Conservation Act of 1976 was established to promote domestic and commercial fishing under sound conservation and management principles. The NMFS, as a branch of NOAA, implements the Act via eight Regional Fisheries Management Councils (RFMCs). The RFMCs in turn prepare and implement fishery management plans

(FMPs) in accordance with local conditions. The RFMC responsible for the Pacific Region, in which the Project site is located, has FMPs for five fisheries: Pacific Halibut, Salmon, Pacific Groundfish, Coastal Pelagic Species, and Highly Migratory Species. These FMPs establish Essential Fish Habitat (EFH) for the species they manage and require consultation with NMFS for actions that may adversely affect EFH.

## **Marine Mammal Protection Act of 1972**

The Marine Mammal Protection Act of 1972 (MMPA) prohibits, with certain exceptions, the take of marine mammals in U.S. waters and by U.S. citizens on the high seas, and the importation of marine mammals and marine mammal products into the United States. Congress passed the MMPA based on the following findings and policies: (1) some marine mammal species or stocks may be in danger of extinction or depletion as a result of human activities, (2) these species or stocks must not be permitted to fall below their optimum sustainable population level (depleted), (3) measures should be taken to replenish these species or stocks, (4) there is inadequate knowledge of the ecology and population dynamics, and (5) marine mammals have proven to be resources of great international significance.

The MMPA was amended substantially in 1994 to provide for: (1) certain exceptions to the take prohibitions, such as for Alaska Native subsistence, and for permits and authorizations for scientific research; (2) a program to authorize and control the taking of marine mammals incidental to commercial fishing operations; (3) preparation of stock assessments for all marine mammal stocks in waters under U.S. jurisdiction; and (4) studies of pinniped-fishery interactions. NMFS and the USFWS administer the MMPA.

## **Migratory Bird Treaty Act**

The MBTA prohibits take of nearly all native birds. Under the MBTA, “take” means only to kill; directly harm; or destroy individuals, eggs, or nests; or to otherwise cause failure of an ongoing nesting effort. Permits are available under the MBTA through USFWS, and authorization for potential take under MBTA is addressed as part of the ESA Section 7 consultation process.

## **State**

### **California Coastal Act of 1976**

The California Coastal Act of 1976 recognizes California ports, harbors, and coastline beaches as primary economic and coastal resources and as essential elements of the national maritime industry. Decisions to undertake specific development projects, where feasible, are to be based on consideration of

alternative locations and designs in order to minimize any adverse environmental impacts.

## California Endangered Species Act

The California Endangered Species Act (CESA) authorizes the California Fish and Game Commission to designate endangered, threatened, and rare species and to regulate the taking of these species (Fish and Game Code Sections 2050–2098). The CESA defines “endangered” species as those whose continued existence in California is jeopardized. State-listed “threatened” species are those not presently facing extinction, but that may become endangered in the foreseeable future.

Section 2080 of the California Fish and Game Code prohibits the taking of state-listed plants and animals. The CDFG also designates “fully protected” or “protected” species as those that may not be taken or possessed without a permit from the California Fish and Game Commission and/or the CDFG. Species designated as fully protected or protected may or may not be listed as endangered or threatened.

## California Department of Fish and Game Code

The Fish and Game Code (FGC) is regulated by the California Fish and Game Commission, as authorized by Article IV, Section 20, of the Constitution of the State of California. The Commission is responsible, under the provisions of Sections 200–221, for regulating the take of fish and game, not including the taking, processing, or use of fish, mollusks, crustaceans, kelp, or other aquatic plants for commercial purposes. However, the Commission does regulate aspects of commercial fishing, including: fish reduction; shellfish cultivation; take of herring, lobster, sea urchins, and abalone; kelp leases; lease of state water bottoms for oyster allotments; aquaculture operations; and other activities. These resource protection responsibilities involve the setting of seasons, bag and size limits, and methods and areas of take, as well as prescribing the terms and conditions under which permits or licenses may be issued or revoked by CDFG. The Commission also oversees the establishment of wildlife areas and ecological reserves and regulates their use, as well as setting policy for CDFG.

Sections 3503, 3503.5, 3505, 3800, and 3801.6 of the FGC protect all native birds, birds of prey, and all nongame birds, including their eggs and nests, that are not already listed as fully protected and that occur naturally within the state. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs.

## 4.2.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with biological resources resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in:

- 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 CDFG or USFWS;
- a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS;
- a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedance of the use of native wildlife nursery sites;
- a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## 4.2.4 Analysis of Project Impacts

### 4.2.4.1 Candidate, Sensitive, or Special Status Species

#### Construction

There is potential for birds protected by the MBTA to nest in the existing mature trees on the Project site, and in areas off site to the east and west. Some avian species protected by the MBTA nest on the existing man-made structures. Sensitive and listed species including California brown pelican, California least tern, western snowy plovers, and black skimmers have the potential to forage at or adjacent to the Project site. These species are also protected under the MBTA. Proposed removal of existing trees located on site could impede the use of bird

breeding sites. Noise from construction activities could also impede the use of bird breeding sites in existing trees located within East Harbor Island to the west and east of the Project site.

The MBTA prohibits take of nearly all native birds. Similar provisions within the FGC protect all native birds of prey and all non-game birds that occur naturally in the state. The destruction of an occupied nest or potential indirect impacts from construction noise on occupied nests that are located off site would be considered a significant impact and a violation of the MBTA and the FGC. Therefore, a significant impact would occur and mitigation would be required. Mitigation Measure MM BIO-1 would reduce the significant impact associated with MBTA- and FGC-covered bird species to a level less than significant.

Equipment for all demolition and construction would be land based, thus minimizing impacts on the intertidal and submerged tidelands. However, without proper controls, stormwater runoff from the demolition and construction areas could flow into San Diego Bay, thereby affecting local water quality and potentially resulting in an impact on plant and wildlife species. As discussed in Section 4.5, "Hydrology and Water Quality," construction of the Proposed Project would include preparation and implementation of a SWPPP as mandated under the NPDES permit and Stormwater Management and Discharge Control Ordinance. The SWPPP would identify short-term, project-specific Best Management Practices (BMPs) that would minimize pollutants and/or sediments entering runoff during the construction stage of the Proposed Project. Because the Project would be required to design and implement a SWPPP prior to any construction activities, significant short-term impacts on water quality and sensitive biological resources in the bay would not occur. Therefore, construction impacts on water quality and sensitive biological resources would be less than significant.

## Operations

No threatened or endangered species were observed within either the filled tidelands where the Project would be developed or the submerged tidelands adjacent to the Project site. The Project would involve replacement of an existing parking area with a hotel. As a result, operation of the Project would not result in a direct impact on threatened or endangered species, or in the loss of any foraging habitat for raptors.

On a permanent basis, stormwater flow from the Project into San Diego Bay could also have an adverse affect on water quality and biological resources without implementation of measures to minimize pollutants in stormwater from entering the bay. Following construction, BMPs would be implemented consistent with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements in accordance with the Port's Stormwater Management and Discharge Control Ordinance, as discussed in Section 4.5, "Hydrology and Water Quality." Implementation of construction and post-construction stormwater controls that adhere to the SUSMP would avoid significant water quality-related

impacts and therefore avoid long-term impacts on sensitive biological resources in the bay.

#### **4.2.4.2 Riparian Habitat or other Sensitive Natural Community**

No federally protected wetlands or other riparian areas, as defined under Section 404 of the Clean Water Act or Section 1600 of the CDFG code, are located on the Project site. East Harbor Island is a fully developed, man-made peninsula created with fill materials that is almost completely paved for parking and commercial recreational uses. Therefore, implementation of the Project would not result in direct impacts on riparian habitat.

There are several beds of eelgrass of various sizes within the Harbor Island East Basin (see Figure 4.2-1). Eelgrass beds, an essential fish habitat under the Magnuson-Stevens Act, require substantial amounts of sunlight for growth and survival. Increased shading and shadow effects from the Proposed Project could inhibit the growth of the eelgrass in the vicinity if beds were substantially shaded for extended periods of time.

The Harbor Island East Basin contains approximately 42,759 square feet (0.98 acre) of eelgrass vegetation; with one large, 26,016 square feet (0.59 acre) area northwest of the Reuben E. Lee, and several smaller, patchy areas around the marina slips (see Figure 4.2-2). The large patch of eelgrass near the Reuben E. Lee would not be subject to any shading as a result of the Proposed Project.

To assess the Project's shading impacts, the eelgrass beds within the Harbor Island East Basin were mapped, and potential shadowing from the proposed structures was simulated during morning, noon, mid-afternoon, and evening hours in order to reflect the sun's seasonal dynamics, as shown on Figures 4.2-3 and 4.2-4. Based on the shading simulation results, shadows from the proposed hotel would extend over three small patches of eelgrass measuring approximately 364 square feet, 480 square feet, and 740 square feet; for a total coverage of 1,584 square feet (.04 acre). These shadow impacts are illustrated in Figure 4.2-4. These eelgrass beds are situated between the shoreline and the dock connecting piers J and K, and would experience shading during the last three hours of daylight (around 3 p.m. or later) in the fall and winter (November, December, and January). During the other months of the year shade from the proposed structures will not reach the eelgrass beds in the Harbor Island East Basin.

The decrease in available light to the eelgrass beds in November through January would only occur in the late afternoons and would therefore not be expected to adversely impact the beds, as the area of shading is small and ample light would reach the eelgrass beds during the other daylight hours and during the other months of the year. Previous studies have demonstrated that eelgrass requires an estimated daily average of 3 to 5 hours of saturated photosynthesis. Lack of sunlight exposure during the last 2 to 3 hours of the day during 3 months of the year is not likely to adversely affect the small turfs. Furthermore, wintertime shadowing would take

place almost solely during the “dormant period” for eelgrass growth (November 1–March 1).

Scientific studies indicate that the intensity and duration of light available during the spring and summer months (the period of active growth for eelgrass) sustains the plant at other times of the year when light is less available, or that localized eelgrass has adapted to low-light situations. Moreover, studies on the mortality rates of eelgrass in response to shading show that eelgrass can survive from 60 to 100 days in reduced light conditions. Thus, a slight reduction in overall light availability during the non-growth phase for the small patches of eelgrass over the winter months would not be expected to negatively affect the viability of the eelgrass within the shadow zone. Therefore, the change in lighting/shading due to the Proposed Project would have a less-than-significant impact on eelgrass.

### **4.2.4.3 Federally Protected Wetlands**

No federally protected wetlands, as defined under Section 404 of the Clean Water Act, are located on the Project site. East Harbor Island is a fully developed, man-made peninsula created with fill materials that is almost completely paved for parking and commercial recreational uses. In addition, as discussed in Section 4.5, “Hydrology and Water Quality,” all construction activities would be land based, and both construction and operational activities would adhere to the SWPPP and SUSMP; and therefore would avoid significant water quality–related indirect impacts. Therefore, construction and operation of the Project would not impact federally protected wetlands.

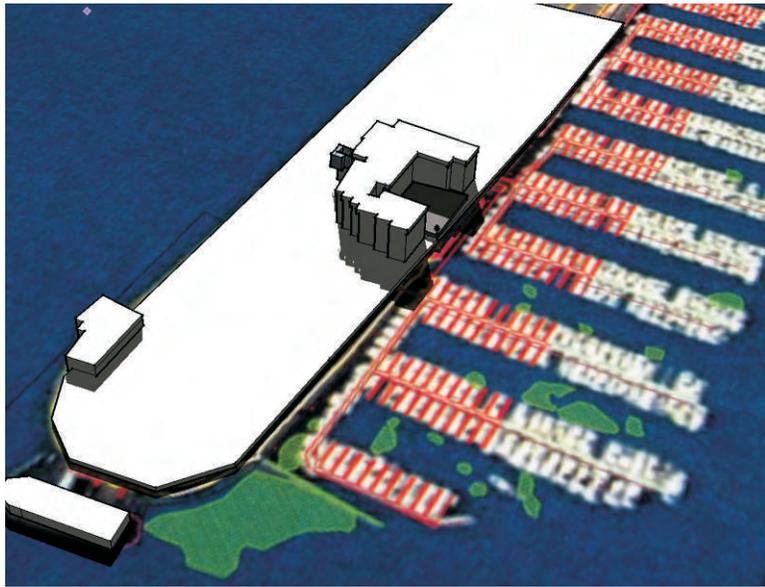
### **4.2.4.4 Movement of Fish or Wildlife Species**

#### **Construction**

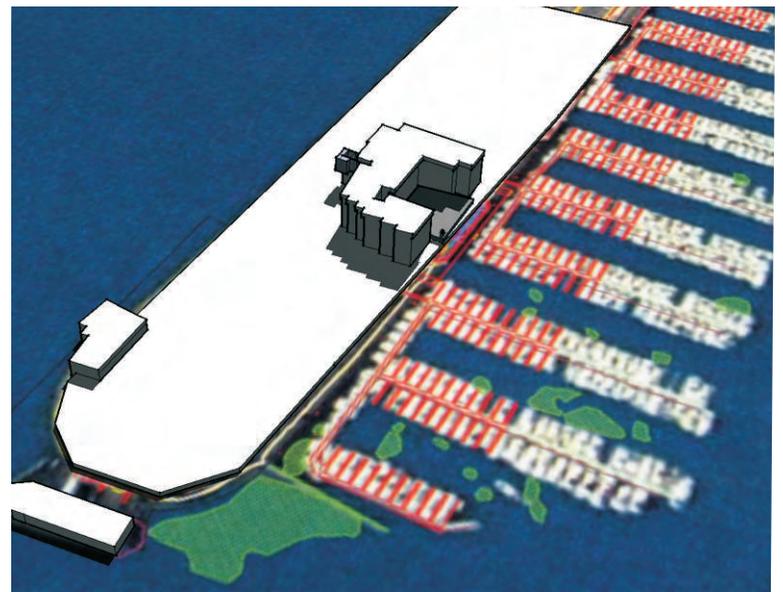
All construction activities and equipment staging would be land-based; however, construction site runoff could potentially impair water quality and potentially cause fish to temporarily migrate outside of the Project vicinity. Coastal pelagic fish species are considered to have low site fidelity, and minor disturbances during construction activities would not be biologically significant. Implementation of BMPs for surface runoff, such as the erosion control measures discussed in Section 4.5, “Hydrology and Water Quality,” would ensure that water runoff into the bay would not significantly affect the movement of fish located near the Project.

#### **Operation**

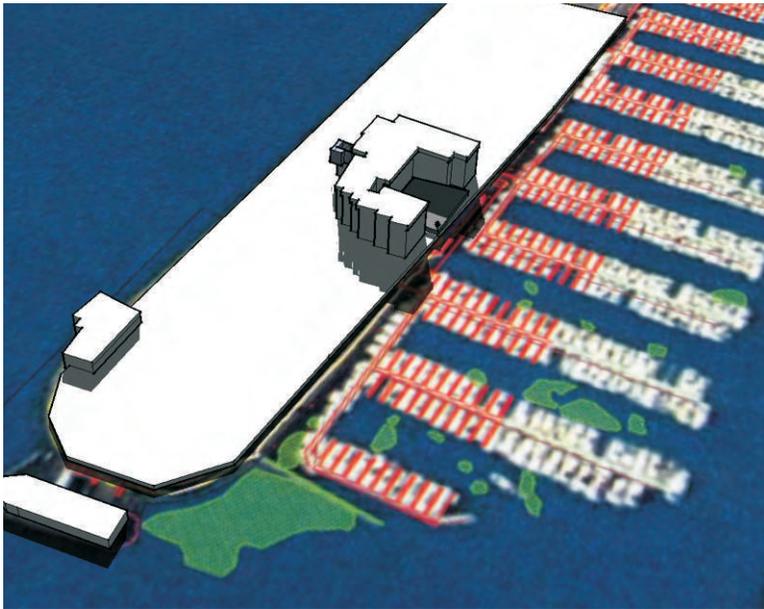
The Proposed Project would be land based and would therefore not interfere directly with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or



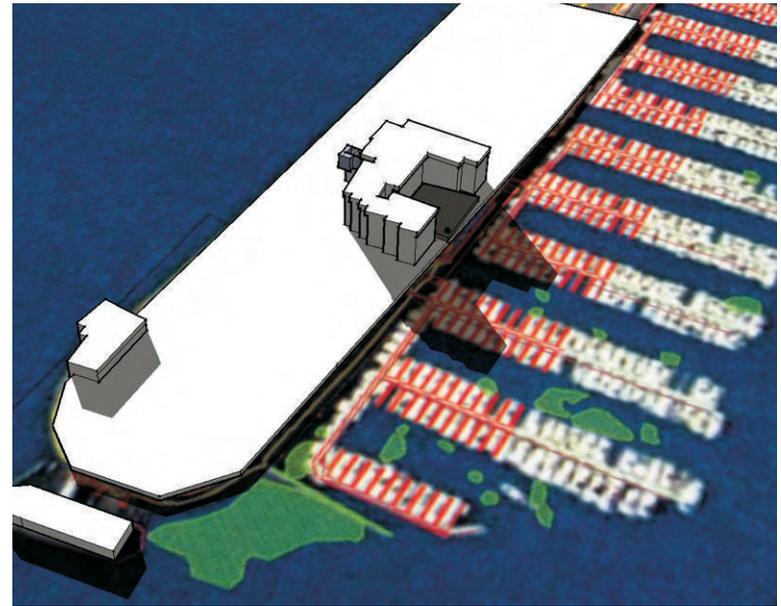
Shadows generated on 3/22 at 3 PM



Shadows generated on 6/22 at 3 PM

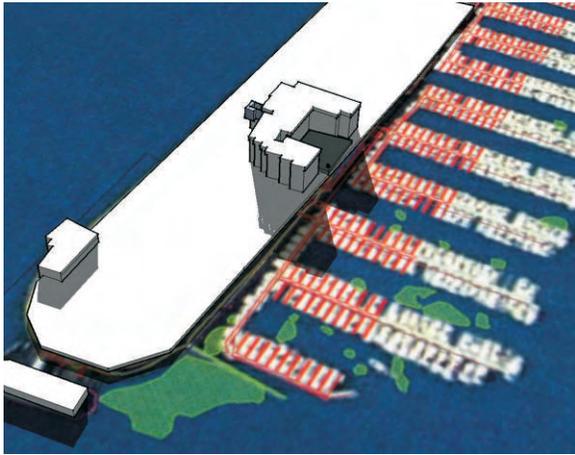


Shadows generated on 9/22 at 3 PM

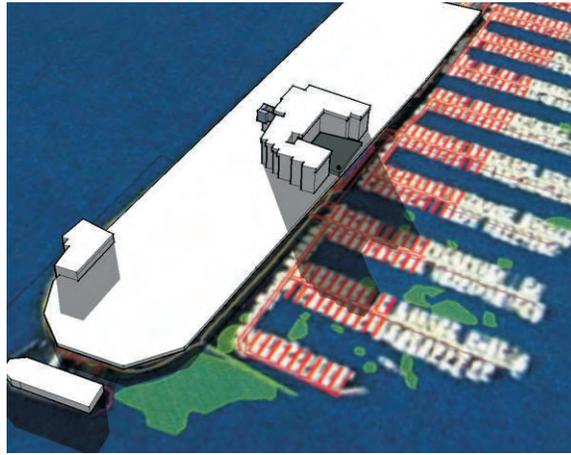


Shadows generated on 12/22 at 3 PM

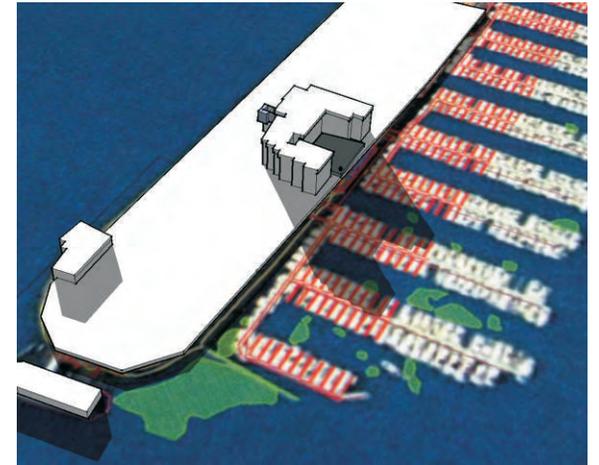
Source: ICF Jones & Stokes



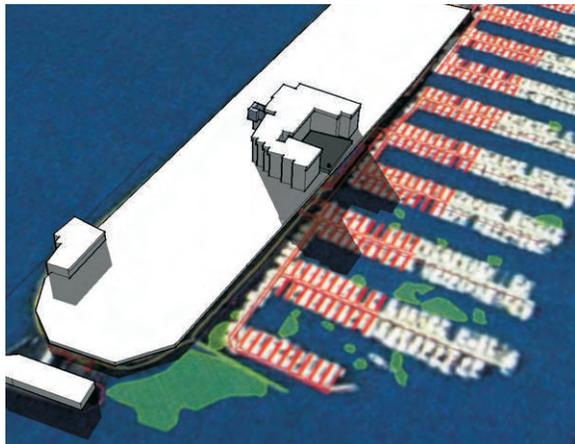
Shadows generated on 10/22 at 3:30 PM



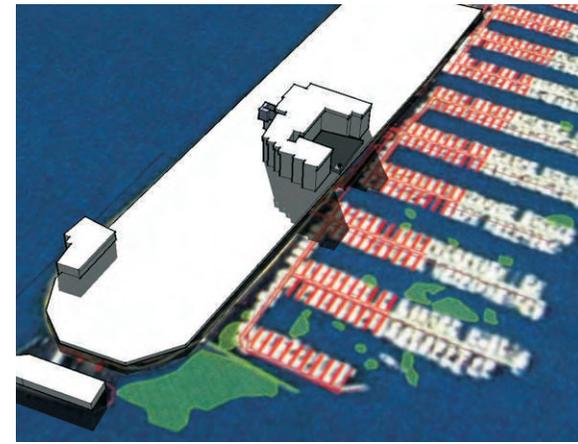
Shadows generated on 11/22 at 3:30 PM



Shadows generated on 12/22 at 3:30 PM



Shadows generated on 01/22 at 3:30 PM



Shadows generated on 02/22 at 3:30 PM

Source: ICF Jones & Stokes



an ICF International Company

impede the use of native wildlife nursery sites. Impacts would be less than significant and mitigation would not be required.

Stormwater flow from the Project site into San Diego Bay could also have an adverse affect on water quality and biological resources if stormwater is allowed to enter the bay. However, following construction, BMPs would be implemented consistent with the SUSMP, as discussed in Section 4.5, “Hydrology and Water Quality.” Implementation of post-construction stormwater controls that adhere to the SUSMP would avoid significant water quality–related impacts and therefore avoid long-term impacts on sensitive biological resources in the bay.

#### **4.2.4.5 Local Policies or Ordinances**

The Port Master Plan (PMP) provides for protection of biological resources and states that the Port District will remain sensitive to the needs of and will cooperate with other communities and other agencies in bay and tideland development, including the City of San Diego’s Multiple Species Conservation Program (MSCP) or Environmentally Sensitive Lands Ordinance. The Project site falls within the boundaries of the MSCP, but the City MSCP Subarea Plan does not identify East Harbor Island as being within the Multiple Habitat Planning Area (MHPA). In addition, no biological resources conservation is planned for East Harbor Island as a part of the PMP. The Proposed Project would be consistent with the land use goals of the PMP for development on East Harbor Island. Therefore, the Proposed Project would not conflict with local policies or ordinances protecting biological resources, and no impacts would occur.

#### **4.2.4.6 Provisions of a Habitat Conservation Plan**

See discussion under Section 4.2.4.5, “Local Policies or Ordinances.” Implementation of the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impacts would occur.

#### **4.2.4.7 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the hotel uses; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, no adverse effects on any identified candidate, sensitive, or special status species; riparian areas; wetlands; interference with the movement of any native resident

or migratory fish or wildlife species; or conflict with local conservation policies or ordinances would occur with approval of the proposed PMP Amendment.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to impact sensitive biological resources would be evaluated when applications for development are submitted to the Port District.

## 4.2.5 Significant Impacts

**BIO-1:** Removal of the mature trees during construction, as well as noise from construction activity, could impede the use of bird breeding sites on and adjacent to the Project site. The MBTA prohibits take of nearly all native birds. Under the MBTA, “take” means only to kill; directly harm; or destroy individuals, eggs, or nests; or to otherwise cause failure of an ongoing nesting effort. Similar provisions within the FGC protect all native birds of prey and all non-game birds that occur naturally in the state. The destruction of an occupied nest or potential indirect impacts from construction noise on occupied nests that are located off site would be considered a significant impact and a violation of the MBTA and the FGC. Therefore, a significant impact would occur and mitigation is required.

## 4.2.6 Mitigation Measures

### **MM BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys**

To ensure compliance with MBTA and similar provisions under the Fish and Game Code, the Project Applicant or its contractor shall implement one of the following restrictions:

1. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31).

OR

2. If construction activities are scheduled between February 1 and August 31, a qualified ornithologist (with knowledge of the species to be surveyed) shall conduct a focused nesting survey prior to the start of vegetation removal and within any potential nesting habitat (mature trees, eaves on buildings, etc).

The nesting bird survey area shall include the entire limits of disturbance plus a 300-foot buffer for non-raptors and a 500-foot buffer for ground-nesting raptors. The nesting surveys shall be conducted within 1 week prior to initiation of construction activities and shall consist of a thorough inspection of the Project site by a qualified ornithologist(s). The work shall

occur between sunrise and 12:00 p.m. when birds are most active. If no active nests are detected during these surveys, no additional mitigation is required.

If the survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or within 500 feet for raptors, a no-disturbance buffer shall be established around each nest site to avoid disturbance or destruction of the nest until after the nesting season or after a qualified ornithologist determines that the young have fledged. The size of the no-disturbance buffer shall be determined by the qualified biologist at the time of discovery. If there is a delay of more than 7 days between when the nesting bird survey is performed and vegetation removal begins, it shall be confirmed that no new nests have been established.

## 4.2.7 Significance of Impacts after Mitigation

Implementation of mitigation measure MM BIO-1 would reduce significant impacts to biological resources to below a level of significance.

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## **4.3.1 Introduction**

This section evaluates the Proposed Project's potential impacts on the existing aesthetics of the Project site and vicinity. The analysis herein is based on site surveys conducted by ICF Jones & Stokes in 2009. The analysis included review of the site's scenic qualities, identification of important public scenic areas and viewsheds in the surrounding area, and review of relevant PMP aesthetics-related policies. Private views of the Proposed Project site and impacts on those views were not considered in the analysis.

## **4.3.2 Existing Conditions**

### **4.3.2.1 Visual Setting**

The Proposed Project site is located on East Harbor Island in the northwestern portion of San Diego Bay. Figure 4.3-1 shows the existing built environment of Harbor Island. San Diego Bay is considered a major scenic resource by the Port District, City of San Diego, and other surrounding jurisdictions; all of which have views of the bay. Scenic bay views from various vantage points throughout San Diego are important to the regional tourism industry, as this multi-use water feature and its aesthetic qualities are key contributors to the City's and region's image.

Harbor Island sits within San Diego Bay's urban waterfront and contains open waterfront, marinas, and substantial commercial development. As shown in Figure 4.3-1, existing structures on Harbor Island that would be sources of light and glare are the marinas and hotels. Light sources on Harbor Island include street lighting and lighting associated with existing hotels and restaurants. Nearby light sources include SDIA, NAS North Island, downtown San Diego, rental car lots on Harbor Drive, and development at Liberty Station. The water surrounding Harbor Island and the glass surfaces on existing hotels are the main sources of glare in the area.

## Scenic Quality of the Project Site

The Project site is generally level terrain. The marina locker building located on the Project site is a low rectangular structure with a gabled roof and central turret. The Project site also contains paved surface parking lots and landscape improvements. Approximately 50-foot tall palm trees are scattered throughout the site.

The scenic quality of the Project site is similar to that of the rest of East Harbor Island, which is developed with restaurants, a marina facility, and surface parking lots.

## Scenic Quality of the Project's Viewshed

The Project's viewshed includes those areas within a 1-mile radius for which the Project site is a discernable element in the landscape. At distances greater than one mile, the mass of the Project would be considered too small to be a significant portion of the total landscape.

The Project's viewshed is widely seen by tourists and recreationists. The existing scenic quality of the Project viewshed is diverse. The viewshed ranges from tranquil, highly valued open-water views to low quality views of commercial development, including expansive parking lots and industrial and aviation-related land uses. The existing land uses on Harbor Island include hotels, marinas, restaurants, and large surface parking lots that service these facilities. In addition, parks, open space, and promenades are present in the viewshed. The Hilton Harbor Island Hotel and the Sheraton San Diego's east and west towers, both of which are in the nine- to ten-story range, are located on West Harbor Island. All of the restaurants and marina buildings on Harbor Island are 1 to 3 stories tall. Because the existing buildings do not have a common architectural theme, the area lacks a uniform setting and sense of place.

The Port District's public art program has a considerable presence on Harbor Island and is considered to be both a visual component and an important asset to the ambiance of the landscape. The public art pieces presented throughout the Port District add to the region's scenic quality and identity. A public art piece is located in a grassy area north of the T-intersection on Harbor Island Drive. This route is the portal/gateway to Harbor Island, and it emphasizes the sense of arrival on the island.



View from Spanish Landing Park Illustrating Existing Skyline View Obstruction



View of Hilton Hotel on West Harbor Island



View of Sheraton's West Tower



View of Marina Cortez



View of Sheraton's East Tower



Waterfront Promenade on East Harbor Island

## Public Parks and Promenades

Spanish Landing Park is a long narrow park on the north side of Harbor Island West Basin between Harbor Drive and the water's edge. This park is a historical landmark that features a pedestrian promenade, picnic area, sandy beach area, and a bike route. Cancer Survivors Park is adjacent to and east of Spanish Landing Park.

Harbor Island Drive Park is located on the west peninsula of Harbor Island. It offers visitors access to the waterfront and to panoramic views of the downtown skyline, Coronado Bay Bridge, Coronado, North Island, and the Point Loma peninsula.

Harbor Island contains two designated Port District promenades. The northern promenade winds through Spanish Landing and Cancer Survivors Parks then parallels Harbor Drive east past the Coast Guard Station around the Crescent and towards Broadway Pier. The southern promenade runs the 1.5 mile length on the seaward side of Harbor Island Drive from Tom Ham's Lighthouse to the Island Prime restaurant.

## Port Master Plan Vista Areas

The PMP considers the scenic quality of the land within its jurisdiction and establishes Port District policy for maintenance of important views. Within many of its district-precise plans, the Port District has identified Vista Areas, which are key viewpoints that take advantage of the scenic beauty of San Diego Bay and other visible Port District features. Vista Areas within the Port District's jurisdiction are shown on the PMP's precise plans with arrow symbols placed on the Vista Areas and pointing toward the intended viewshed. The Public Recreation portion of Section III of the PMP explains that these symbols identify "points of natural visual beauty, photo vantage points, and other panoramas. It is the intent of this [Port Master] Plan to guide the arrangement of development on those sites to preserve and enhance such vista points."

There are six Vista Areas in Planning District 2 (see Figure 3-4 or Figure 4.3-2). The Vista Area closest to the Project site is located west of the Island Prime restaurant, at the eastern terminus of the bayside public promenade, immediately southeast of the Project site. Three other Vista Areas are located along the Harbor Island promenade: one at the west end of Harbor Island, one in the public park on West Harbor Island, and one at the Harbor Island Drive T-intersection. The focal point of these four Vista Areas is oriented toward the bay, facing away from the Project site. The remaining Vista Areas in Planning District 2 are northwest of the Project site in the Spanish Landing Park. These Vista Areas offer broad panoramas of San Diego and the surrounding environment, and the Project site is not visible from these Vista Areas.

In addition to Planning District 2, several Vista Areas in Centre City Embarcadero Planning District 3 are within 1-mile of the Project site (see Figure 4.3-2). Of these, the one adjacent to the Maritime Museum of San Diego provides clear unobstructed views of East Harbor Island. Views to the Project site from the two western Vista Areas in the Crescent Zone are obstructed by the large aviation hangars at the U.S. Coast Guard Station San Diego. The view of the Project site from the Grape Street Vista Area is slightly compromised because Anchorage A-3 is in the foreground. Sailing vessels in Anchorage A-3 with their masts, spars, and rigging confuse the view towards the Project site. All other Vista Areas within the PMP are either beyond 1 mile, or have obscured views, of the Project site.

## Key Observation Points

A total of 18 locations with views of the Project site were selected as “Candidate Key Observation Points” (cKOPs), as shown on Figure 4.3-2. These cKOPs serve to document the viewing scene from many different areas around the Project site and provide a group of photos from which visual simulations could be created. After evaluating the proximity/distance, scenic quality, viewer concern levels, duration of the view, intactness, and uniqueness of the view, three cKOPs were selected for visual simulations. These three locations, referred to as Key Observation Points (KOPs) are identified on Figure 4.3-2 as KOP 1, KOP 2, and KOP 3. The KOPs were determined to be most representative of the Proposed Project’s potential effects on the viewshed.

Viewshed components are described in terms of their proximity to the KOP location. The Proposed Project’s viewshed is large because it is relatively flat and topographic influences do not obstruct views until the viewer is several miles from the area.

The still photographs presented do not capture the dynamic nature of the nautical activities on the Bay. The vessels under power or sail are in motion. Motion inherently attracts attention and distracts the viewer. Water is also a dominant visual influence on the Project site, and is a very spectral surface that reflects light at predictable angles affecting the color and luminosity of the surface. In the early morning and late evening hours, the sun’s solar incidence can be reflected at low enough angles that glare can affect receptors at the KOPs. The amount and duration of glare is widely variable based on environment variables. In most instances the glare is at a level that veils reflection. This level of glare affects the viewer’s ability to distinguish contrast and discern detail. The texture of water also varies greatly based on the influence of wind and the subsequent generation of waves. Waves create courser textures and darker colors of the water’s surface.

Other cKOPs shown in Figure 4.3-2 were considered but rejected because they either (1) provided partial views of the Project site that were obscured by visual obstructions, or (2) are too far away (over 1 mile from the site) and the proposed structure would be largely indistinguishable from the surrounding scenery. Views from NAS North Island were rejected because it is a military installation



that is not accessible to the public. Views from Spanish Landing Park were rejected because the Project site is completely obscured by the existing Sheraton Hotel. Views from the San Diego International Airport, Harbor Drive, and the Harbor Island Causeway were rejected because the site is partially obscured by intervening structures or is too distant from public vantage points near the airport. Views from Convair Lagoon to the north were not used because the area is fenced off, and at this time there are no plans to open this area to the public.

The selected KOPs are illustrated in Figure 4.3-2. KOP 1 represents a view from public vantage points including Harbor Island Drive and the adjacent public promenade. KOP 2 is from the public promenade along Harbor Drive near the Maritime Museum. KOP 3 represents views of recreational boaters and harbor excursion patrons.

## KOP 1

KOP 1 is located on the East Harbor Island waterfront promenade 0.2 miles (1,000 feet) west-southwest of the Project site (see Figure 4.3-2). It is just east of one of the three pocket parking areas located along the eastbound lanes of Harbor Island Drive. The view from KOP 1 is panoramic and extends over 180° to the south (right) and west encompassing the San Diego skyline, the San Diego-Coronado Bay Bridge, Coronado, and the Point Loma Peninsula. Figure 4.3-3 shows the view from KOP 1 oriented toward the Project site. This view's immediate viewshed is dominated by the travel lanes of Harbor Island Drive. The waterfront promenade and adjacent breakwater rip-rap and turf strip are on the right side of this view. A number of tall vertical elements occur outside of the immediate viewshed and include street and parking lot lights, mature fan palms, and the masts of sail boats in the Sunroad Resort Marina. The white shade structures along the north side of Harbor Island Drive are a contrasting element in the viewshed. Beyond the shade structures is the roof of the marina building. In the right viewshed is the Island Prime restaurant building cantilevered over the breakwater. Most of the background in the central and northern (left) portion of the view is also obstructed. Fleeting glimpses of the taller buildings in San Diego's Uptown area are visible between the masts and trees in the foreground. In the southern portion of the frame in the background is the waterfront. The red and black hull of the Star of India at the Maritime Museum is visible. Beyond the waterfront are the high-rise buildings of the northern portion of the San Diego skyline.

## KOP 2

KOP 2 is located between Anthony's Restaurant and the Star of the India along the promenade near North Harbor Drive and West Ash Street (see Figure 4.3-2). This vantage point is exactly 1 mile from the eastern side of the Proposed Project site, and the view is oriented west-southwest toward the site. Figure 4.3-3 provides a photograph taken from KOP 2 with the proposed hotel location in the center of the frame. The San Diego Maritime Museum, cruise ship terminal, harbor excursions, and waterfront restaurants draw a large volume of visitors to

this area, which makes it one of the most intensively used recreation areas along the waterfront. The landscape views along the bayfront promenade between Grape and Ash Streets are typically panoramic. The viewshed of KOP 2 is more constrained by the semi-permanently moored Star of India and the Anthony's Restaurant building to the south, which extends 125 feet out into the bay. These conditions create a more enclosed viewshed.

The viewshed of KOP 2 is dominated by the open water and the vessels moored at the outer end of the Maritime Museum's pier. The moored vessels in Anchorage A-3 are visible in the right (north) viewshed. The eastern tip of Harbor Island, the Reuben E. Lee and Island Prime restaurants, and moored vessels in the Sunroad Resort Marina are visible in the very back of the viewshed. The existing marina building located adjacent to the Project site is obscured from view by the mature trees and landscaping of East Harbor Island. The three existing hotels on West Harbor Island are the most distinguishable features in the near background. More distant in the background is the Point Loma peninsula. The three existing hotels on Harbor Island are substantially taller than the proposed hotel.

### **KOP 3**

KOP 3 is a water-oriented vantage point located on the bay's main ship channel approximately 0.6 mile southwest of the Project site (see Figure 4.3-2). Views from this KOP are experienced by recreational boaters and harbor excursion patrons. Figure 4.3-4 shows a small portion of the larger view from KOP 3 centered on the Project site. Due to its inherent flatness and lack of visual obstructions, this viewshed is highly panoramic with multiple focal points in every direction. Most of the viewshed of KOP 3 is composed of the open waters of San Diego Bay. This photograph was taken on a weekday in early spring; however, on a sunny summer weekend the viewshed of this view could be very different considering the bay would be more crowded with boats. Due to the close proximity of marinas this area is often crowded with pleasure craft. The shade structures located in the parking lot of the marina are also visible from this KOP. The Island Prime restaurant is visible on the southeast end of Harbor Island. The silhouette of San Diego's Uptown district is in the background.

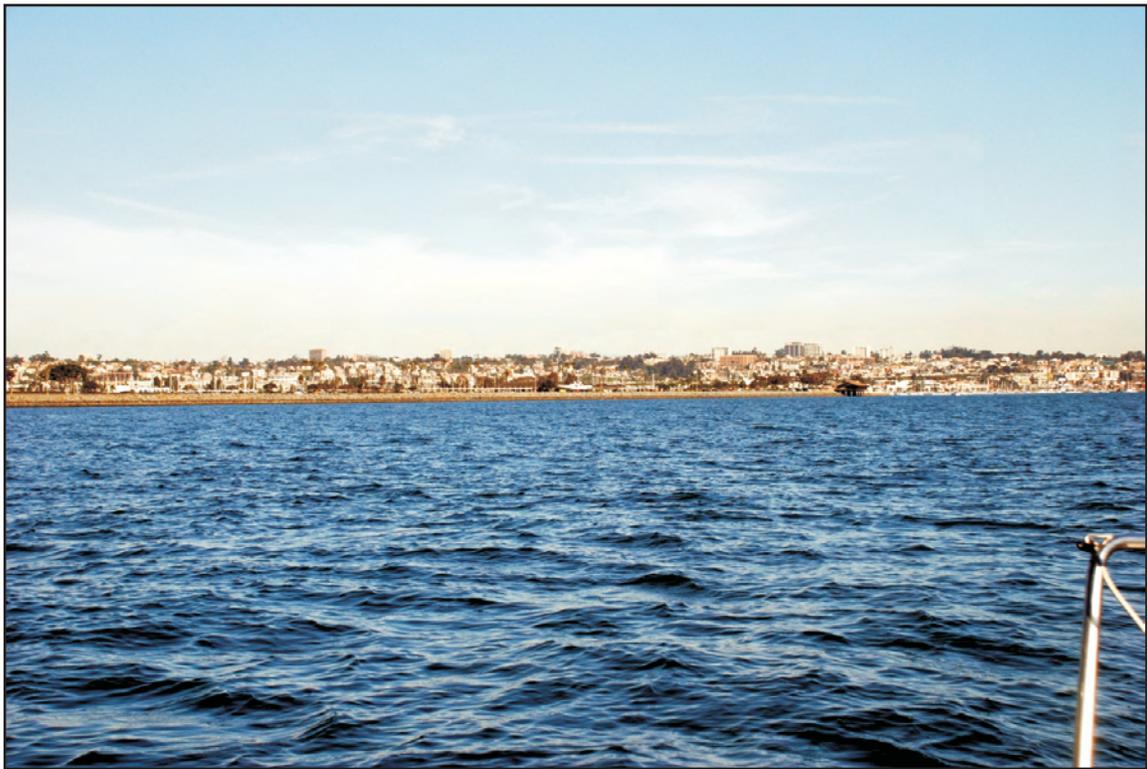


KOP 1 - Existing Visual Conditions from Harbor Island Promenade towards the Project Site, View Direction East-Northeast



KOP 2 - Existing Visual Conditions from Crescent Zone Promenade towards the Project Site, View Direction West

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KOP 3 - Existing Visual Conditions from Main Ship Channel towards the Project Site, View Direction Northeast

## 4.3.2.2 Regulatory Environment

### Port Master Plan

#### Goals

Section II of the PMP sets forth planning goals and related policies for development and operation of land within the Port District's jurisdiction. The goals and related policies pertinent to the aesthetic resources of the Proposed Project are presented below.

**Goal VIII** The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.

- Each activity, development, and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of that activity.
- Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.

#### Precise Plan

Section IV of the PMP provides specific guidance for land development within 10 geographic planning districts. These 10 Precise Plans include a map for each district, a table showing the acreages of various uses within the district, and a list of projects planned within the district. The PMP Precise Plans also identify Vista Areas within each planning district that indicate points of natural visual beauty, photo vantages, and other panoramas to be preserved and enhanced by the arrangement of development. As identified above, a Vista Area (as shown on Figure 3-4 and Figure 4.3-2) is located at the eastern end of the bayside promenade, southeast of the Project site. This Vista Area is focused south toward San Diego Bay. There is another Vista Area located at the T-intersection between East Harbor Island and West Harbor Island, where Harbor Island Drive becomes an east-west roadway; this Vista Area is also focused south toward the bay. There are two similar Vista Areas on West Harbor Island and two on the mainland across the basin from West Harbor Island. There are no Vista Areas on the mainland across the channel from the Project site.

#### State Scenic Highway

The Project site is faintly visible from the San Diego-Coronado Bay Bridge which is a California State-designated Scenic Highway (Caltrans 2007). The Project site is located approximately 2 miles north of the bridge; thus, the

proposed hotel would not be considered a substantial portion of the total landscape.

### 4.3.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with aesthetics resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- have a substantial adverse effect on a scenic vista, including but not limited to the Vista Areas designated by the Port District in the PMP;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Considering the Port District does not maintain significance criteria for glare impacts, the following criterion, which is based on City of San Diego glare regulations (Municipal Code §142.0730), was used to determine if the Project would be a substantial new source of glare:

- a maximum of 50% of the exterior of a building may be comprised of reflective material that has a light reflectivity factor greater than 30%.

### 4.3.4 Analysis of Project Impacts

#### 4.3.4.1 Effect on a Scenic Vista

#### Impacts on PMP Harbor Island Scenic Vistas and Scenic Highways

There are six designated Precise Plan Vista Areas within Planning District 2, only four of which are located on the Harbor Island peninsula (see Figure 3-4). These four are dispersed along the bayside promenade that spans the southern portion of Harbor Island Drive. One of these Vista Areas is located south of the Project site, at the eastern terminus of the bayside promenade. Views of open water form a principal component of Port District scenic vistas. Open water views available from the Vista Areas south and southwest of the Project site consist of San Diego Bay. Views of open water available from Vista Areas and other public vantages would be unaffected by the Proposed Project.

Views to the east, west, and south from the Vista Area located south of the Project site would be unaffected by the Proposed Project. The view of open water represents a substantial component in determining the scenic quality of a vista area. Although the Project site is visible within the panoramic views from this Vista Area, the PMP indicates that views identified by this Vista Area are orientated south, east, and west, across the water, and not toward Harbor Island itself. Construction of the four-story hotel would not obstruct scenic views from this Vista Area. Therefore, the Project would not result in a significant adverse impact to this Vista Area.

The other three Precise Plan Vista Areas on Harbor Island shown in Figure 3-4 are also focused across the open bay to the west, south, and east. Panoramic views from these vistas would include the Project site as part of views to the east across the open bay towards downtown. Figure 4.3-1 shows representative views from Spanish Landing Park across the bay to the west. Construction of the four-story hotel would not obstruct scenic views from these Vista Areas. Therefore, the Project would not result in a significant adverse impact to these Vista Areas.

There are additional Vista Areas within the 0.5–1.0 mile radius of the Project site that have views of the area along the Embarcadero (north), specifically in the immediate vicinity of the San Diego Maritime Museum. Views of the Project site from Coronado are either public views at a distance of more than 1 mile or, if less than 1 mile are private views or views from NAS North Island, which is inaccessible to the public. KOP 2 from Figure 4.3-3 is representative of the vistas in the general proximity of the Maritime Museum. The analysis of KOP 2 covers any impacts on views from Vista Areas in this general area.

The Project site is faintly visible from the San Diego–Coronado Bay Bridge, which is a California State-designated Scenic Highway; however, considering the Project is located approximately two miles north of the bridge, the Proposed Project would not be considered a substantial portion of the total landscape. Therefore, the impact of the Project on views from the San Diego–Coronado Bay Bridge would be less than significant.

## Impacts from KOPs

Three KOPs were selected as representative views of the Project site from the west (KOP 1), east (KOP 2), and southwest (KOP 3). The final design, architectural treatments, color palettes, and landscape plans for the Proposed Project were not available at the time of this visual analysis. Therefore, the primary quantitative tools used in this analysis were *massing simulations*. Massing simulations are created in a three-dimensionally correct computer-aided design (CAD) environment. A site plan is spatially referenced; and vantage points, control point, and survey monuments are incorporated into the simulation using sub-meter differentially corrected Global Positioning Systems (GPS's). A Digital Terrain Model (DTM) is then created from these elements and from topographic contour data and aerial photography. The resulting computer model is a planimetrically correct representation of the digitized features at real world scale. The model can

be a view from any observation point; and the building mass, height, and perspective can be represented on the landscape.

The massing simulations used the footprint of the hotel on the site plan and extruded the envelope to 75 feet. This approach shows the maximum building envelope and amount of view disruption that could occur.

The final exterior treatments and architectural details would add visual interest to the hotel design. The hotel also would include landscaping utilizing mature specimens that would soften the mass of the building. These features would be incorporated into the design of the Project and would avoid or substantially reduce any potentially significant impact that might otherwise occur.

## KOP 1

KOP 1 is located on the Harbor Island Drive promenade and is representative of the Vista Points in the area. The visual character and quality of the view from KOP 1 would not be substantially altered (Figure 4.3-5) by the Proposed Project. The proposed hotel would constitute a new structure in the viewshed from KOP 1.

The views of the open water of San Diego Bay would remain unchanged in this viewshed. The background view of the San Diego downtown skyline would remain essentially unchanged. The hotel would create a new focal point in the center of this viewshed where none currently exists.

The Proposed Project's relatively small footprint and mid-rise height of a maximum of 75 feet would be in scale with other current development on Harbor Island. A structure of this size on this site would not dominate the viewshed nor would it draw attention to itself or away from the rest of the Vista Area view that continues south (right) for over 180°. The bulk and scale depicted on the massing simulation presented on Figure 4.3-5 may seem substantial; however, features, such as exterior treatments and landscaping, would be incorporated into the design of the Project and would avoid or substantially reduce any potentially significant impact that might otherwise occur. The hotel would not block substantial views of the downtown skyline nor would it block a view corridor to a scenic resource.

The Lindbergh Field/Harbor Island Precise Plan calls for a 500-room hotel on East Harbor Island. The Project proposes fewer than half that number of rooms. The Project's mass, scale, and presumed height would therefore be considerably less than the 500-room hotel envisioned in the PMP. The Proposed Project's impacts on KOP 1 and East Harbor Island Vista Areas would be less than significant.



KOP 1 - Existing Visual Conditions



KOP 1 - Massing Simulation

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## KOP 2

KOP 2 is located along the Crescent promenade in the North Embarcadero area near the San Diego Maritime Museum. The Proposed Project is exactly 1 mile west of KOP 2 and consequently is not a large component of this viewshed. Figure 4.3-6 shows the existing viewshed conditions and a worst-case illustration of the proposed hotel from the massing simulation. The majority of this viewshed would remain unaffected by the Proposed Project. The expansive high value views of the open waters of San Diego Bay would remain intact. The tree-covered eastern tip of Harbor Island, the Island Prime restaurant, and the Reuben E. Lee would still be clearly visible in the viewshed. Behind these landscape features, less than half the proposed hotel's upper floors would be visible above the canopy of the tree line. From KOP 2, the view towards much of the south wing of the Sheraton's east tower would be blocked by the proposed hotel. The upper floors of the Sheraton's east tower would be visible above the 75-foot representation of the proposed hotel in the massing simulation (Figure 4.3-6). The proposed hotel would be entirely contained within the silhouette of the Sheraton's east tower and from this KOP would not obstruct or interrupt the distant outline of the Point Loma peninsula along the horizon; therefore, it would not create a view-corridor obstruction.

This view captures the entire length and landscape character of Harbor Island. The Sheraton and Hilton hotels are located in the background of the viewshed. The low rise marinas are obscured from view. The proposed hotel would add a new structure to the viewshed of KOP 2. The mass and height of the proposed hotel would be smaller than other existing hotel structures on Harbor Island. Figure 4.3-6 shows the conceptual view looking east towards the proposed hotel, the side of the hotel that would be visible from KOP 2. From a 1 mile distance the scale of the proposed hotel would be consistent with its surroundings and make it less contrasting than that represented by the modeling simulation. The Proposed Project's impacts on KOP 2 would be less than significant.

## KOP 3

KOP 3 is a water-oriented vantage point southwest of the Project site in the main ship channel of San Diego Bay. The views from this water-oriented KOP are truly panoramic, with scenic 360° views. Figure 4.3-7 shows the existing visual conditions and a massing simulation of the Proposed Project from KOP 3. Most of this viewshed would remain intact, the high-value views of the open waters of San Diego Bay would remain unchanged, and the strong horizontal line of the breakwater would be unaltered. The Proposed Project would introduce a new structure to the viewshed. The mass of the building would block a small portion of the background, but would not extend above or interrupt the silhouette of the horizon.

Figure 4.3-7 shows the conceptual view of the Project site from the south. This is the view that would be visible on the hotel's exterior parallel to Harbor Island Drive. The massing simulation lacks texture and therefore contrasts strongly with the built environment's backdrop. However, the hotel exterior would have texture and a variety of colors and shadows that would reduce the contrast and help the structure blend into the background. The conceptual view from the south also shows 30-foot-tall palm trees and extensive lower landscaping that would soften the building's appearance and break up the horizontal lines. There would also be vertical articulation along the building's roofline.

The proposed hotel would not be out of scale with structures on West Harbor Island. The Sheraton's east tower, which is taller than the proposed hotel, is just out of the left edge of this view frame (Figure 4.3-7). The hotel could become a focal point of this view, which is currently scenic but rather featureless. The hotel would not obstruct any important view corridors nor would it be inconsistent with the surrounding development. In addition, there are no PMP Vista Areas in the vicinity of this vantage point. Therefore, the Proposed Project impacts on KOP 3 would be less than significant.

#### **4.3.4.2 Damage Scenic Resources**

The Project site would be located in an area that is almost completely built up with commercial development including hotels, marinas, and parking lots. The Project site is almost entirely covered by asphalt surface parking with scattered vegetation and a group of mature trees, none of which represent a substantial scenic resource. The existing marina locker building on the site is not a historic resource and has no particular scenic value. No public art projects are located on the Project site. Because no scenic resources or historic buildings exist on the Project site, the Proposed Project would not significantly damage onsite scenic resources. Therefore, no impacts on scenic resources would occur.

#### **4.3.4.3 Degrade Visual Character or Quality**

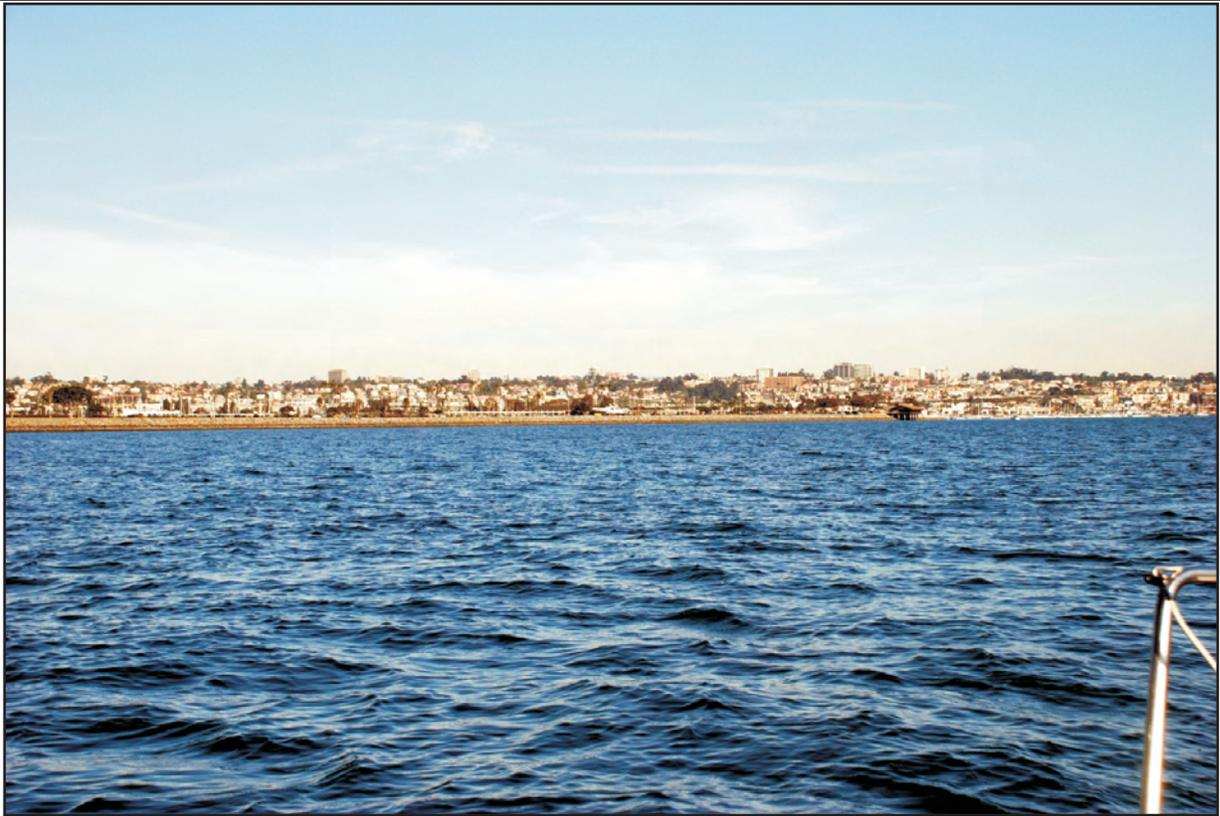
Changes to the visual character and quality of the Project site would consist of removing and replacing a surface parking lot and a marina locker building with a hotel, promenade, and landscaping. The Proposed Project would also realign the traffic circle and roadway, which would not substantially alter the existing visual quality of the area. The proposed change in visual character and the quality of the Project site would not be adverse because the hotel structure would replace existing surface parking areas. Existing surface parking lots and non-cohesive landscaping schemes would be replaced with an area-wide development featuring buildings and landscaping that would be designed with a hotel and associated landscaping that is intended to establish a cohesive visual scheme for the Project site. The proposed promenade extension would provide a beneficial change to visual character by providing a landscaped walkway along the basin side of the hotel. In addition, the open water views from the existing promenade would be unaffected by the Project and would remain unchanged. As a result, the Project



KOP 2 - Existing Visual Conditions



KOP 2 - Massing Simulation



KOP 3 - Existing Visual Conditions



KOP 3 - Massing Simulation

would result in a less-than-significant impact on the visual character and quality of the Project site.

The Project site would be developed with a hotel structure, promenade, and landscaping that would be generally compatible with existing surrounding development on Harbor Island. The Hilton Hotel and the Sheraton's east and west towers, both of which are in the nine- to ten-story range, are located on West Harbor Island. These hotels are approximately twice the height of the Proposed Project. The Proposed Project's footprint is comparable in size to that of Sheraton's west tower. The Sheraton's west tower is larger than the Project hotel footprint, while the Hilton's footprint is smaller. Therefore, the impacts on the visual character and quality of the surrounding areas would be less than significant.

#### **4.3.4.4 Create Light or Glare**

The proposed hotel would be limited to four stories and would include 175 rooms, a smaller scale hotel than the existing nine- and ten-story hotels on West Harbor Island. Nearby light sources include SDIA, NAS North Island, downtown San Diego, rental car lots off of Harbor Drive, and development at Liberty Station (former Naval Training Center). The most prominent source of nearby light is emitted from the rental car lots located in the industrial business park north of the Project site, across the Harbor Island East Basin. Light effects of the Proposed Project would change from existing conditions. The Project would implement new lighting on the site for security and aesthetic purposes on the side of the proposed building and in the public areas of the site. Lighting proposed for the parking areas would consist of low pressure sodium lamps mounted on 25-foot poles spaced approximately 60 to 80 feet apart. Consistent with the Outdoor Lighting Regulations of the City of San Diego Municipal Code Section 142.0740, the lighting facilities associated with the Proposed Project would be shielded and directed into the Project site to minimize spill off site and the amount of light visible from offsite areas. Although the Project's operational lighting would create additional light sources, because lighting facilities would be designed with shielding to be consistent with City of San Diego Outdoor Lighting Regulations and to minimize offsite light spill, operational lighting is not expected to create a substantial new source of light that would affect nighttime views of the area.

The glare effects of the Proposed Project would change from existing conditions. The site elevations submitted by the Project Applicant (Figures 3-8 and 3-9) identify the proposed hotel as having a large number of windows and using standing seam metal roofs. The elevations shown in Figures 3-8 and 3-9 suggest the majority of the windows are recessed behind overhangs that will reduce the amount of direct sunlight that could reflect and cause glare from these surfaces. The proposed hotel would use reflective materials consistent with other existing and proposed waterfront redevelopment around the bay. The Project Applicant's architect has calculated that approximately 41% of the building would have a light reflectivity factor greater than 30%; thus, the reflectivity factor of the

exterior would be less than 50%. Based on the elevations and the City glare regulations (Section 142.0730 of the City Municipal Code), the proposed hotel would not create a substantial new source of glare that would affect day views in the area. Therefore, impacts of the Proposed Project related to new sources of glare would be less than significant.

#### **4.3.4.5 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. By maintaining the Commercial Recreation land use the PMP Amendment would also not result in any adverse impacts on the planned visual character of East Harbor Island. As such, approval of the PMP Amendment would not result in direct impacts related to the aesthetics of the area.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to create adverse impacts on scenic vistas or on the visual character of East Harbor Island would be evaluated when applications for development are submitted to the Port District. The applications would identify a specific project location and would include specific building elevations, architectural treatments, and building heights that would serve as the basis for a project-level analysis of project impacts on scenic vistas and visual character.

### **4.3.5 Significant Impacts**

No significant impacts on Aesthetics would result from development of the Proposed Project.

### **4.3.6 Mitigation Measures**

No significant aesthetics impacts have been identified; therefore, no mitigation measures are required.

### **4.3.7 Significance of Impacts after Mitigation**

No mitigation measures would be required because the Proposed Project would not result in any significant impacts related to aesthetics.

## Hazards and Hazardous Materials

### 4.4.1 Introduction

This section describes the hazards and hazardous materials that exist within the Project site (shown in Figure 3-3) and the general vicinity of the Project site, and discusses the potentially significant impacts that may result from their presence. This section also considers the Proposed Project's impact on the existing environment through the introduction of new hazards and/or the use, storage, transport, or disposal of hazardous materials.

To gather information on the existing hazardous materials baseline conditions, a Hazardous Materials Technical Study (HMTS) was prepared by Ninyo & Moore (July 14, 2006). The objective of the HMTS was to evaluate specific existing, potential, or suspect conditions that may impose a liability from soil and groundwater contamination regarding activities associated with adoption of the Proposed Project. The HMTS is included as Appendix D-1 of this Draft EIR. That report covered a larger project area that included the Project site (shown in Figure 3-3) and the general vicinity of the Project site on East Harbor Island. The analysis herein describes hazardous materials sites and existing conditions for the Project site as defined by the Ninyo & Moore report. The presence or absence of hazardous materials on the Project site as shown in Figure 3-3 of this EIR are clarified where appropriate.

Subsequently, a Phase II Subsurface Investigation (Phase II) was undertaken to determine if contamination from a former underground storage tank (UST) was present and, if so, to ascertain the extent of the potential contamination. The Phase II Environmental Site Assessment (ESA), prepared by AEI Consultants and dated July 26, 2006, is provided in full in Appendix D-2 of this document. The report covered the location of the former UST, located in the western parking lot of the Project site (shown in Figure 3-3), west of the existing marina building.

The following summarizes the results of these two studies and presents supplementary information from a recent January 2009 records search conducted by ICF Jones & Stokes staff for contaminated sites (Appendix D-3). This search was conducted to determine if existing Project-site conditions have changed since the preparation of the reports in July 2006. Finally, an analysis of airport- and emergency access-related hazards is provided in the impact analysis section.

## 4.4.2 Existing Conditions

### 4.4.2.1 Environmental Setting

The Proposed Project involves the partial redevelopment of one leasehold, held by Sunroad Marina Partners, LP, at 955 Harbor Island Drive. This leasehold is currently developed with an approximately 550-slip marina, support buildings for the marina, and surface parking. The proposed redevelopment would include construction of a 4-story, 175-room hotel and would only affect the land-side of this leasehold. The main part of the hotel building would reach a height of approximately 65 feet, although a few features of the hotel may reach as high as 75 feet.

As noted in Chapter 3, “Project Description and Environmental Setting,” the majority of the Project site is currently used for surface parking. The study area for the hazard and hazardous materials assessment includes the Project site (Figure 3-3) as well as properties located within a ¼-mile radius. Table 4.4-1 lists the adjacent land uses to the Project site shown in Figure 3-3.

**Table 4.4-1.** Land Uses Adjacent to the Project Site

<b>Direction from Project Site</b>	<b>Description</b>
North	Lockheed Martin (1160 Harbor Island Drive) is located northwest of the Project site. The Project site is bordered on the north by the Sunroad Resort Marina, and the airport car rental compound at 3180–3280 Harbor Island Drive is located north of the Project site and the Harbor Island East Basin.
East	The Project site is bordered to the east by the Reuben E. Lee and Island Prime restaurants, and their associated surface parking lots. The San Diego Bay is located east of the restaurants.
South	The Project site is bordered to the south by Harbor Island Drive, the Class I public promenade, and the San Diego Bay.
West	The Project site is bordered to the west by a SDIA employee surface parking lot and, at approximately 0.25 mile west, the Sheraton Hotel at 1380 Harbor Island Drive, a marina, and additional hotels and commercial properties.

Source: Ninyo & Moore 2006 (Appendix D-1 of this Draft EIR).

## Hazardous Materials Technical Study

The existing environmental conditions are based largely on the HMTS prepared by Ninyo & Moore in July 2006 (see Appendix D-1). Information on the 2006 baseline condition was gathered by performing regulatory inquiries; reviewing available maps, photographs, plans, reports, and other documents pertinent to

hazardous materials in the Project site; and conducting a limited site reconnaissance of the study area. The following discussion summarizes findings regarding the Project site's existing conditions, as defined by the Ninyo & Moore study. The HTMS covered a larger area, which included the Project site (shown in Figure 3-3) and the general vicinity of the Project site on East Harbor Island.

## Topography and Soil Characteristics

The Project site is situated at an elevation of approximately 10 feet above mean sea level (MSL) and is generally flat. Soils within the Project site are classified as "Made Land." Made Land consists of smooth, level areas that have been filled with excavated and transported material, paving material, and soil material dredged from lagoons, bays, and harbors. Frequently this land type is used for building sites.

## Groundwater

According to the San Diego Regional Water Quality Control Board (RWQCB) Basin Plan, the Project site is located in the Lindbergh Hydrologic Subarea of the San Diego Mesa Hydrologic Area within the Pueblo San Diego Hydrologic Unit (RWQCB 1994). The Basin Plan indicates that groundwater near the Project site is exempted from municipal use. Documents reviewed at the County of San Diego Department of Environmental Health (DEH) indicate that groundwater in the vicinity of the Project site is encountered at depths of approximately 10 to 15 feet below ground surface (bgs).

## Surface Waters

Based on a Project site reconnaissance conducted by Ninyo & Moore and review of the U.S. Geological Survey (USGS), Point Loma, California, 7.5-minute quadrangle map (1967, Photo revised 1975), no natural surface water bodies, including ponds, streams, or other bodies of water, exist on the Project site.

East Harbor Island is a peninsula surrounded by the San Diego Bay to the north, east, and south. According to the San Diego Bay Integrated Natural Resources Management Plan, chemicals such as copper, mercury, zinc, total chlordane, polychlorinated biphenyls (PCBs), and polynuclear aromatic hydrocarbons (PAHs) were found to exceed threshold quality values in the sediments throughout San Diego Bay in 1994. Although contaminant levels are being reduced through remediation projects, contaminated sediments may be present adjacent to the Project site.

## Field Reconnaissance

In the summer of 2006, a Project site reconnaissance was conducted by vehicle and on foot and consisted of exterior visual observations of the Project site and adjoining properties. Neither the use nor storage of hazardous materials or hazardous waste was observed on the Project site or within the greater study area. No aboveground storage tanks (ASTs), evidence of chemical releases on site, chemical odors, leaks or stains in the vicinity of stormwater inlets, or unidentified substances were observed on the Project site. Numerous pad-mounted electrical transformers are located throughout the Project site, which may contain PCBs; however, the utility company serving the Project site has stated that PCB transformers were never specified for distribution service (Appendix D-1).

## Project Site History

A review of historical aerial photographs indicates that the Project site is located in an area that was generally industrial in character, having been used for industrial purposes since the 1940s. The aerial photographs show that the Project site was a part of San Diego Bay until its development in 1961. After 1961, the majority of the Project site was generally undeveloped land used for parking. The Project site was developed with the Sunroad Marina Resort facility in 1987 and has remained unchanged since that time.

## Records Search

A computerized, environmental information database search was performed by TrackInfo Services, LLC (TrackInfo) in the summer of 2006, and covered federal, state, and local databases. This review was conducted to evaluate whether the Project site or properties within ¼ mile of the Project site posed a risk to the construction and operation of the Proposed Project. A summary of the environmental databases searched, their corresponding search radii, and number of noted sites of environmental concern, as well as a complete description of the assumptions and approach to the database search, is provided in Appendix D-1 to this EIR.

The Project site was found on the following databases: DEH Permits, UST/AST, Releases, and Emergency Response Notification Systems (ERNS). The database search also identified several surrounding properties of potential environmental concern. In addition to the listed properties, 79 unmapped properties were also reported within the same zip code as the Project site. However, mapping these addresses showed that all 79 listings are far enough removed from the Project site to not present any hazard-related concerns.

Numerous releases were reported in San Diego Bay adjacent to the Project site; however, these consisted of oily sheens observed in the bay and in one instance three gallons of oil being released into the bay. Given the nature of these

releases, there is a low likelihood that they present an environmental concern to the Proposed Project.

### Listed Properties of Concern

The database report was reviewed to evaluate whether on- and offsite properties listed presented a potential environmental concern to the Project vicinity. The evaluation was based on their distance from the Project site, as defined by the Ninyo & Moore study, the assumed direction of groundwater flow, the type of database on which they were listed, the nature of the facility or waste generated, and/or their case status. Table 4.4-2 summarizes facilities for which supplemental regulatory agency information was requested about location and status, in order to determine any potential hazardous materials impacts on the Project site.

Information regarding three properties of potential environmental concern (as listed in Table 4.4-2) was requested from the County DEH. These files were selected based on the results of the Environmental FirstSearch™ report or from evidence during the site reconnaissance. The Department of Toxic Substance Control (DTSC) is reported to be the lead regulatory agency for the releases at 1160 Harbor Island Drive and 3380 North Harbor Drive (which is a facility at 1160 Harbor Island Drive). A telephone conversation with DTSC staff indicated that the characterization of groundwater and sediment was in its preliminary stages.

**Table 4.4-2.** Listed Hazard Sites of Potential Concern

Facility Address	Database Listed	Summary Comments	Potential Environmental Concerns
<b>Onsite Properties of Potential Environmental Concern<sup>1</sup></b>			
Sunroad Resort Marina & Harbor Island Yacht Club 955 East Harbor Island Drive San Diego, CA 92101	Permits, Releases, ERNS, and UST	This facility is associated with two inactive permits at the County of San Diego DEH, several water releases, and a UST. The permit associated with Sunroad Resort Marina was only associated with minor administrative violations. Sunroad Resort Marina was also associated with one 500-gallon waste-oil UST that was removed in 2001. The permit associated with the Harbor Island Yacht Club (former tenant at Sunroad Resort Marina) was issued for the generation of waste oil, used oil filters, and used batteries. The violations issued to this facility were generally administrative in nature.	Yes <sup>2</sup>

Facility Address	Database Listed	Summary Comments	Potential Environmental Concerns
		<p>In addition to the permits, 17 releases are associated with this address. One is associated with Shelter Island and is misplotted on the Project site. The remaining 16 are either associated with sheens noted in the harbor at the marina, unknown amounts of oil spilled from vessels in the bay, or have no details regarding the releases. The two ERNS notifications were associated with sightings of sheen along the shoreline in 1997, and the amounts of oil released were unknown. A recent record search performed by ICF Jones &amp; Stokes on January 27, 2009, using DEH's Site Assessment and Mitigation (SAM) case list did not list this site address as an open case.</p>	

**Offsite Properties of Potential Environmental Concern**

<p>Lockheed Martin Marine Systems 1160 Harbor Island Drive San Diego, CA 92101</p>	<p>Permits, Resource Conservation and Recovery Act (RCRA) Generator, and leaking underground storage tank (LUST)</p>	<p>This facility is located approximately 0.15 mile northwest of the Project site's western parking lot. It is associated with an inactive DEH permit for the storage of propane, and there is no information available on the RCRA database for this facility. A release was reportedly issued to this facility in 1991 and was not a tank release. Additional information was not available in the database report. Further investigation determined that the Tow Basin Facility located at 3380 North Harbor Drive is a building on this site. A recent record search performed by ICF Jones &amp; Stokes on January 27, 2009, using DEH's SAM case list found that this site is still in the preliminary assessment phase.</p>	<p><b>Yes</b></p>
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Facility Address	Database Listed	Summary Comments	Potential Environmental Concerns
Tow Basin Facility 3380 North Harbor Drive San Diego, CA 92101	ERNS, Releases, and State	This facility is located approximately 0.2 mile northwest of the Project site's western parking lot. This facility is associated with a release that is being regulated by DTSC and RWQCB. A release of PCBs to the subsurface was documented. The release associated with soil was granted closure in 2004 by the DTSC after the facility was removed and contaminated construction debris and soil was removed from the basin. However, the release to groundwater and bay sediments is still being delineated according to DTSC's Envirostor database (accessed January 28, 2009). Further investigation determined that this facility is part of the larger Lockheed Martin Marine Systems site, located at 1160 Harbor Island Drive. A recent record search performed by ICF Jones & Stokes on January 27, 2009, using DEH's SAM case list did not include this address.	Yes
Sheraton Hotel 1380 Harbor Island Drive San Diego, CA 92101	Permits, RCRA Generator, and Releases	This facility is located west of the Project site beyond the Harbor Island causeway. This facility is associated with an inactive permit at the DEH and reportedly generated organic waste and paint sludge; and maintained diesel fuel, sodium hypochlorite, boiler care, a cooling mixture, injection softener, paint, some acids, propane, and batteries. A Generator Violation was also reported for this facility on the RCRA database. This facility is not associated with an unauthorized release of hazardous materials, with the exception of unknown amounts of sheen detected in the vicinity of the marina at this hotel. Based on this information, there is a low likelihood that the releases at this facility present an environmental concern to the subject site at the present time. A recent record search performed by ICF Jones & Stokes on January 27, 2009, using DEH's SAM case list did not list this address.	No

Facility Address	Database Listed	Summary Comments	Potential Environmental Concerns
Lindbergh Field - East Terminal 3663 North Harbor Drive San Diego, CA 92101	LUST	The San Diego International Airport is located approximately 2,000 feet north of the Project site. This address, as well as others (3698 Pacific Highway, 2300 and 2400 Stillwater Road), are associated with releases at the airport. The releases have been issued a “case closed” status by the DEH except for one release associated with a complaint at this address. Based on the fact that the remaining releases have been granted closure by the DEH as well as the distance of this facility from the Project site, there is a low likelihood that the releases at this facility present an environmental concern to the subject site at the present time. A recent record search performed by ICF Jones & Stokes on January 27, 2009, using DEH’s SAM case list indicates that records have remained unchanged since 2006.	No

<sup>1</sup> The Ninyo & Moore report covered a larger project area that included the Project site (shown in Figure 3-3) and the general vicinity of the Project site on East Harbor Island.

<sup>2</sup> As shown in Figure 3-3 the existing marina structures are outside of the Proposed Project site. Therefore, the uses described in the records search for the Sunroad Resort Marina and Harbor Island Yacht Club do not refer to uses on the Proposed Project site; however, the former UST was located on the western portion of the Project site within the westernmost parking lot.

Source: Ninyo & Moore 2006 (Appendix D-1 of this Draft EIR).

## Onsite Properties of Potential Concern<sup>1</sup>

Files were only available at the DEH for the Project site address of 955 Harbor Island Drive. According to the records reviewed for this assessment, permits were on file for Sunroad Resort Marina and the Harbor Island Yacht Club (former tenant of Sunroad Resort Marina) at this address. Since this file was inactive, files were purged from DEH record. Compliance Inspection Reports (CIRs) were on file for this address and indicated that violations issued to this facility were administrative in nature. A permit for the installation of one 500-gallon waste-oil UST was submitted for this address in July 1987. One notice of violation was issued to this facility on May 4, 2001, when oil and water was observed in the ring-shaped space of a 500-gallon UST at the facility. The UST was removed in 2001, and the tank closure was deemed complete by DEH in October 2006. However, the UST was located in the westernmost parking lot of the Project site.

<sup>1</sup> The Ninyo & Moore report covered a larger project area that included the Project site (shown in Figure 3-3) and the general vicinity of the Project site on East Harbor Island.

To determine the contamination status of the area surrounding the former UST, a Phase II Environmental Site Assessment was conducted. The HMTS indicated that proper documentation for the UST removal was not available, and therefore recommended that a Phase II study be conducted to confirm the absence of the UST and to determine whether the Project site may have become contaminated. The UST closure report from DEH showed that an inspection was conducted on October 10, 2001, and the tank was in good condition, with no holes or cracks, and was clean, with no staining or odors observed. The Phase II study confirmed the presence of an approximately 20- by 15-foot area of “disturbed/backfilled soil appearing ovular in shape,” suggesting the former presence of a UST that had since been removed. The Phase II study also tested soil and groundwater in the vicinity of the former UST to identify any contamination of soil samples and groundwater. No pollutants of concern were detected. The report recommended that no further onsite investigation was necessary.

### **Offsite Properties of Potential Concern**

Requests were submitted to the DEH for the offsite addresses of 1160 Harbor Island Drive and 3663 North Harbor Drive. Records were not on file at the DEH for the release associated with the Tow Basin facility at 3380 North Harbor Drive. The information obtained from the files reviewed is summarized below.

#### **Lockheed Martin Corporation, 1160 Harbor Island Drive, and Tow Basin Facility, 3380 North Harbor Drive**

A release was reported for the Lockheed Martin Corporation facility on the DEH website and on the database report. Files for this facility were associated with the Tow Basin facility at 3380 North Harbor Drive. A Draft Phase II Report, entitled “Phase II Property Transaction Environmental Assessment, Lockheed Engineering and Sciences Company (LESC) and Lockheed Missiles and Space Company (LMSC), 3380 North Harbor Drive, San Diego, California” prepared by McLaren Hart in April 1991 was on file and reviewed. The figures included in the report indicated that the building located adjacent to the northwest of the Project site (north of the SDIA employee parking lot) was the LESG Marine Terminal or Building 921. The known Tow Basin site was reported to be Building 923 located to the northeast of the marine terminal building. The site investigation appeared to have occurred in the areas to the north of this building. This assessment concluded that there were less-than-significant impacts on soil based on soil samples collected near oil staining and storm drain catch basins at the LESG facility. In addition, no further action was recommended for soil samples collected at the LMSC facility.

According to the DTSC website and Ninyo & Moore involvement in the removal portion of this investigation, the Tow Basin building, and associated structures were remediated, removed from the site, and the demolition materials and soil were properly disposed of. The source of PCBs was the paint on structure surfaces associated with the building. This portion of the release was granted closure in 2004. The lateral extent of the contamination from this facility has not yet been determined in the downgradient direction.

**San Diego International Airport (Lindbergh Field), 3663 Harbor Drive**

Several addresses and release cases are associated with the San Diego International Airport located to the north of the Project site. These releases have been granted closure by the DEH with the exception of one release at 3663 Harbor Drive. The release case was opened on October 31, 1995. The release reportedly occurred due to solvents being encountered during a soil and water investigation for the installation for a water line for a new airport fuel farm. A “Draft Report Baseline Phase II Environmental Site Assessment at the Proposed Above-ground Fuel Facility and Remote Fueling Area, San Diego International Airport, Lindbergh Field, San Diego, California” prepared by Leighton and Associates in June 1994 was reviewed for this assessment. The map included in this report indicates that the release is located to the north of the landing strip and is therefore more than 4,000 feet north of the Project site; however, it is also located in an area to the north of Stillwater Road, approximately 2,200 feet north of the Project site. More recent information regarding this release was not available in the DEH records reviewed for this assessment. Based on the distance of this release from the Project site, and the fact that a responsible party has been established for the release, there is a low likelihood that the release at this facility presents an environmental concern to the Proposed Project.

**Airport Proximity**

The Project site is located approximately 0.25 mile southwest of the San Diego International Airport (SDIA) and approximately 1 mile north–northeast of the Naval Air Station (NAS) North Island runway. As a result, air traffic is very common north and south of the Project site. The Project site is within Zone D of the Airport Influence Area (AIA) as defined in the Airport Land Use Compatibility Plan (ALUCP) for the SDIA, but is not within the Runway Protection Zone (RPZ). The SDIA AIA was discussed in detail in Section 4.1, “Land Use, Water Use, and Coastal Access.” While aircraft activity can be observed and heard from the Project site, the site is not considered within the immediate flight area of SDIA or NAS North Island.

**4.4.2.2 Regulatory Environment****Federal Regulations****Resource Conservation and Recovery Act of 1976**

The Resource Conservation and Recovery Act of 1976 (RCRA) was established to protect human health and the environment, reduce waste, conserve energy and natural resources, and eliminate the generation of hazardous waste. The Hazardous and Solid Waste Amendments of 1984 significantly expanded the scope of RCRA by adding new corrective action requirements, land disposal restrictions, and technical requirements. The corresponding regulations in the Code of Federal Regulations (CFR) provide the general framework for managing

hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

## **Environmental Protection Agency Oil Pollution Prevention Rule**

The purpose of the Environmental Protection Agency's (EPA's) Oil Pollution Prevention Rule (40 CFR 112) is to prevent discharge of oil into navigable waters of the United States or adjoining shore-lines as opposed to response and cleanup after a spill occurs. Facilities subject to the rule must prepare and implement a plan to prevent any discharge of oil into or upon navigable waters of the United States or adjoining shorelines. The plan is called a Spill Prevention, Control, and Countermeasure (SPCC) Plan. A SPCC Plan is applicable to projects that meet three criteria: (1) the facility must be a non-transportation-related facility, or, for construction, the construction operations involve storing, using, transferring, or otherwise handling oil (2) the project must have an aggregate aboveground storage capacity greater than 1,320 gallons or completely buried storage capacity greater than 42,000 gallons, and (3) there must be a reasonable expectation of a discharge into or upon navigable waters of the United States or adjoining shorelines.

## **State Regulations**

### **Hazardous Waste Control Law**

The California Environmental Protection Agency's (Cal/EPA) DTSC is authorized by the U.S. Environmental Protection Agency (EPA) to enforce and implement federal hazardous materials laws and regulations. Most state hazardous materials regulations are contained in Title 22 of the California Code of Regulations (CCR). DTSC provides cleanup and action levels for subsurface contamination; these levels are equal to, or more restrictive than, federal levels. DTSC acts as the lead agency for some soil and groundwater cleanup projects, and has developed land disposal restrictions and treatment standards for hazardous waste disposal in California.

DTSC is responsible for the enforcement of the Hazardous Waste Control Law (California Health and Safety Code [CHSC], Division 20, Chapter 6.5), which implements the federal RCRA cradle-to-grave waste management system in California. California hazardous waste regulations can be found in 22 CCR 4.5, "Environmental Health Standards for the Management of Hazardous Wastes."

## **Hazardous Material Release Response Plans and Inventory Law (California Health and Safety Code, Chapter 6.6)**

California's right-to-know law requires businesses to develop a Hazardous Material Management Plan or a business plan for hazardous materials emergencies if they handle more than 500 pounds, 55 gallons, or 200 cubic feet of hazardous materials. In addition, the business plan would include an inventory of all hazardous materials stored or handled at the facility above these thresholds. This law is designed to reduce the occurrence and severity of hazardous materials releases. The Hazardous Materials Management Plan or business plan must be submitted to the Certified Unified Program Agency (CUPA), which, in this case, is the County DEH's Hazardous Materials Division (HMD). The HMD inspects businesses or facilities that handle or store hazardous materials, generate hazardous waste, generate medical waste, and own or operate underground storage tanks. The HMD also administers the California Accidental Release Prevention Program (CalARP), the Aboveground Petroleum Storage Act Program, and provides specialized instruction to small businesses through its Pollution Prevention Specialist. The state has integrated the federal Emergency Planning & Community Right-to-Know Act (EPCRA) reporting requirements into this law; once a facility is in compliance with the local administering agency requirements, submittals to other agencies are not required.

## **California Labor Code (Division 5; Parts 1, 6, 7 and 7.5)**

The California Labor Code is a collection of regulations that include the regulation of the workplace to assure appropriate training on the use and handling of hazardous materials and the operation of equipment and machines that use, store, transport, or dispose of hazardous materials. Division 5, Part 1, Chapter 2.5 ensures that employees in charge of handling hazardous materials are appropriately trained and informed about the materials they handle. Division 5, Part 6 governs the operation and care of hazardous material storage tanks and boilers. Division 5, Part 7 ensures that employees who work with volatile flammable liquids are outfitted in appropriate safety gear and clothing. Division 5, Part 7.5, otherwise referred to as the California Refinery and Chemical Plant Worker Safety Act of 1990, was enacted to prevent or minimize the consequences of catastrophic releases of toxic, flammable, or explosive chemicals.

## **California Code of Regulations, Title 8—Industrial Relations**

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) and the federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety in the workplace. Cal/OSHA assumes

primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards would be applicable to both construction and operation. Regulations enforced through Cal/OSHA pertaining to asbestos-containing material, liquefied petroleum gas, storage tanks, and boilers are listed in 8 CCR 3.2.

### **Other State Requirements**

California regulates the management of hazardous wastes through CHSC 25100 et seq., 22 CCR 4.5 (“Environmental Health Standards for the Management of Hazardous Wastes”), and 26 CCR (“Toxics”). The state regulates air particulates during construction, demolition, and operation through the San Diego Air Pollution Control District rules.

### **Local Regulations**

#### **City of San Diego Municipal Code: Hazardous Materials— General Provisions—Article 5, Division 27**

The primary purpose of the Combustible, Explosive and Dangerous Material (CEDMAT) Inspection Program is to inspect buildings or structures (occupancies), as defined in the Fire Code, within the City of San Diego, to determine the type and location of combustible, explosive, and dangerous materials that may be present; and to determine the risk presented by the presence of such materials. Secondly, the program is designed to create CEDMAT action programs for the optimum containment, suppression, and management of incendiary and related emergency response incidents involving such occupancies and materials. Finally, the program is designed to compile and analyze all information relative to combustible, explosive, and dangerous materials and occupancies in fulfillment of the first two purposes.

## **4.4.3 Impact Significance Criteria**

The following significance criteria are based on Appendix G of the State CEQA Guidelines and provide the basis for determining the significance of impacts associated with hazards and hazardous materials resulting from development of the Proposed Project.

Impacts are considered significant if the project would result in any of the following:

- a significant hazard to the public or the environment through the routine transport, use, storage, or disposal of hazardous materials;

- 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;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- a safety hazard for people residing or working in the project area if it is 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;
- a safety hazard for people residing or working in the project area if it is within the vicinity of a private airstrip;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

## 4.4.4 Analysis of Project Impacts

### 4.4.4.1 Routine Transport, Use, Storage, or Disposal of Hazardous Materials

#### Construction

The Proposed Project does not propose to routinely emit hazardous materials into the water, ground, or air during its construction phase. The types of hazardous materials that could be used during construction include gasoline, oil, other vehicle-related fluids, grease, paints, solvents, and metals. However, these materials would be managed pursuant to federal, state, and local health and safety regulations, in combination with construction BMPs implemented from a stormwater pollution prevention plan (SWPPP), as well as construction crew training.

The construction phase of the Proposed Project does not meet the criteria to be subject to preparation of a SPCC Plan. In order for the Proposed Project to trigger the preparation of a SPCC Plan, the Project would need to meet all three criteria identified above in Section 4.4.2.2. The construction phase of the Proposed Project meets two of the three criteria: the construction operations involve storing, using, transferring, or otherwise handling oil, and it is located adjacent to navigable waters of the United States; however, the construction phase of the Proposed Project would not result in an aggregate aboveground

storage capacity greater than 1,320 gallons or an underground storage capacity greater than 42,000 gallons. Therefore, construction of the Proposed Project would result in a less-than-significant impact on the public or the environment through the routine transport, use, storage, or disposal of hazardous materials.

## Operations

The Project does not propose any feature that would routinely emit hazardous materials into the water, ground, or air during its operation. Use, storage, and disposal of any common and chemical hazardous materials including motor oil, solvents, household and industrial cleaning products, paint, swimming pool-related chemicals, some acids, and organic waste during normal hotel operation would be managed pursuant to all standard federal, state, and local regulations. The Proposed Project would be subject to routine inspection by the County DEH's HMD (the DTSC's CUPA) and the City of San Diego Fire Department, assuring ongoing compliance and preventing dangerous conditions that could lead to hazardous upset conditions. Operation of the Proposed Project does not meet the criteria to be subject to preparation of a SPCC Plan. In order for the Proposed Project to trigger the preparation of a SPCC Plan, the Project would need to meet all three criteria identified above in Section 4.4.2.2. The Proposed Project meets two of the three criteria: it is a non-transportation-related facility, and it is located adjacent to navigable waters of the United States; however, the operation phases of the Proposed Project would not result in an aggregate aboveground storage capacity greater than 1,320 gallons or an underground storage capacity greater than 42,000 gallons. Therefore, operation of the Proposed Project would result in a less-than-significant impact on the public or the environment through the routine transport, use, storage, or disposal of hazardous materials.

### 4.4.4.2 Release of Hazardous Materials into the Environment

#### Construction

The types of hazardous materials that could be released during construction include gasoline spills, oil spills, other vehicle-related fluids, paints, solvents, and metals. Compliance with federal, state, and local regulations, in combination with construction BMPs implemented from a SWPPP, as well as construction crew training, would ensure that all hazardous materials are used, stored, and disposed properly and would reduce the likelihood and minimize the consequences of a release during construction activities to a level less than significant.

The San Diego Air Pollution Control District (SDAPCD) requires the owner of an establishment, set for demolition or renovation, or the owner or operator of any equipment used to demolish or renovate any structure, to submit an Asbestos

Demolition or Renovation Operational Plan (Notice of Intention) at least 10 working days before any asbestos stripping or removal work begins (such as, site preparation that would break up, dislodge or similarly disturb asbestos containing material). A Notice of Intention is required for all demolitions, regardless of whether asbestos containing materials are present or not. Although Project construction would not involve renovation or demolition of any structures that may have used asbestos-containing building materials, nor would it remove lead-based paints from existing structures built prior to 1980, submittal of a Notice of Intention to the SDAPCD would be required prior to any construction activities and would ensure that hazardous materials are not released into the environment. Therefore, because the Proposed Project would have to comply with federal, state, and local regulations for potentially hazardous material releases, the Proposed Project would not result in 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. Therefore, during Project construction impacts would be less than significant.

## Operations

The Proposed Project does not include any feature that would release hazardous materials into the environment. As discussed above in Section 4.4.4.1, hazardous materials that may be used or stored on site include motor oil, solvents, household and industrial cleaning products, paint, swimming pool-related chemicals, some acids, and organic waste. These materials are considered part of normal hotel operation and any release of these, or any other, potentially hazardous substances, would be subject to existing federal, state, and local health and safety regulations. Unauthorized releases would be subject to punishment in accordance with existing laws, which may include fines and/or imprisonment. Because the Proposed Project would be operated in compliance with federal, state, and local regulations for potentially hazardous material releases, the Proposed Project would not result in 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. Therefore, during Project operation impacts would be less than significant.

### 4.4.4.3 Proximity to Schools

The Project site is not within 0.25 mile of a school. Therefore, there is no impact with respect to hazardous materials near a school.

#### 4.4.4.4 Location on a Listed Hazardous Materials Site

As discussed above, the Project site was listed on the RCRA Generator, DEH Permits, and UST/AST databases; and is considered a hazardous materials site. The HMTS concluded that, based on the information reviewed at the local regulatory agencies, the hazardous materials/wastes currently and formerly stored at the Project site (i.e., 500-gallon UST, waste oil, solvents, etc.) do not have the potential to create a significant hazard to the public or the environment. It was noted, however, that the HTMS recommended a follow-up Phase II investigation to determine the history of the now removed UST and whether the area surrounding the UST still contained contaminants. The UST was located west of the marina building on the western portion of the Project site, and thus was not located in the portion of the Project site proposed for construction of the hotel.

The Phase II investigation results for soil and groundwater samples indicated that the site did not contain toxic contaminants such as petroleum hydrocarbons and volatile organic compounds. No other contaminants were detected in the samples of soil or groundwater. Therefore, based upon the results of the Phase II investigation, the Proposed Project is not likely to pose 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.

However, because it cannot be assumed that the number and location of samples collected during the Phase II investigation are representative of the entire Project site, the potential exists that areas within the Project site may be contaminated due to leaks from the removed UST. In addition, due to the presence of the marina and past use of the surrounding areas for industrial purposes including aerospace and other industries, undocumented areas of contamination could exist. In the event undocumented areas of contamination are encountered during construction or ground-disturbing activities, a potential significant impact from worker exposure to hazardous materials could occur.

#### 4.4.4.5 Location near a Public Airport

The Project is located within the SDIA AIA; however, it is not within a RPZ, and adheres to the Airport Approach Overlay Zone Ordinance, as discussed in Section 4.1, "Land Use, Water Use, and Coastal Access," of this Draft EIR. Due to its location within the SDIA AIA, the Proposed Project is subject to FAA review pursuant to FAR Part 77, and a determination by the ALUC that the Project is consistent with the ALUCP. On March 3, 2009, the FAA issued a "Determination of No Hazard to Air Navigation" for the Proposed Project. The study revealed that the Proposed Project would not exceed obstruction standards nor would it be a hazard to air navigation provided that a Notice of Actual Construction or Alteration (FAA Form 7460-2) is completed and returned to the FAA within 5 days after construction reaches its greatest height. Therefore, the

Proposed Project would not result in a significant safety hazard to or from air traffic.

On July 9, 2009, the ALUC found that the Proposed Project is consistent with the SDIA ALUCP. Compliance with the ALUCP protects the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. Therefore, the Proposed Project would not result in a significant hazards-related impact with respect to its location near a public airport.

#### **4.4.4.6 Location near a Private Airstrip**

The Project site is not within the vicinity of a private airstrip. Therefore, there is no impact with respect to hazards associated with aircraft from private airstrips.

#### **4.4.4.7 Interference with Emergency Plans**

The Project would not impede emergency access to and from the Project site, and would therefore not impair implementation of, or physically interfere, with an adopted emergency evacuation plan. As part of the Proposed Project the section of Harbor Island Drive in front of the proposed hotel would be reduced from three lanes to four lanes, and the traffic circle at the terminus of Harbor Island Drive would be reduced in size. However, Harbor Island Drive would remain unimpaired by the Project, and adequate onsite circulation would be provided by the site layout to ensure emergency ingress and egress. As shown in Figure 3-7, 26 foot wide fire lanes would be provided in the 101-space parking lot located immediately west of the proposed hotel. The Proposed Project's Fire Hydrant Location and Fire Access Plan was reviewed by the City of San Diego Development Service Department's Fire Plan Review Section and received approval of onsite emergency access. The Proposed Project would not impede emergency access for the site. Therefore, the Proposed Project would not result in a significant impact by impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

#### **4.4.4.8 Risk Involving Wildland Fires**

Development of the Proposed Project would not increase the potential for wildland fires or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. According to the California Department of Forestry and Fire Protection's (CalFire) San Diego County Fire Hazards Severity Zone Map for Local Responsibility Areas, the Proposed Project site is "unzoned" and is not considered to be located in a fire hazard zone (CalFire 2007).

Furthermore, the Project site is located in an urbanized area surrounded by water. No risk of wildland fire exists on the Project site. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

#### 4.4.4.9 Port Master Plan Amendment

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the proposed PMP Amendment would not result in direct impacts related to use of hazardous materials or exposure of people to hazardous materials.

The design of any additional hotel uses proposed in accordance with the PMP Amendment would be subject to review by the FAA and the ALUC to determine compliance with regulations regarding development in proximity to the SDIA. In addition, future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to hazards and hazardous materials would be evaluated when applications for development are submitted to the Port District.

### 4.4.5 Significant Impacts

Based on the results and conclusions of the HMTS and Phase II Environmental Site Assessment, the Proposed Project would result in significant impacts associated with hazards or hazardous materials as follows:

**HZ-1:** Construction crews could encounter undocumented areas of contamination and other construction-related hazards.

### 4.4.6 Mitigation Measures

To mitigate the significant impact listed above, the following measures will be implemented:

**MM HZ-1a:** Prior to the initiation of construction activities, the Project Applicant shall prepare and submit to the Port District's Environmental Services Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant and/or contractor in the event that

undocumented areas of contamination are encountered during construction activities. The contingency plan shall provide, at a minimum, that in the event undocumented areas of contamination are discovered during construction activities, the Project Applicant and/or its contractor shall discontinue construction activities in the area of suspected contamination and shall notify the Port District forthwith, and, in consultation with the County of San Diego Department of Environmental Health's Hazardous Materials Division and subject to the review and approval of the Port District and any other public agency with jurisdiction over the contamination encountered, the Project Applicant shall prepare a plan for abatement and remediation of the contamination. Construction activities shall be discontinued until the Project Applicant and/or contractor has implemented all appropriate health and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.

**MM HZ-1b:** Prior to the initiation of construction activities, the Project Applicant shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site associated with the UST that was removed, the marina and past use of the surrounding areas for industrial purposes including aerospace and other industries. The Site Safety Plan shall be subject to Port of San Diego approval, and, if deemed appropriate, the Project Applicant shall, in consultation with the County of San Diego Department of Environmental Health, be prepared to address hazardous construction-related activities within the boundaries of the Project site to reduce potential health and safety hazards to workers and the public.

## 4.4.7 Significance of Impacts after Mitigation

Implementation of the mitigation measures MM HZ-1a and MM HZ-1b would reduce significant impacts due to hazards and hazardous materials to below a level of significance.

Section 4.5

# Hydrology and Water Quality

## 4.5.1 Introduction

This section addresses the Proposed Project's potential impacts on hydrology and water quality on the Project site and in the surrounding San Diego Bay waters, and summarizes the existing water quality conditions of San Diego Bay at Harbor Island, as provided by the Port District and the San Diego RWQCB. The water quality discussion is based on a physical and chemical water quality analysis of San Diego Bay conducted for the Port of San Diego by Tierra Data, Inc. entitled *Characterizing the Spatial and Temporal Variation in Turbidity and Physical Water Quality Characteristics in San Diego Bay: A Study to Determine a Cost-Efficient Strategy for Long-term Monitoring, October 2008*. The findings of this report are summarized in this section. This report is incorporated by reference into the EIR, pursuant to CEQA Guidelines Section 15150. A copy of the report is available for public review at the Port District office, located at 3165 Pacific Highway, San Diego, California, 92101. Existing pollutants in the San Diego Bay and surface runoff are also described. In addition, this section examines applicable federal, state, and local water quality regulations and plans, identifies thresholds of significance, and discusses potential impacts and mitigation measures where necessary.

## 4.5.2 Existing Conditions

### 4.5.2.1 Environmental Setting

The Project site is within the Pueblo San Diego watershed, San Diego County's smallest hydrologic unit, which encompasses San Diego Bay and approximately 60 square miles of predominantly urbanized land that drains into the bay. Approximately 75% of the watershed is developed. In addition to bay waters, the main hydrologic features of the watershed are Chollas and Paleta Creeks, both of which are located east of the Project site (Project Clean Water 2008).

## Water Conditions

From December 2007 to September 2008, Tierra Data Inc., in conjunction with the Port District, carried out a water quality testing program in San Diego Bay to provide data for other aspects of monitoring, research, and conceptual modeling. Water quality parameters such as temperature, salinity, conductivity, pH, turbidity, and dissolved oxygen were measured. Data collected was analyzed using ECO Watch software, and results were found to be typical of water quality measurements taken within San Diego Bay. Table 4.5-1 summarizes the findings.

**Table 4.5-1.** Bay-Wide Water Quality Monitoring Measurements

<b>Parameter</b>	<b>December 27, 2007 Sample</b>	<b>September 24, 2008 Sample</b>
Temperature	13.53°C	18.33°C
Salinity	33.74 ppt	30.35 ppt
Conductivity	51.4 mS/cm	46.64 mS/cm
pH	8.25	8.47
Turbidity	1.3 NTU	0.9 NTU
Dissolved Oxygen	8.53 mg/l	6.77 mg/l

Notes:

Measurement units are as follows: milligrams per liter (mg/l), degrees Celsius (°C), parts per thousand (ppt), Nephelometric turbidity units (NTU), and millisiemens per centimeter (mS/cm).

Source: Port District 2008

## Pollutants

The RWQCB 2006 Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments recognizes two existing pollutants in San Diego Bay and San Diego Bay Shoreline at Harbor Island East Basin: polychlorinated biphenyls (PCBs) and copper. PCBs are found in the bay from an unknown source. Copper is also found near the Project site from an unknown source and affects the Harbor Island East Basin (Cal/EPA 2006).

## Surface Runoff

The Proposed Project site is flat and almost completely covered in impervious surfaces, mostly asphalt parking lots, with small areas of grass and ornamental landscaping. Surface runoff at the Project site travels via sheet flow to multiple stormwater inlets located along Harbor Island Drive then flows directly into San Diego Bay.

## Flood Hazards

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps (FIRMs) that delineate an area's potential for damage resulting from floods. Flood maps identify areas within the estimated 100- and 500-year floodplains, or areas that are anticipated to be inundated by storm events with intensities that generally occur every 100 or 500 years, respectively. The Project site is shown in FIRM Panels 06073C1877F and 06073C1881F. Most of the Project site is outside the 500-year floodplain, meaning that there is very little potential for a damaging flood to occur on the Project site. Small portions of the breakwater rip-rap surrounding the edges of the Harbor Island peninsula are delineated as Zone AE "Special Flood Hazard Area" inundated by the 100-year flood in which flood elevations of 6 feet have been determined. This means that there is a one percent chance each year for a damaging flood to occur at or above six feet within Zone AE. The Zone AE area on the Project site is very small, and major floods hazardous to people and property would not affect the Project site; the large size of the surrounding bay basin makes large changes in water level due to storm flooding unlikely (FEMA 1997).

### 4.5.2.2 Regulatory Environment

#### Federal Regulations

##### Spill Prevention Control and Countermeasure Plans

Spill Prevention Control and Countermeasure (SPCC) Plans are required for facilities in which construction and removal operations involve oil in the vicinity of navigable waters or shorelines. SPCC Plans ensure that facilities implement containment and other countermeasures that would prevent oil spills from reaching navigable waters. SPCC Plans are regulations administered by the EPA. Preparation of a SPCC Plan is required for projects that meet three criteria: (1) the facility must be a non-transportation-related, or, for construction, the construction operations involve storing, using, transferring, or otherwise handling oil; (2) the project must have an aggregate aboveground storage capacity greater than 1,320 gallons or completely buried storage capacity greater than 42,000 gallons; and (3) there must be a reasonable expectation of a discharge into or upon navigable waters of the United States or adjoining shorelines. For construction projects, for criteria (1), 40 CFR 112 describes the requirements for implementing SPCC plans. The following three areas should clearly be addressed in a SPCC plan:

- operating procedures that prevent oil spills;
- control measures installed to prevent a spill from reaching navigable waters; and
- countermeasures to contain, clean up, and mitigate the effects of an oil spill that reaches navigable waters.

## Clean Water Act

The Clean Water Act of 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program to regulate the discharge of pollutants from point sources to waters of the U.S. However, non-point source pollution, including urban runoff, contributes a large portion of many kinds of pollutants to U.S. waters as well. Pollution from land runoff (including atmospheric deposition and urban, suburban, and agricultural land uses) was unabated until the 1987 Clean Water Act amendments, which established a framework for regulating urban stormwater runoff.

### Jurisdictional Urban Runoff Management Program

The NPDES permit program requires that each co-permittee implement a Jurisdictional Urban Runoff Management Program (JURMP), which consists of the following components: land-use planning for new development and redevelopment; construction; existing development; educational; illicit discharge detection and elimination; public participation; assessment of jurisdictional Urban Runoff Mitigation Program (URMP) effectiveness; and fiscal analysis.

The primary objectives of the JURMP requirements are as follows:

- ensure that discharges from municipal urban runoff conveyance systems do not cause or contribute to a violation of water quality standards;
- effectively prohibit non-stormwater discharges in urban runoff; and
- reduce the discharge of pollutants from urban runoff conveyance systems to the Maximum Extent Practicable (MEP statutory standard).

### Standard Urban Stormwater Mitigation Plan

The JURMP requires co-permittees to incorporate a SUSMP into their project approval process. The Port District SUSMP has been developed by the Port District to address post-construction urban runoff pollution from new development and redevelopment projects that fall under “priority project” categories. The goal of the Port District’s SUSMP is to develop and implement practicable policies to ensure to the maximum extent practicable that development does not increase pollutant loads from a project site and considers urban runoff flow rates, velocities and durations. The SUSMP requires that projects implement source controls and BMPs. The SUSMP should list recommended source controls that would protect local water resources to the maximum extent practicable. The SUSMPs also require that treatment control BMPs must capture, filter, or otherwise treat all runoff from the 85<sup>th</sup> percentile rainfall event.

### Watershed Urban Runoff Management Program

For each respective watershed, the NPDES permit program requires co-permittees to collaborate regarding discharge of urban runoff into the same watershed to develop and implement a Watershed Urban Runoff Management Program (WURMP). Its purpose is to identify and mitigate the highest priority water quality issues/pollutants in the watershed(s). The WURMP identifies and prioritizes water quality-related issues within each watershed that can be

potentially attributed to discharges from the municipal storm drain systems. It identifies activities to abate sources of pollution and restore and protect the beneficial uses.

### **Toxic Pollutants**

The Clean Water Act requires states to adopt numeric water quality criteria for priority toxic pollutants, the presence or discharge of which could interfere with maintaining designated water uses. Pollutants are designated by the EPA, and numeric criteria were deemed necessary to regulate the protection of human health and the environment. The California Toxics rule designates “numeric aquatic life criteria for 23 priority toxic pollutants and numeric human health criteria for 57 priority toxic pollutants” and permits states to issue compliance schedules for NPDES permits. Together, these regulations address a thorough scope of potentially harmful toxic pollutants. Both regulations are applicable to California inland surface waters and bays.

## **State and Local Regulations**

### **Water Quality Control Plan**

The State Water Resources Control Board (SWRCB) has established objectives for the protection of marine aquatic life in the California Ocean Plan. Assembly Bill 411, Statutes of 1997, Chapter 765 has established monitoring and bacterial water quality objectives for public beaches and ocean water-contact sports areas. The San Diego RWQCB designates beneficial uses as well as narrative and numerical water quality objectives for the San Diego Basin in the Water Quality Control Plan for the San Diego Basin (often referred to as the Basin Plan). The beneficial uses of San Diego Bay consist of the following:

**Industrial Services Supply (IND):** Includes uses of water for industrial activities that do not depend primarily on water quality such as mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well repressurization.

**Navigation (NAV):** Includes uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.

**Contact Water Recreation (REC1):** Includes uses of water for recreational activities involving body contact with the water where ingestion of water is possible such as swimming, wading, water skiing, skin and SCUBA diving, surfing, whitewater activities, fishing, or use of natural hot springs.

**Non-contact Recreation (REC-2):** Includes the uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is possible. Uses include picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment.

**Commercial and Sport Fishing (COMM):** Includes uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.

**Preservation of Biological Habitats of Special Significance (BIOL):** Includes uses of water that support designated areas or habitats where special protection for the preservation or enhancement of natural resources is required. Examples of these areas include established refuges, parks, sanctuaries, ecological reserves, or Areas of Special Biological Significance (ASBS).

**Estuarine Habitat (EST):** Includes uses of water that support estuarine ecosystems such as the preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife.

**Wildlife Habitat (WILD):** Includes uses of water that support terrestrial ecosystems such as preservation and enhancement of terrestrial habitats, vegetation, wildlife, and wildlife water and food sources.

**Rare, Threatened, or Endangered Species (RARE):** Includes uses of water that support habitats important for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened, or endangered.

**Marine Habitat (MAR):** Includes uses of water that support marine ecosystems, such as preservation or enhancement of marine habitats, vegetation, fish, shellfish, or wildlife.

**Migration of Aquatic Organisms (MIGR):** Includes uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms.

**Shellfish Harvesting (SHELL):** Includes uses of water that support habitats suitable for the collection of filter-feeding shellfish for human consumption, commercial, and sport purposes.

The Basin Plan sets narrative and numerical water quality objectives that must be attained or maintained to protect beneficial uses and conform to the state's degradation policy. The water quality objectives are the levels of water quality constituents that must be met to protect the beneficial uses (RWQCB 1994 as amended in 2007). Table 4.5-2 includes a summarized list of these water quality constituents that received narrative or numerical concentration objectives. A complete and detailed list of water quality objectives can be found in the San Diego Basin Plan. Each water quality constituent may result in varied objectives conditional on the beneficial use of the waters.

**Table 4.5-2. Water Quality Constituents**

Boron	Pesticides
Chlorides	PH
Coliform	Phenolic Compounds
Dissolved Oxygen	Radioactivity
Floating Material	Sediment
Fluoride	Sodium
Inorganic Chemicals	Sulfate
Iron	Suspended and Settleable Solids
Manganese	Temperature
Methylene Blue-Activated Substances	Total Dissolved Solids
Nitrate	Toxicity
Oil and Grease	Turbidity
Organic Chemicals	Un-Ionized ammonia

Source: San Diego RWQCB 1994, amended 2007

## Municipal Permit

As delegated by the EPA under the NPDES permit program, the SWQCB enforces the regulation of non-point source pollution and urban runoff in the State of California, which uses a system of regional entities. The San Diego RWQCB issued the San Diego Municipal Stormwater Permit (“Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, Incorporated Cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority”) (Order No. R9-2007-0001, NPDES No CAS0108758) to the County of San Diego, the Port of San Diego, the San Diego County Regional Airport Authority, and 18 cities (called the co-permittees) on January 24, 2007 (hereinafter referred to as “Municipal Permit”). The Municipal Permit requires each co-permittee to reduce discharges of pollutants and runoff flow during each of the following three major phases of urban development: planning, construction, and operation. New developments and redevelopment projects are required to identify and apply BMPs to reduce stormwater pollutants to the maximum extent practicable.

## General Construction Stormwater Permit

Construction activities that would disturb 1 acre or more of land are required to comply with the NPDES Statewide General Construction Activities Stormwater Permit (Order No. 99-08-DWQ) for stormwater discharges associated with the construction activity. A Notice of Intent (NOI) must be submitted to the SWQCB for consideration of coverage under the General Construction Stormwater Permit. This permit requires the Project Applicants to develop, implement, and monitor a Storm Water Pollution Prevention Plan (SWPPP) that identifies all potential sources of pollutants and appropriate BMPs to eliminate or reduce the discharge of these pollutants from the Project site.

## Port District Regulations

### JURMP

The Port District, as a co-permittee on the Municipal Permit, has prepared a JURMP document in accordance with the Clean Water Act requirements listed above.

As identified in the Port District JURMP, the document has been developed in order to assist the Port in identifying causes or contributions to water quality impacts, tracking urban runoff related activities, and implementing to the maximum extent practicable BMPs to reduce or eliminate pollutants from reaching receiving waters in the Port's jurisdiction. The main objectives of the Port District's JURMP are to:

- improve water quality in San Diego Bay and adjacent receiving waters,
- minimize the urban runoff discharges from Port tidelands, and
- improve program management efforts related to urban runoff.

In order to achieve these objectives, the Port District engages in a number of activities including employee training, tenant and public education/outreach, source identification, water quality monitoring, BMP development and implementation, inspections, code enforcement and coordination with adjacent cities. Finally, as required by the Municipal Permit, the Port District compiles an Annual Report documenting the program activities conducted for the year.

### SUSMP

The Port District, as a co-permittee on the Municipal Permit, jointly developed a model Jurisdictional SUSMP, which meets the objectives of the JURMP detailed in the Clean Water Act discussion above and can be used as a model for jurisdictional plans. The Port District SUSMP was adopted from the Jurisdictional SUSMP.

As outlined in the Port District SUSMP, the Port District SUSMP addresses post-construction urban runoff from new development and redevelopment projects that are considered to be "priority projects."<sup>1</sup> The goal of the Port District SUSMP is to develop policies that ensure to the maximum extent practicable that development does not increase pollutant loads from a Project site and considers urban runoff flow rates, velocities, and durations. This goal may be achieved

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<sup>1</sup> Per Port Code Section 10.02, "priority projects" are any of the following: (1) Developments of heavy industry greater than 1 acre; (2) Commercial development greater than 1 acre; (3) Automotive repair shop; (4) Restaurant; (5) Project within, directly adjacent to or discharging to receiving waters within Environmentally Sensitive Areas which either creates 2,500 square feet of impervious surface or increases the area of imperviousness of a site by 10%; (6) Parking lots greater than or equal to 5,000 square feet or with at least 15 parking spaces, and potentially exposed to urban runoff; (7) Streets, roads, highways, and freeways which would create a new paved surface that is 5,000 square feet or greater; (8) Significant redevelopment over 5,000 square feet where the development site falls under one of the other project categories on this list; and/or 9) Retail gasoline outlets.

through Project site-specific controls and/or drainage site-based or shared structural treatment controls.

The Port District details specific steps for development projects to ensure adherence to the SUSMP. The Port District SUSMP includes a list of recommended BMPs, which are designed to remove pollutants to the maximum extent practicable.

## **Urban Stormwater Mitigation Plan**

The Port District requires all new construction and redevelopment “priority projects” to comply with established SUSMP requirements. If SUSMP requirements apply, the project proponent must submit an Urban Stormwater Mitigation Plan (USMP) describing how the project will meet SUSMP requirements for the project application to be considered complete. In general, the USMP must clearly convey the process used to identify pollutants of concern, conditions of concern, and BMPs selected for the project as well as identifying BMP maintenance requirements. The USMP must include stormwater BMP maintenance provisions in an Operations and Maintenance Plan (O&M Plan).

## **Stormwater Pollution Prevention Plan**

The Municipal Permit allows construction issues to be addressed in a SWPPP for construction activities. The Port District SUSMP addresses post-construction urban runoff pollution; therefore, all contractors and builders within the Port District jurisdiction must prepare a SWPPP that identifies construction-related activities that may affect stormwater quality and how pollution prevention measures would be utilized.

## **WURMP**

In abiding by the requirements of the Municipal Permit, the Port District implements the WURMP in collaboration with all local agencies that have jurisdiction within the San Diego Bay watershed. The primary goal of the WURMP is to positively affect the water resources of the San Diego Bay watershed while balancing economic, social, and environmental constraints. The four primary objectives are as follows:

- develop and expand methods to assess and improve water quality within the watershed,
- integrate watershed principles into land use planning,
- enhance public understanding of sources of water pollution within the watershed; and
- encourage and enhance stakeholder involvement within the watershed.

Consistent with the Municipal Permit, the WURMP identifies the need to implement a SUSMP to address post-construction urban runoff pollution from new development projects.

## **Stormwater Management and Discharge Control Ordinance**

The Port District has also adopted the San Diego Unified Port District Stormwater Management and Discharge Control Ordinance, which sets forth requirements for dischargers and places of discharge to the stormwater conveyance system and the receiving waters necessary to adequately enforce and administer all laws that provide protection and enhancement of water quality. Specific objectives of the Stormwater Management and Discharge Control Ordinance include:

- to reduce stormwater runoff pollution;
- to reduce non-stormwater discharge to the stormwater conveyance system and receiving waters to the maximum extent practicable;
- to comply with all federal and state laws, lawful standards, and orders applicable to stormwater and urban runoff pollution control;
- to prohibit any discharge which may interfere with the operation of, or cause damage to, the stormwater conveyance system, or contribute to the impairment of the beneficial use or violation of a water quality objective of the receiving waters;
- to prohibit illegal discharges and illicit connections to the stormwater conveyance system and receiving waters; and
- to develop and implement effective educational outreach programs designed to educate the public and Port District employees and tenants on issues of stormwater and urban runoff pollution prevention.

This Ordinance requires compliance with general permits including construction Municipal Permits or any general or individual stormwater Municipal Permit, as well as compliance with BMPs in order to reduce pollutants to the maximum extent practicable.

## **Urban Runoff Action Plan**

In recognizing the severity of urban runoff into the San Diego Bay, the Port District also developed the Urban Runoff Action Plan (URAP). The goal of the URAP is to reduce the volume and concentration of contamination being discharged into San Diego Bay. The URAP has six primary objectives:

1. implementation of BMPs on the Port Tidelands by tenants and Port operations;

2. capture, diversion, and/or treatment of all, or a portion of, the first rainfall from all significant new developments and redevelopment on Port tidelands by tenant and Port operations;
3. identifying and addressing unauthorized discharges from all high priority areas;
4. ongoing education of tenants and the public on the effects of urban runoff on the San Diego Bay environment and methods for reducing the impacts;
5. enforcement of the Stormwater Quality Management Ordinance to assist in the protection of San Diego Bay's water quality from unauthorized urban runoff and stormwater discharges, and;
6. assessment of the program's effectiveness at reducing pollution.

### 4.5.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with hydrology and water quality resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- violate any water quality standards or waste discharge requirements;
- substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- substantially alter the existing drainage pattern of the Project site or vicinity, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off Project site;
- create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- otherwise substantially degrade water quality;
- place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, FIRM, or other flood hazard delineation map;
- place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- inundation by seiche, tsunami, or mudflow.

## 4.5.4 Analysis of Project Impacts

### 4.5.4.1 Violate any Water Quality Standards

#### Construction

Prior to construction of the Proposed Project, the Project Applicant must prepare a SWPPP, as mandated under the Municipal Permit, General Construction Stormwater Permit, Stormwater Management and Discharge Control Ordinance, and the JURMP. The SWPPP must be reviewed and approved by the Port District prior to the commencement of construction. The SWPPP must identify short-term, project-specific BMPs that would minimize pollutants and/or sediments entering runoff during the construction stage of the Proposed Project. Considering the Project would be required, in accordance with existing Municipal Permit and Port District regulations, to design and implement a SWPPP that relies on standard BMPs identified in the JURMP prior to any construction activities, significant water quality impacts would not occur. Therefore, construction impacts on water quality would be less than significant.

In accordance with Municipal Permit, the General Construction Stormwater Permit, and the Stormwater Management and Discharge Control Ordinance, prior to construction of the Proposed Project the appropriate BMPs will be identified and implemented pursuant to a project-specific SWPPP. Temporary or short-term BMPs identified in the JURMP that could be included in the Project SWPPP include the following:

- Silt fence
- Fiber roll
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stockpile management
- Solid waste management
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance
- Erosion control mats and spray-on applications
- Desilting basin
- Gravel bag berm

- Sandbag barrier
- Material delivery and storage
- Spill prevention and control
- Concrete waste management
- Water conservation practices
- Paving and grading operations

The construction phase of the Proposed Project does not meet the criteria to be subject to preparation of a SPCC Plan. In order for the Proposed Project to trigger the preparation of a SPCC Plan, the Project would need to meet all three criteria identified above in Section 4.5.2.2. The construction phase of the Proposed Project meets two of the three criteria: the construction operations involve storing, using, transferring, or otherwise handling oil, and it is located adjacent to navigable waters of the United States; however, the construction phase of the Proposed Project would not result in an aggregate aboveground storage capacity greater than 1,320 gallons or an underground storage capacity greater than 42,000 gallons. Therefore, an SPCC is not required for the construction phase of the Proposed Project.

## Operations

Currently, untreated stormwater runoff on the Project site travels via sheet flow to multiple inlets located along Harbor Island Drive, or flows directly into the bay. The Proposed Project would be required to ensure that runoff does not adversely impact water quality in the bay in accordance with existing Port District regulations. The Proposed Project is subject to the Port District planning and project approval process, which requires “Priority Projects” to develop project-specific USMPs that are consistent with SUSMP requirements. The Proposed Project is considered a “priority project” under the Port District SUSMP, and as such the Project Applicant is required to prepare an USMP for review and approval by the Port District prior to development and implementation of the Project. The USMP to be prepared by the Project Applicant must identify the BMPs to be implemented that minimize or avoid pollutants and/or sediment entering runoff. BMPs would be selected from those recommended in Appendix A of the Port District’s SUSMP. The Port District SUSMP focuses on post-construction and long-term measures, and thus the identified BMPs would be used in the long-term operation of the Proposed Project. The reduction of pollutant levels may be achieved by employing a combination of methods, including pollution prevention, source control, and treatment control BMPs. Because the Project would be required, in accordance with existing Municipal Permit and Port District regulations, to design and implement a USMP that relies on standard BMPs identified in the SUSMP prior to development of the Proposed Project, significant water quality impacts would not occur. Therefore, operational impacts on water quality would be less than significant.

In accordance with Port District regulations, prior to construction of the Proposed Project the appropriate BMPs will be identified and implemented pursuant to a project-specific USMP. Permanent or long-term BMPs identified in the SUSMP that could be implemented through the project-specific USMP could include the following:

- Compact car spaces, minimized stall dimensions, efficient parking lanes, and pervious materials in spillover parking areas to reduce overall imperviousness associated with parking lots
- Permeable materials for private sidewalks, driveways, parking lots, and interior roadway surfaces
- Dry wells
- Stabilized permanent channel crossings
- Cisterns
- Foundation plantings
- Rooftops that drain into adjacent landscaping prior to discharging to the storm drain
- Parking lots that drain into landscaped areas co-designed as biofiltration areas
- Roads, sidewalks, and impervious trails that drain into adjacent landscaping
- Natural drainage systems to the maximum extent practicable
- Oil/water separators
- Catch basin screens
- Canopy interception and water conservation maximized by preserving existing native trees and shrubs and planting additional native or drought tolerant trees and large shrubs
- Native or drought-tolerant vegetation on slopes
- Energy dissipaters, such as riprap, at the outlets of new storm drains, culverts, conduits, or channels that enter unlined channels
- Outdoor material and trash storage area designed to reduce or control rainfall runoff
- Biofilters
- Detention basins
- Infiltration basins
- Infiltration trenches
- Porous asphalt
- Porous modular concrete block
- Porous concrete

- Hydrodynamic Separation Systems
- Recycling program and containers
- Sprinkler systems
- Moisture sensors to limit overwatering

Operation of the Proposed Project does not meet the criteria to be subject to preparation of a SPCC Plan. In order for the Proposed Project to trigger the preparation of a SPCC Plan, the Project would need to meet all three criteria identified above in Section 4.4.2.2. The Proposed Project meets two of the three criteria: it is a non-transportation-related facility, and it is located adjacent to navigable waters of the United States; however, the operation phases of the Proposed Project would not result in an aggregate aboveground storage capacity greater than 1,320 gallons or an underground storage capacity greater than 42,000 gallons. Therefore, an SPCC is not required for the operational phase of the Proposed Project.

The Project would be required to apply both short-term (construction) and long-term (operational) BMPs (identified above) by developing and implementing a Port-approved SWPPP and USMP; therefore, the Proposed Project would comply with the Stormwater Management and Discharge Control Ordinance, meet the water quality goals of the WURMP, and meet the ultimate goal of the URAP to reduce the concentration of contamination being discharged into San Diego Bay. Therefore, the Proposed Project would not violate any water quality standards or waste discharge requirements identified in the URAP, and impacts would be less than significant.

#### **4.5.4.2 Deplete Groundwater Supplies**

The Project does not propose to use groundwater resources or to otherwise affect any groundwater resources that are used for water supply. Furthermore, the Project would not significantly increase the impermeable surface area on the Project site so it would not interfere with the existing level of groundwater recharge. The Proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, impacts would be less than significant.

#### **4.5.4.3 Alter the Existing Drainage Patterns**

The Proposed Project would not substantially alter the hydrological patterns on the Project site. The majority of the Project site is currently covered in impervious surfaces (mostly paved parking lots), and stormwater flow occurs through sheet flow that is directed into stormwater inlets that then flow into the bay. The Project would revise the layout of Project site impervious surfaces by erecting structures and installing new surface parking areas and walkways but

would not substantially alter stormwater flows on the Project site. As shown in Figure 3-10, with implementation of the Project stormwater flow would continue to sheet flow into onsite stormdrain facilities. In addition, no waterways flow through the Project site so the alteration of a stream or river would not occur. Therefore, the Proposed Project would not substantially alter the existing drainage pattern of the Project site, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off of the Project site. Impacts would be less than significant.

#### **4.5.4.4 Create or Contribute Runoff**

The Proposed Project would require the handling and disposal of hazardous materials including oils, gasoline, paints, solvents, fertilizers, concrete and asphalt products, and other potentially toxic materials during construction and operational activities. Use of these materials could contribute to polluted runoff leaving the Project site. However, as discussed in Section 4.5.4.1, the Project would be required to implement an USMP and SWPPP; therefore, the handling, storage, and disposal of hazardous materials would not increase runoff pollution into San Diego Bay. The required implementation of the stormwater plans would ensure that the Proposed Project would not result in a significant water quality impact associated with polluted runoff. Therefore, impacts would be less than significant.

#### **4.5.4.5 Substantially Degrade Water Quality**

Construction activities including demolition, clearing and grading, stockpiling of soils and materials, concrete pouring, painting, and asphalt surfacing could result in substantial water quality impacts on San Diego Bay. Additionally, Project operation would involve storage and transportation of hazardous chemicals for Project site maintenance, janitorial purposes, landscaping, and other activities that could also result in substantial water quality impacts if they are washed off of the Project site by stormwater or non-stormwater. However, as discussed in Section 4.5.4.1, the Project would be required to apply appropriate pre- and post-construction BMPs through the implementation of an USMP and SWPPP. Thus, construction and operation of the Proposed Project would not substantially degrade water quality in San Diego Bay and impacts would be less than significant.

#### **4.5.4.6 Place Housing within a 100-year Flood Hazard Area**

The majority of the Project site is mapped by FEMA as being outside of the 500-year floodplain, meaning that there is a very low chance that damaging floods would occur on those portions of the Project site. Small portions of the breakwater rip-rap surrounding the edges of the Project site are located within an

identified 100-year flood hazard area in which flood elevations of 6 feet above mean sea level have been determined. The Project site would not be affected by the 100-year flood zone because the entire Harbor Island peninsula, including the Project site, is elevated to approximately 10 feet above mean sea level. Furthermore, as shown on Figure 3-6, none of the Project structures would be developed within the rip-rap area. Because no structures are proposed within the 100-year floodplain, and the Project site is elevated above the identified 6-foot flood zone, the potential for a major flood to harm people or damage property is minimal. Therefore, the Proposed Project would not place housing within a 100-year flood hazard area, and impacts would be less than significant.

#### **4.5.4.7 Impede or Redirect Flood Flows**

As discussed in Section 4.5.4.6, only portions of the breakwater rip-rap surrounding the Project site are within a 100-year flood hazard zone. No structures are proposed to be constructed within the bounds of the 100-year floodplain. Therefore, the Proposed Project would not place structures that would impede or redirect flows within a 100-year flood hazard area, and impacts would be less than significant.

#### **4.5.4.8 Expose People to a Significant Risk Involving Flooding**

The Project site is not located in an area that is prone to flooding events. The majority of the Project site is mapped outside of the FEMA 500-year floodplain, so there is a very low chance for damaging floods to occur on those portions of the Project site. Minor portions of the breakwater rip-rap surrounding the edges of the Harbor Island peninsula are located within the 100-year floodplain, but no structures within the rip-rap area are proposed for construction as part of the Proposed Project. In addition, the Project site is not located in close proximity to or protected by either a levee or a dam; thus, flooding as a result of the failure of a levee or dam would not occur. Thus, the Proposed Project would not expose people to loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, impacts would be less than significant.

#### **4.5.4.9 Inundate by Seiche, Tsunami, or Mudflow**

The Project site is within a protected bay, and a tsunami occurring on the Pacific Ocean would not be expected to reach it because the Project site's section of the bay is blocked off from the open water by the Point Loma peninsula to the west. The Project site's location within a protected bay, however, makes it susceptible to seiche conditions. Seiches are standing waves occurring in enclosed or partially enclosed bodies of water and are caused by weather events (e.g., wind or atmospheric pressure changes) or by seismic activity. Seiches generally have

very long wavelengths and are therefore often imperceptible to the human eye, although major events like earthquakes can cause hazardous wave cycles (University of California 2006). As discussed in Section 4.9, “Geology and Soils,” the Geotechnical Review conducted for the Project site found that the potential for inundation at the Project site due to seiches is low to moderate based on historic record and the location and alignment of San Diego Bay to potential seismic sources. Also, the potential for a tsunami to occur within the Project site is low to moderate. As discussed in Section 4.9, although the potential for a very large tsunami or seiche occurring within the bay to affect the Project site is high, due to the location of the Project site the potential for damage to the Project site is low to moderate. Although the tsunamis originating in the open ocean can affect the bay, the potential for such an occurrence to adversely affect the Project site is low to moderate due to the protection of the site from the open ocean by other land areas including Point Loma and Coronado. Because the Project site is located in a low-lying island located within a protected bay, direct inundation from a tsunamis or seiche is possible, but not likely enough to significantly affect the Project site. The risk would be comparable to other low-lying sites located along the bay. In addition, due to the Project site’s generally flat topography, mudflows are not likely to occur. Therefore, the Proposed Project structures would not be subject to significant hazards from seiches, tsunamis, or mudflows; and impacts would be less than significant.

#### **4.5.4.10 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate hotel uses. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As a result, approval of the PMP Amendment would not result in direct impacts related to water quality, onsite hydrology, or flood hazards from future developments.

The design of any additional hotels proposed in accordance with the PMP Amendment would be required to apply appropriate pre- and post-construction BMPs through the implementation of an USMP and SWPPP. In addition, future development projects proposed in accordance with this PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to water quality, onsite hydrology, and flooding would be evaluated when applications for development are submitted to the Port District.

### **4.5.5 Significant Impacts**

No significant impacts on hydrology and water quality would result from development of the Proposed Project.

## **4.5.6 Mitigation Measures**

No significant impacts on hydrology and water quality have been identified; therefore, no mitigation measures are required.

## **4.5.7 Significance of Impacts after Mitigation**

No mitigation measures are required because the Proposed Project would not result in any significant impacts on hydrology and water quality.

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## Transportation, Traffic, and Parking

### 4.6.1 Introduction

This section analyzes the Proposed Project's impacts on transportation, traffic, and parking; cumulative impacts on traffic are discussed in Chapter 5 of this Draft EIR. This section summarizes the analysis and findings presented in the *Traffic Impact and Parking Analysis (TIA)—Sunroad Harbor Island* prepared by Linscott Law & Greenspan Engineers (LLG) in January 2009. A complete copy of the TIA is included as Appendix E of this Draft EIR.

To conduct their analysis, LLG determined the extent of existing vehicle traffic within the local circulation system and calculated the impacts that would result from the addition of Project-related traffic to the local system. The TIA also presents an analysis of the Project's parking demands. For a detailed discussion of existing conditions, methodology, and impact analysis pertaining to transportation, traffic, and parking refer to Appendix E.

It should be noted that the TIA was completed when the Project Applicant was considering a 210-room limited service hotel. The Project Applicant has since revised the Project to consider a 175-room limited service hotel. LLG prepared a subsequent analysis that concluded the reduction of the total number of rooms from 210 to 175 would not change any conclusions of the TIA. However, a reduction in the total required parking supply and fair share contributions is warranted. The results of the revised project review are presented in a Letter Report dated October 27, 2009, which is included in Appendix E.

### 4.6.2 Existing Conditions

#### 4.6.2.1 Environmental Setting

##### Circulation System Study Area

In accordance with standard engineering practice for traffic analysis, the Project traffic "study area" was defined based on the distribution of Project-generated trips on the roadway network. Intersections where 50 or more peak-hour Project-generated trips were forecast to be added were included in the traffic study.

Interstate 5 (I-5), an interstate freeway operated in California by the California Department of Transportation (Caltrans), provides regional circulation to users of the Project and the surrounding area. A network of smaller roadways, including North Harbor Drive, Harbor Island Drive, Laurel Street, Pacific Highway, and Nimitz Boulevard, provide local circulation.

The traffic study area consists of 20 roadway segments and 11 intersections (all of which are currently signalized). The affected roadways are described below, and are defined as arterials, major streets, or collectors pursuant to City of San Diego definitions.

## Affected Roadways

**North Harbor Drive** runs in an east–west direction north of the Project site and the Harbor Island East Basin. Currently North Harbor Island Drive is classified as a 6-lane divided roadway with the exception of the following segments: west of Nimitz Boulevard, North Harbor Island Drive is a four-lane divided roadway; between Harbor Island Drive and the Coast Guard Station and between Hawthorn Street and Grape Street, North Harbor Island Drive is a 7-lane divided roadway. The speed limit ranges from 40 to 45 miles per hour (mph), with parking generally prohibited; there are several bus stops at regular intervals, and bike lanes are provided between Nimitz Boulevard to the west and Terminal 2 of the SDIA to the east.

**Pacific Highway** is a 6-lane divided roadway that runs generally in a north–south direction, northeast of the Project site and SDIA. The speed limit ranges between 35 and 40 mph. Bus stops and bike lanes are provided, with parking generally allowed south of, but prohibited north of, Laurel Street.

**Laurel Street** runs in an east–west direction, east of the Project site, connecting to North Harbor Drive. Laurel Street is classified as a 5-lane local collector, and is undivided between Pacific Highway and North Harbor Drive. However, the third westbound lane (along the airport frontage) is not functional because of the 2-lane end conditions; therefore, analysis presented later in this report considered this segment as having only four lanes. East of Pacific Highway, Laurel Street is a 4-lane undivided roadway. The speed limit is 40 miles per hour. Parking is prohibited, and there are no bike lanes. Bus stops are provided.

**Hawthorn Street** is a one-way westbound roadway located east of the Project site and is classified as a 3-lane major arterial. Currently, Hawthorn Street provides three travel lanes from North Harbor Drive to just east of State Street. The speed limit is 30 mph. There are no bus stops or bike lanes, and parking is generally allowed except between North Harbor Drive and Pacific Highway.

**Grape Street** is a one-way eastbound roadway and is classified as a 3-lane major arterial. Currently, Grape Street provides three travel lanes from North Harbor Drive to just east of State Street. There is no posted speed limit. There are no bus stops or bike lanes, and parking is generally allowed.

**Harbor Island Drive** runs in an east–west direction, immediately south of the Project site, spanning the length of Harbor Island. Harbor Island Drive is a 4-lane local collector and is undivided. The speed limit is 35 mph, with no curbside parking provided on the north side. There are 3-hour parking pullouts provided at regular intervals along the south side of the street.

The analysis presented in the TIA considers operations of 20 total street segments of these studied roadways, as well as the following 11 intersections (all signalized):

- North Harbor Drive / Terminal 2 Entrance (West Airport Entrance)
- North Harbor Drive / Harbor Island Drive / Terminal 1 (East Airport Entrance)
- North Harbor Drive / Rental Car Access Road
- North Harbor Drive / Laurel Street
- North Harbor Drive / Hawthorne Street
- North Harbor Drive / Grape Street
- Pacific Highway / Laurel Street
- Pacific Highway / Hawthorne Street
- Pacific Highway / Grape Street
- Harbor Island Drive / Sheraton Driveway
- Harbor Island Drive / Harbor Island Drive

## Methodology for Determining Current Conditions

The most recent traffic counts available for several of the roadway segments were obtained from the City of San Diego’s *Machine Count Traffic Volumes—City Streets dated 1/1/2003 to 3/28/2008*. However, manual hand counts were conducted at the traffic study area intersections in August 2008. Additional counts were conducted to resolve inconsistencies recognized in previous data. Traffic counts are logged in Average Daily Traffic (ADT). Using these ADT counts, LLG determined the morning (AM) and evening (PM) peak hours for the roadways and used the peak volumes to estimate average peak-hour intersection delay (in seconds). The AM peak hours were determined to be 7 a.m.–9 a.m., and the PM peak hours were determined to be 4 p.m.–6 p.m.

A level of service (LOS) grade was then assigned for each studied roadway segment and intersection. LOS is an index to evaluate operational quality of the roadways and intersections of concern. LOS takes into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS is expressed using a letter-graded scale, with “A” being the most effective and “F” the least effective.

For a roadway segment, LOS is determined by the volume-to-capacity (V/C) ratio, which compares the existing ADT on the roadway segment to the segment's ADT capacity (as determined by the City's roadway classification<sup>1</sup>). The City's threshold for acceptable capacity operation is LOS D or above for roadway segments. The LOS capacities for North Harbor Drive account for the fact that airport traffic is commonly distributed throughout the day, and that the roadway does not operate with traditional AM and PM peak hours associated with normal commuting hours. Therefore, the various North Harbor Drive LOS capacities are higher than those of other City roadways.

For an intersection, LOS is determined based on the average delay experienced by an approaching vehicle at the intersection during the relevant peak hour. The City considers an intersection to be operating effectively if it is operating at LOS D or above.

## Street Segment and Intersection Operations

Existing conditions at the studied street segments and intersections are shown below in Tables 4.6-1 and 4.6-2.

## Congestion Management Program

The Congestion Management Program (CMP) is a SANDAG program that monitors and plans for traffic on certain key arterials within the County to evaluate the interrelated link between land use, transportation, and air quality. The CMP requires an enhanced CEQA review for large projects, which are those that are expected to generate more than 2,400 ADT or more than 200 peak hour trips.

## Parking

The majority of the Project site is currently used for surface parking (see Figure 3-3). Existing parking on the Project site includes a 277-space surface parking lot west of the marina building and a 291-space surface parking lot east of the marina building. Both surface parking lots are for marina guests.

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<sup>1</sup> City of San Diego classifications and thresholds were used for Project analysis in the TIA because the Port does not maintain its own traffic standards. City of San Diego "Standard" and "Modified" Roadway classification and LOS tables are used to take into account traffic volumes unique to regions within the vicinity of an airport.

**Table 4.6-1.** Existing Street Segment Operations

Street Segment	Existing Capacity (LOS E)	ADT	V/C	LOS
<b>North Harbor Drive</b>				
Nimitz Boulevard to Terminal 2	94,000	27,730	0.295	A
Terminal 2 (West Airport Entrance) to Harbor Island Drive	94,000	29,750	0.316	A
Harbor Island Drive to Rental Car Access Road	108,000	81,000	0.750	C
Rental Car Access Road to Laurel Street	94,000	82,790	0.881	D
Laurel Street to Hawthorn Street	94,000	54,260	0.577	B
Hawthorn Street to Grape Street	108,000	37,830	0.350	A
South of Grape Street	94,000	17,690	0.188	A
<b>Pacific Highway</b>				
North of Laurel Street	50,000	18,150	0.363	A
Laurel Street to Hawthorn Street	50,000	9,760	0.195	A
Hawthorn Street to Grape Street	50,000	18,460	0.369	A
South of Grape Street	50,000	16,940	0.339	A
<b>Laurel Street</b>				
North Harbor Drive to Pacific Highway	60,000	36,390	0.607	C
East of Pacific Highway	45,000	27,620	0.614	C
<b>Hawthorn Street</b>				
North Harbor Drive to Pacific Highway	38,000	25,770	0.678	C
East of Pacific Highway	38,000	23,480	0.618	C
<b>Grape Street</b>				
North Harbor Drive to Pacific Highway	38,000	23,130	0.609	C
East of Pacific Highway	38,000	20,330	0.535	B
<b>Harbor Island Drive</b>				
North Harbor Island Drive to Harbor Island Drive	40,000	16,330	0.408	B
West of Harbor Island Drive	30,000	8,610	0.287	A
East of Harbor Island Drive	30,000	6,940	0.231	A

Source: LLG 2009

**Table 4.6-2.** Existing Intersection Operations

<b>Intersection</b>	<b>Peak Hour</b>	<b>Delay (seconds/vehicle)</b>	<b>LOS</b>
North Harbor Drive / Terminal 2 (Western Airport Entrance)	AM	17.7	B
	PM	17.2	B
North Harbor Drive / Harbor Island Drive / Terminal 1 (East Airport Entrance)	AM	20.1	C
	PM	22.3	C
North Harbor Drive / Rental Car Access Road	AM	23.8	C
	PM	20.0	C
North Harbor Drive / Laurel Street	AM	23.0	C
	PM	39.2	D
North Harbor Drive / Hawthorn Street	AM	25.2	C
	PM	30.0	C
North Harbor Drive / Grape Street	AM	22.9	C
	PM	20.7	C
Pacific Highway / Laurel Street	AM	27.8	C
	PM	35.9	D
Pacific Highway / Hawthorn Street	AM	15.8	B
	PM	12.6	B
Pacific Highway / Grape Street	AM	10.3	B
	PM	19.0	B
Harbor Island Drive / Sheraton Driveway	AM	12.7	B
	PM	14.1	B
Harbor Island Drive / Harbor Island Drive	AM	7.4	A
	PM	7.6	A

Source: LLG 2009

## Public Transportation

There is currently no public transit service to the Project site or to Harbor Island in general. The nearest public transit routes are the 923 and 992 bus routes of the Metropolitan Transit Service, which travel down North Harbor Drive, north of the Project site. Route 923 travels between Ocean Beach to the west and downtown San Diego to the east. Route 992 travels between SDIA to the west and downtown San Diego to the east. The transit stop closest to the Project site is for Route 923, which is approximately 0.7 mile northwest of the Project site, on North Harbor Drive.

There are no specifically identified bike paths in the Project vicinity, although bicyclists currently utilize Harbor Island Drive for travel along the Harbor Island peninsula. Bicycle use is prohibited on the bayside promenade on Harbor Island.

## **Air Traffic**

The Project site is located south of SDIA, which is characterized by a heavy amount of air traffic, including commercial passenger planes and cargo planes carrying freight and mail. SDIA accommodates approximately 600 arriving and departing flights every day, most of which are passenger flights. NAS North Island, located south of the Project site, is a 24-hour naval air field operating seven days a week.

## **Rail Traffic**

A railroad line accommodating freight service of the Burlington Northern Santa Fe Corporation (BNSF) and passenger service of the North County Transit District's Coaster line and Metropolitan Transit System's Trolley line runs north-south approximately 1 mile east of the Project site. The rail corridor is situated between Pacific Highway and Kettner Boulevard in this area. Three of the study area roadways cross the rail line at grade: Laurel, Hawthorn, and Grape Streets. These crossings accommodate a heavy volume of auto traffic due to their location along access routes of the SDIA and are accordingly equipped with extensive safety controls. Street crossings feature mechanical barriers that are lowered when a passing train approaches, in order to prevent autos, bicycles, and pedestrians from crossing the tracks. The barriers are equipped with bells and flashing lights to safely announce the train's approach to drivers, bicyclists, and pedestrians.

### **4.6.2.2 Regulatory Environment**

#### **City of San Diego Traffic Impact Manual, July 1998**

The City's Traffic Impact Manual describes the required elements for preparing and reviewing traffic impact studies for development in San Diego. According to the manual and City staff, a project is considered to have a significant impact if the new project traffic decreases the operations of surrounding roadways by a City-defined threshold.

### **4.6.3 Impact Significance Criteria**

The following significance criteria are based on Appendix G of the State CEQA Guidelines and provide the basis for determining significance of impacts associated with transportation, traffic, and parking resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the V/C ratio on roads, or congestion at intersections);
- exceed, either individually or cumulatively, a level-of-service (LOS) standard established by the county congestion management agency for designated roads or highways;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate parking capacity; or
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle paths).

The first two bulleted criteria above are quantifiable by estimating the Project's increase in LOS for the studied intersections and roadway segments. To quantify these impacts, the Port District uses the following City of San Diego impact thresholds related to LOS factors. Table 4.6-3 provides a summary of the City significance thresholds. The Proposed Project would result in a significant direct impact if:

- the addition of project traffic reduces the LOS for a roadway segment from an acceptable level (LOS D or higher) to an unacceptable level (LOS E or LOS F);
- the addition of project traffic to a street segment that is already at LOS E or F under existing conditions increases that segment's V/C ratio by 0.02 or greater and decreases that segment's peak hour travel speed by 1 mph or greater;
- the addition of project traffic reduces the LOS for an intersection from an acceptable level (LOS D or higher) to an unacceptable level (LOS E or LOS F); or
- the addition of project traffic to an intersection that is already at LOS E or LOS F under existing conditions increases the average delay at that intersection by 2 seconds or more.

**Table 4.6-3.** City of San Diego Traffic Impact Significance Thresholds

Level of Service with Project	Allowable Increase Due to Project Impacts <sup>1</sup>				
	Freeways	Roadway Segments		Intersections	Ramp Metering
	V/C	V/C	Speed (mph)	Delay (sec)	Delay (min)
E <sup>2</sup> and F <sup>2</sup>	0.01	0.02	1	2	2 <sup>3</sup>

<sup>1</sup> If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations to achieve LOS D or better."

<sup>2</sup> The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve a LOS C. The Project site is considered a developed location.

<sup>3</sup> The impact is only considered significant if the total delay exceeds 15 minutes.

**Notes:**

Delay = average stopped delay per vehicle measured in seconds.

V/C = Volume to Capacity ratio (capacity at LOS E should be used)

Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

Source: LLG 2009

## 4.6.4 Analysis of Project Impacts

### 4.6.4.1 Substantial Traffic Increase

#### Methodology

#### Trip Generation

The TIA based the trip generation for the Proposed Project on *The City of San Diego Trip Generation Manual*, May 2003, and SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates*, April 2002. The City of San Diego "Marina" rate was used to calculate the traffic generation for the marina. SANDAG's "Business Hotel" rate was used to calculate the traffic generation for the hotel. As shown in Table 4.6-4, the Proposed Project is calculated to generate a total of 1,225 ADT, and would result in 39 inbound trips and 59 outbound trips during the AM peak hour. In the PM peak hour, there would be 66 inbound and 44 outbound trips. Anticipated trip generation is shown in Figure 4.6-1.

For purposes of the impact analysis a worst case estimate of 210 rooms was used to calculate impacts. However, for purposes of assessing specific mitigation requirements, impacts associated with the proposed 175-room hotel were used.

**Table 4.6-4. Project Trip Generation**

Use	Size	Daily Trip Ends (ADTs)			AM Peak Hour			PM Peak Hour			
		Rate	Volume	% of ADT	In:Out Split	Volume In Out	% of ADT	In:Out Split	Volume In Out		
Proposed Project Hotel	175 rooms	7/room	1,225	8	40:60	39	59	9	60:40	66	44

Source: LLG 2009

### Level of Service Impacts for Near-Term Scenario

The TIA analyzed impacts of the Project at Near-Term conditions and Long-Term cumulative conditions. Impacts of the Project at Near-Term (2012) conditions would be considered direct impacts. Impacts of the Project at Long-Term (2030) conditions would be considered a contribution to cumulative impacts (see Chapter 5, “Cumulative Impacts”). The Project Traffic Volumes for AM/PM Peak Hours and ADT are listed in Figure 4.6-2. The Near Term Existing + Cumulative Projects + Project traffic volumes are given in Figure 4.6-3.

Interstate 5 and its associated on- and offramps are located within 2 miles of the Project site. However, based on the trip distribution and trip generation associated with the Project, it was determined that the Proposed Project would result in too few trips at the I-5 on- and offramps to warrant including I-5 in the Near-Term analysis.

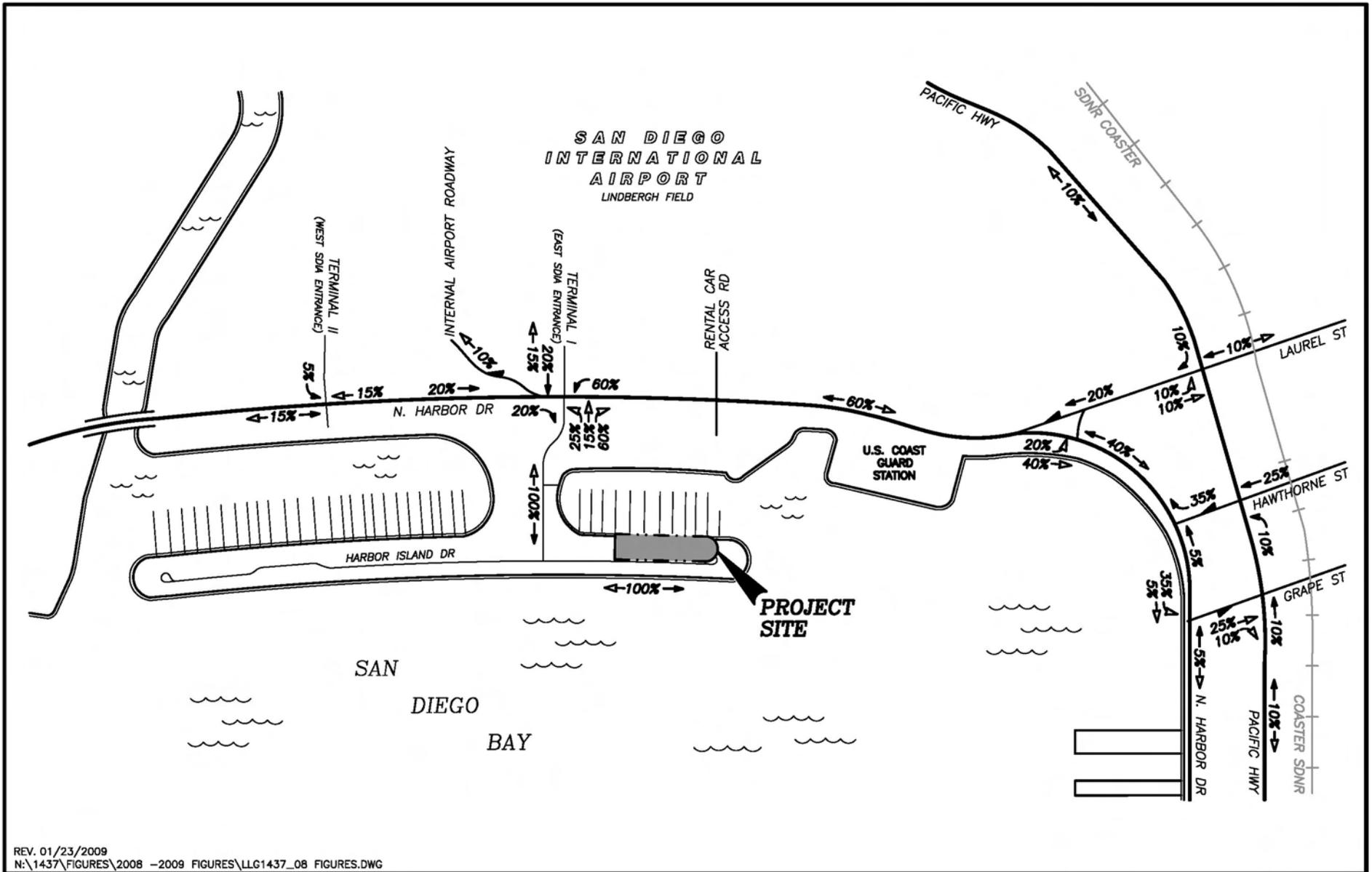
### Near-Term Street Segment Operations

Table 4.6-5 compares the estimated Near-Term operations of the studied roadway segments under Existing, Existing + Cumulative Projects, and Existing + Cumulative Projects + Project conditions. As shown on Table 4.6-5, all street segments currently operate, and are anticipated under Near-Term conditions to continue to operate, at LOS D or better with the exception of the following segment:

- North Harbor Drive, Rental Car Access Road to Laurel Street

This segment operates at LOS D in Existing conditions, LOS E in Existing + Cumulative Projects conditions, and LOS E in Existing + Cumulative Projects + Project conditions. The traffic associated with the Project would not cause the intersection to degrade from LOS D to E. In addition, as shown in Table 4.6-5 the change in V/C ratio attributed to the Project at that intersection would be

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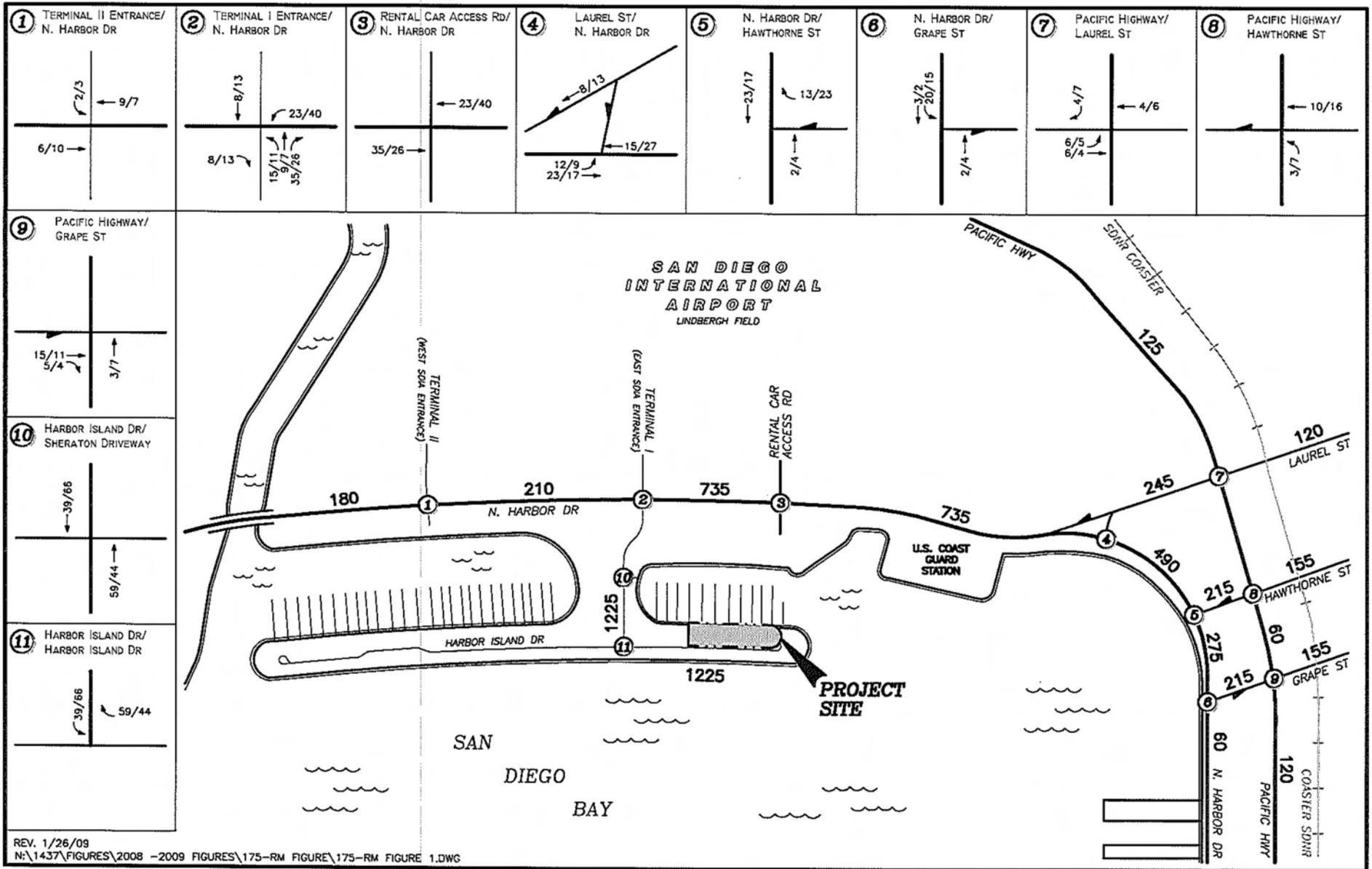
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Source: LL&G (2009)



Proposed Traffic Distribution  
Figure 4.6-1

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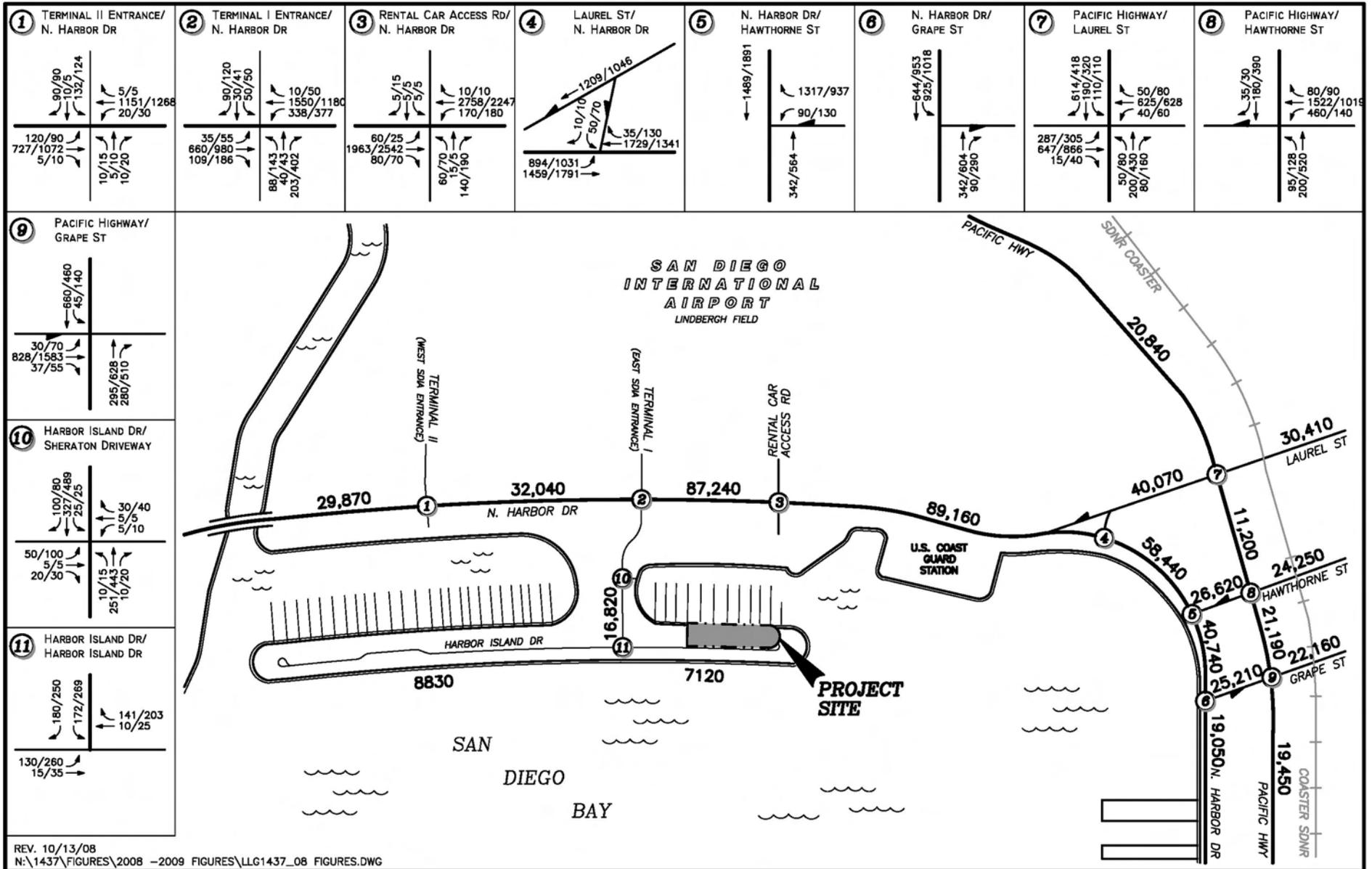


Source: LL&G (2009)



Project Traffic Volumes  
Figure 4.6-2

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Source: LL&G (2009)



Existing + Cumulative Projects + Project Traffic Volumes  
Figure 4.6-3

0.0009, which does not exceed the City threshold for V/C ratio increase of 0.02. The street segment would be below an acceptable LOS even without the Project. Therefore, the Proposed Project would not have a direct significant impact on the street segments in the Near-Term. The potential Long-Term (Year 2030) cumulative impacts of the Proposed Project are discussed in Chapter 5, “Cumulative Impacts.”

## Near-Term Intersection Operations

Table 4.6-6 compares the estimated Near-Term operations of the studied intersections under Existing, Existing + Cumulative Projects, and Existing + Cumulative Projects + Project conditions. As shown on Table 4.6-6, all street segments currently operate and are anticipated under Near-Term conditions to continue to operate at LOS D or better. Therefore, the Proposed Project would have no significant impact on the intersections in the Near-Term.

**Table 4.6-5. Near-Term Street Segment Operations**

Street Segment	Existing			Existing + Cumulative Projects			Existing + Cumulative Projects + Project				Sig? <sup>5</sup>
	ADT <sup>1</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	ADT	V/C	LOS	ADT	V/C	LOS	Δ <sup>4</sup>	
<b>North Harbor Drive</b>											
West of Terminal 2	27,730	0.295	A	29,870	0.318	A	30,090	0.320	A	0.002	No
Terminal 2 to Harbor Island Drive	29,750	0.316	A	32,040	0.341	A	32,300	0.344	A	0.003	No
Harbor Island Drive to Rental Car Road	81,000	0.750	C	87,240	0.808	C	88,120	0.816	C	0.008	No
Rental Car Access Road to Laurel Street	82,790	0.881	D	89,160	0.949	E	90,040	0.958	E	0.009	No
Laurel Street to Hawthorn Street	54,260	0.577	B	58,440	0.622	C	59,030	0.628	C	0.006	No
Hawthorn Street to Grape Street	37,830	0.350	A	40,740	0.377	A	41,070	0.380	A	0.003	No
South of Grape Street	17,690	0.188	A	19,050	0.203	A	19,120	0.203	A	0.000	No
<b>Pacific Highway</b>											
North of Laurel Street	18,150	0.363	A	20,840	0.417	B	20,980	0.420	B	0.003	No
Laurel Street to Hawthorn Street	9,760	0.195	A	11,200	0.224	A	11,200	0.224	A	0.000	No
Hawthorn Street to Grape Street	18,460	0.369	A	21,190	0.424	B	21,260	0.425	B	0.001	No
South of Grape Street	16,940	0.339	A	19,450	0.389	A	19,600	0.392	A	0.003	No
<b>Laurel Street</b>											
North Harbor Drive to Pacific Highway	36,390	0.607	C	40,070	0.668	C	40,360	0.673	C	0.005	No
East of Pacific Highway	27,620	0.614	C	30,410	0.676	D	30,560	0.679	D	0.003	No
<b>Hawthorn Street</b>											
North Harbor Drive to Pacific Highway	25,770	0.678	C	26,620	0.701	C	26,880	0.707	C	0.006	No
East of Pacific Highway	23,480	0.618	C	24,250	0.638	C	24,430	0.643	C	0.005	No
<b>Grape Street</b>											
North Harbor Drive to Pacific Highway	23,130	0.609	C	25,210	0.663	C	25,470	0.670	C	0.007	No
East of Pacific Highway	20,330	0.535	B	22,160	0.583	C	22,340	0.588	C	0.005	No
<b>Harbor Island Drive</b>											
North Harbor Drive to Harbor Island Drive	16,330	0.408	B	16,820	0.421	B	18,290	0.457	B	0.036	No
West of Harbor Island Drive.	8,610	0.287	A	8,830	0.294	A	8,830	0.294	A	0.000	No
East of Harbor Island Drive	6,940	0.231	A	7,120	0.237	A	8,590	0.286	A	0.049	No

<sup>1</sup> Average Daily Traffic

<sup>2</sup> Volume to Capacity ratio

<sup>3</sup> Level of Service

<sup>4</sup> Increase in delay due to the Project

<sup>5</sup> Sig? denotes "Significant Impact"

Source: LLG 2009

**Table 4.6-6.** Near-Term Intersection Operations

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project			Sig? <sup>4</sup>
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay	LOS	Delay	LOS	$\Delta^3$	
North Harbor Drive / Terminal 2 (West Airport Entrance)	AM	17.7	B	18.4	B	18.5	B	0.1	No
	PM	17.2	B	17.5	B	17.6	B	0.1	
North Harbor Drive / Harbor Island Drive / Terminal 1 (East Airport Entrance)	AM	20.1	C	29.7	C	30.9	C	1.2	No
	PM	22.3	C	31.4	C	36.3	C	4.9	
North Harbor Drive / Rental Car Access Road	AM	23.8	C	30.4	C	32.0	C	1.6	No
	PM	20.0	C	25.9	C	27.1	C	1.2	
North Harbor Drive / Laurel Street	AM	23.0	C	27.1	C	29.1	C	2.0	No
	PM	39.2	D	45.3	D	48.3	D	3.0	
North Harbor Drive / Hawthorn Street	AM	25.2	C	35.2	D	36.4	D	1.2	No
	PM	30.0	C	41.3	D	42.4	D	1.1	
North Harbor Drive / Grape Street	AM	22.9	C	32.5	C	33.6	C	1.1	No
	PM	20.7	C	36.3	D	38.6	D	2.3	
Pacific Highway / Laurel Street	AM	27.8	C	36.1	D	37.1	D	1.0	No
	PM	35.9	D	44.6	D	46.4	D	1.8	
Pacific Highway / Hawthorn Street	AM	15.8	B	18.4	B	18.8	B	0.4	No
	PM	12.6	B	13.1	B	13.2	B	0.1	
Pacific Highway / Grape Street	AM	10.3	B	11.4	B	11.6	B	0.2	No
	PM	19.0	B	21.8	C	22.1	C	0.3	
Harbor Island Drive / Sheraton Driveway	AM	12.7	B	14.1	B	14.3	B	0.2	No
	PM	14.1	B	14.2	B	14.3	B	0.1	
Harbor Island Drive / Harbor Island Drive	AM	7.4	A	7.6	A	7.9	A	0.3	No
	PM	7.6	A	8.2	A	8.3	A	0.1	

<sup>1</sup> Average delay expressed in seconds per vehicle

<sup>2</sup> Level of Service (see Appendix B of Appendix E for delay thresholds)

<sup>3</sup> Increase in delay due to the Project

<sup>4</sup> Sig? denotes "Significant Impact"

Source: LLG 2009

## Construction Traffic

Construction of the Project may be noticeable to drivers within the traffic study area and may contribute to traffic delays on an intermittent and temporary basis during Project construction; however, this would not be a significant impact. Construction traffic would include heavy trucks making deliveries of building materials to the site or hauling demolished material from the site, which would occur intermittently throughout the day, as well as contractor vehicles, which would be concentrated during early morning and evening periods. The construction route for heavy materials would follow studied roadways such as Harbor Island Drive, North Harbor Drive, Grape Street, and Hawthorne Street, which are built to sufficiently accommodate heavy vehicles. Project construction would not require roadway closures. Construction traffic activity would follow all City and state regulations regarding provision of traffic control (if necessary) and driver warnings for any oversize loads traveling within the local circulation system.

Construction of the Project may contribute to traffic delays that are temporary in nature. Construction vehicles consist primarily of heavy trucks and worker vehicles. There are several different types of construction activity, including grading, concrete pours, and building structures. Each construction activity has its own intensity and duration. An ADT calculation for each construction activity is outlined below. A passenger car equivalence (PCE) was applied to large construction trucks.

### Grading, 1 month

– 1 heavy trucks/day x 2 trips/heavy truck x 2 PCE	= 4 ADT
– 5 workers vehicles/day x 2 trips/worker vehicle	= <u>10 ADT</u>
<b>Total</b>	<b>= 14 ADT</b>

### Concrete pours, 1 month

– 3 heavy trucks/day x 2 trips/heavy truck x 3 PCE	= 18 ADT
– 15 workers vehicles/day x 2 trips/worker vehicle	= <u>30 ADT</u>
<b>Total</b>	<b>= 48 ADT</b>

### Building Structures, 8 months at maximum activity

– 25 workers vehicles/day x 2 trips/worker vehicle	= <u>50 ADT</u>
<b>Total</b>	<b>= 50 ADT</b>

As shown above, the maximum construction traffic of 50 ADT is considerably lower than the daily project trips of 1,225 ADT and would be temporary in nature (approximately 8 months for the longest phase associated with building structures). In addition, the Project will be required to complete a traffic control plan, to the City Engineer's satisfaction, prior to the commencement of

construction. The standard traffic control plan identifies the routes for heavy construction vehicles and the hours of construction activity. The traffic control plan would also detail work zones and lane closures/transitions and be prepared to the requirements of the City of San Diego Regional Standard Drawings and Caltrans' standards to the satisfaction of the City of San Diego Engineer prior to the commencement of work. Therefore, the construction traffic is not expected to cause any significant traffic impacts.

## **Congestion Management Program**

The CMP requires an enhanced CEQA review for projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. The Proposed Project would not exceed either of these thresholds. The Proposed Project would generate approximately 1,225 ADT and 39 inbound / 59 outbound trips during the AM peak hours and 66 inbound / 44 outbound trips during the PM peak hours. Therefore, according to the CMP definition of a large project, the Proposed Project would not require an enhanced CEQA review process.

### **4.6.4.2 Change in Air Traffic Patterns**

Due to the Proposed Project's location within the SDIA Airport Influence Area (AIA), the Proposed Project is subject to Federal Aviation Administration (FAA) review pursuant to FAR Part 77, and a determination by the Airport Land Use Commission (ALUC) that the Project is consistent with the SDIA Airport Land Use Compatibility Plan (ALUCP). On March 3, 2009, the FAA issued a "Determination of No Hazard to Air Navigation" for the Proposed Project. The study revealed that the Proposed Project would not exceed obstruction standards nor would it be a hazard to air navigation provided that a "Notice of Actual Construction or Alteration" (FAA Form 7460-2) is completed and returned to the FAA within 5 days after construction reaches its greatest height. Furthermore, on July 9, 2009, the ALUC found that the Proposed Project is consistent with the SDIA ALUCP. Please see Section 4.4, "Hazards and Hazardous Materials," for further discussion. Therefore, the Project would have no impact on air traffic patterns.

### **4.6.4.3 Substantial Increase in Hazards due to a Design Feature**

A site plan assessment addressing potential hazards related to traffic circulation was completed as a part of the TIA. No operational hazards or issues were identified in association with the proposed driveways, internal roadways, or parking areas. The design of the two proposed driveways serving the western parking lot, one driveway serving the eastern parking lot, and two serving the hotel drop-off would not result in circulation problems or hazards. A cul-de-sac is proposed at the east end of the Project site and would provide an adequate

turn-around for the general public and access for the Island Prime and Reuben E. Lee restaurants. The parking lot design would not create hazards because the design does not include dead-end aisles and the drop-off area is sufficiently large. According to the TIA, there would be no hazards due to design features or incompatible land uses, and therefore there would be no significant impact.

#### 4.6.4.4 Inadequate Parking

The TIA analyzes the sufficiency of parking spaces based on data that was acquired during the summer months in order to account for increased summer activity. Based on that data, the suggested parking requirement for the existing marina is 0.51 spaces per slip. The Tidelands Parking Guidelines for the Port District states that marinas on Harbor Island should have 1 parking space per slip and hotels on Harbor Island should have 0.6 parking space per room. The marina was built to such specifications, containing 568 parking spaces. Based on previous studies that have been submitted and accepted by the Port District, it is reasonable to adjust the *1 space/slip* rate when there is an existing facility from which a site-specific parking demand can be observed. As a part of the parking analysis conducted for the Proposed Project, parking occupancy counts were conducted during the marina's peak period, indicating the existing marina parking demand equates to a parking rate of approximately 0.51 space/slip.

It is standard practice when completing parking analyses to consider shared parking for land uses with different peak parking demand periods. Considering the proposed hotel and the marina have different peak parking periods, the Project's parking requirement is more accurately represented by a shared parking analysis. The shared parking analysis for the Project was completed in accordance with the City of San Diego's *Traffic Impact Study Manual July 1998*, which provides guidelines for shared parking. The City of San Diego's methodology for shared parking analysis is consistent with the Tidelands Parking Guidelines and Urban Land Institute (ULI) methodology.

In order to determine the Proposed Project's parking needs, the TIA calculated parking demand between the existing marina and the proposed hotel both with and without shared parking. The results of this analysis are summarized in Table 4.6-7. The parking requirement without shared parking would be 306 spaces for the marina and 105 spaces for the hotel; however, per the Tidelands Parking Guidelines for the Port District, a 5% reduction factor was applied to the amount of parking spaces required by the hotel because the hotel will include a dedicated airport shuttle. Thus, with the adjustment factor for the dedicated airport shuttle, the required parking for the hotel is 100 spaces. This equates to a total parking demand of 406 spaces, without shared parking, for the marina and hotel.

The hotel would be located within the existing parking lot and therefore would result in the elimination of approximately 111 spaces. However, these two land uses (hotel and marina) are expected to have shared parking as the marina and hotel would have offsetting peak parking needs. The peak parking demand for the marina typically occurs during the day, while the peak parking demand for a

hotel typically occurs at night. A shared parking analysis was conducted for both weekday and weekend scenarios and determined that a net shared parking requirement of 381 parking spaces would be needed (Table 4.6-7). Shared parking is an allowed concept on Port tidelands, per the Tidelands Parking Guidelines. The proposed 457 parking spaces would adequately serve the demand of the existing marina and the Proposed Project because the proposed parking supply would exceed the estimated 406-space parking requirement (without shared parking) and the 381-space shared parking requirement. The existing parking available on the Project site is part of the leasehold and is utilized for marina use. Public parking in the vicinity of the Project site is located on the southern side of Harbor Island Drive and will not be affected by the Proposed Project. Therefore, with or without shared parking, the impact on parking would be less than significant.

**Table 4.6-7.** Shared Parking Demand Analyses

	Weekday			Weekend		
	Hotel 175 Rooms <sup>1</sup>	Marina 600 slips <sup>2</sup>	Total	Hotel 175 Rooms <sup>1</sup>	Marina 600 slips <sup>2</sup>	Total
<b>Required Spaces w/o Shared Parking</b>	<b>100</b>	<b>306</b>	<b>406</b>	<b>100</b>	<b>306</b>	<b>406</b>
6:00 a.m.	100	46	146	90	46	136
7:00 a.m.	95	141	236	80	233	313
8:00 a.m.	85	138	223	75	233	308
9:00 a.m.	85	177	262	70	230	300
10:00 a.m.	80	174	254	60	236	296
11:00 a.m.	75	202	277	55	266	321
12:00 p.m.	70	208	278	50	282	332
1:00 p.m.	70	181	251	50	272	322
2:00 p.m.	70	184	254	50	288	338
<b>3:00 p.m.</b>	60	193	253	50	306	<b>356</b>
<b>4:00 p.m.</b>	65	181	246	50	306	<b>356</b>
5:00 p.m.	60	156	216	60	291	351
6:00 p.m.	65	242	307	65	251	316
<b>7:00 p.m.</b>	<b>75</b>	<b>306</b>	<b>381</b>	70	254	324
8:00 p.m.	85	230	315	70	230	300
9:00 p.m.	90	153	243	75	153	228
10:00 p.m.	90	92	182	85	92	177
11:00 p.m.	100	46	146	95	46	141
12:00 a.m.	100	46	146	100	46	146
<b>Required Parking Supply w/ Shared Parking:</b>			<b>381</b>			<b>356</b>

<sup>1</sup> In accordance with Port District guidelines, the required number of parking spaces for a hotel located on Harbor Island is *0.6 spaces/room*.

<sup>2</sup> The marina currently has 550 boat slips and approximately 50 side-ties, for a boat capacity of approximately 600. Thus, the higher boat capacity number was used for the traffic analysis.

Source: LLG 2009

### **4.6.4.5 Conflict with Adopted Policies, Plans, or Programs Supporting Alternative Transportation**

#### **Public Transportation**

The Project would not remove or otherwise physically alter any existing public transportation facilities or services. The closest bus route is located north of the Project site, on North Harbor Drive. The Proposed Project would not impact bus stops or this bus route. In addition, as discussed in Chapter 3, "Project Description," the Proposed Project will provide a shuttle service between the hotel and the airport. Therefore, implementation of the proposed hotel would not result in any direct impacts to public transportation facilities or services.

#### **Rail Traffic**

The Proposed Project would generate automobile traffic on Laurel Street, Hawthorn Street, and Grape Street that would cross the rail line that is located approximately 1 mile east of the Project site. Safe barrier crossings currently exist at these three locations, complete with bells and flashing lights. Project traffic would not overburden these existing crossings or increase the risk of rail-related traffic accidents. No new rail crossing features are necessary to accommodate Project traffic. Therefore, the Proposed Project would not result in a significant impact on rail traffic.

#### **Pedestrian/Bicycle**

The Project proposes enhancements to the availability of public access within East Harbor Island to include the addition of a pedestrian promenade behind the hotel, adjacent to the Harbor Island East Basin. This promenade will connect to the promenade that will be constructed around the eastern portion of East Harbor Island as part of the Reuben E. Lee restaurant redevelopment. The Reuben E. Lee redevelopment is an approved project and anticipated to be completed by 2013. The Proposed Project would not include any bicycle paths; however, the Project would not prohibit bicycle travel along Harbor Island Drive, and, as discussed in Chapter 3, "Project Description," the Proposed Project will install bicycle parking facilities on site. Therefore, the Project would not result in an adverse impact to pedestrian or bicycle facilities.

#### **4.6.4.6 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the proposed PMP Amendment would not result in direct impacts related to increases in traffic levels that would exceed a LOS or result in impacts on parking supply or alternative transportation.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to transportation, traffic, and parking would be evaluated when applications for development are submitted to the Port District.

#### **4.6.5 Significant Impacts**

No significant impacts on transportation, traffic, and parking would result from development of the Proposed Project.

#### **4.6.6 Mitigation Measures**

No significant impacts on transportation, traffic, and parking have been identified; therefore, no mitigation measures are required.

#### **4.6.7 Significance of Impacts after Mitigation**

No mitigation measures are required because the Proposed Project would not result in any significant impacts on transportation, traffic, and parking.

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## **4.7.1 Introduction**

This section evaluates the potential impacts of the Proposed Project on air quality. The evaluation is based on the Air Quality Technical Report prepared by ICF Jones & Stokes in 2009, which is included as Appendix F of this EIR. This section includes information about climate, meteorology, and ambient air quality.

## **4.7.2 Existing Conditions**

### **4.7.2.1 Environmental Setting**

#### **Air Pollution Climatology**

The Proposed Project is located within the San Diego Air Basin (SDAB), which covers all of San Diego County. The SDAB is bordered by the Pacific Ocean to the west, the South Coast Air Basin (SCAB) to the north, the Salton Sea Air Basin (SSAB) to the east, and the U.S.–Mexico border to the south. The climate in southern California, including the SDAB, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 15 miles of the coast, which includes the Project site, experience moderate temperatures and comfortable humidity. Precipitation is mostly limited to a few storms during the winter season. Winds in the vicinity of the Project usually are driven by the dominant land/sea breeze circulation system. During the day, regional wind patterns are dominated by onshore sea breezes. At night, wind generally slows and reverses direction, traveling toward the sea.

The atmospheric conditions of the SDAB contribute to the region's air quality problems. Because of its climate, the SDAB experiences frequent temperature inversions. Typically, temperature decreases with height. However, under inversion conditions, temperature increases as altitude increases. Temperature inversions prevent the air close to the ground from mixing with the air higher up. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created by the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of

warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons (HC) and nitrogen oxides (NO<sub>x</sub>) react under strong sunlight, creating smog. Light and daytime winds, primarily from the northwest, further aggravate this condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created because of carbon monoxide (CO) and NO<sub>x</sub> emissions. High NO<sub>x</sub> levels usually occur during fall or winter, on days with summer-like conditions.

High air pollution levels in coastal communities of San Diego often occur when polluted air from the SCAB, particularly from Los Angeles, travels southwest over the ocean at night and is then brought on shore into San Diego by the sea breeze during the day. Smog transported from the SCAB is a key factor on more than 50% of the days San Diego exceeds clean air standards. Ozone (O<sub>3</sub>) and its precursor emissions (HC and NO<sub>x</sub>) are transported to San Diego during relatively mild Santa Ana weather conditions. However, during strong Santa Ana weather conditions, pollutants are pushed far out to sea and miss San Diego. When smog is blown in from the SCAB at ground level, the highest O<sub>3</sub> concentrations are measured at coastal and near-coastal monitoring stations. When the transported smog is elevated, coastal sites may be passed over, and the transported O<sub>3</sub> is measured further inland and on the mountain slopes.

## Local Climate

Wind-monitoring data recorded at the San Diego/Lindbergh Field Station indicate that the predominant wind direction in the Project vicinity is from the west-northwest. Average wind speed is approximately 6.1 miles per hour (2.7 meters per second).

The annual average temperature in the vicinity of the Project is approximately 63°F. The Project site experiences an average winter temperature of approximately 57°F and an average summer temperature of approximately 69°F. Total annual precipitation in the vicinity of the Project site averages approximately 10.17 inches. Precipitation occurs mostly during the winter and relatively infrequently during the summer.

## Pollutants and Health Effects

Air quality studies generally focus on six pollutants, known as criteria pollutants, that are most commonly measured and regulated: CO, O<sub>3</sub>, nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead (Pb), and suspended particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>—particulate matter less than 10 and less than 2.5 microns in diameter, respectively). These pollutants can harm your health and the environment, and cause property damage.

Toxic air contaminants (TACs) are considered carcinogenic *and* non-carcinogenic compounds by California regulatory agencies, and sensitive

receivers exposed to high concentrations of TAC for many years of duration could experience significant cancer *and* non-cancer health risks.

### **Carbon Monoxide (CO)**

CO, a colorless and odorless gas, interferes with the transfer of oxygen to the brain. It can cause dizziness and fatigue and can impair central nervous system functions. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. In urban areas, motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains emit CO. Automobile exhaust releases most of the CO in urban areas. CO is a nonreactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor-vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest CO concentrations measured in the SDAB typically are recorded during the winter.

### **Ozone (O<sub>3</sub>)**

O<sub>3</sub>, a colorless toxic gas, is the chief component of urban smog. O<sub>3</sub> enters the bloodstream and interferes with the transfer of oxygen, depriving sensitive tissues in the heart and brain of oxygen. O<sub>3</sub> also damages vegetation by inhibiting its growth. Although O<sub>3</sub> is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic gas (ROG) and NO<sub>x</sub> under sunlight. O<sub>3</sub> is present in relatively high concentrations within the SDAB, and the damaging effects of photochemical smog generally are related to the concentration of O<sub>3</sub>. Meteorology and terrain play major roles in O<sub>3</sub> formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies.

### **Suspended Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)**

Particulates can damage human health and impede plant growth. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials. PM<sub>10</sub> is generated by both rural and urban sources, including agricultural burning, discing of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. The federal and state ambient air quality standard for particulate matter applies to two classes of particulates: particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), also known as fine particulate matter, and particulate matter 10 microns or less in diameter (PM<sub>10</sub>).

## Nitrogen Dioxide (NO<sub>2</sub>)

NO<sub>2</sub>, a brownish gas, irritates the lungs. It can cause breathing difficulties at high concentrations. NO<sub>2</sub> is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO<sub>2</sub> are collectively referred to as nitrogen oxides (NO<sub>x</sub>) and are major contributors to ozone formation. At atmospheric concentration, NO<sub>2</sub> is only potentially irritating. In high concentrations, the result is a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (2 and 3 years old) also has been observed at concentrations below 0.3 parts per million (ppm).

## Sulfur Dioxide (SO<sub>2</sub>)

SO<sub>2</sub> is a product of high-sulfur fuel combustion. Main sources of SO<sub>2</sub> are coal and oil used in power stations, in industries, and for domestic heating. Industrial chemical manufacturing is another source of SO<sub>2</sub>. SO<sub>2</sub> is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO<sub>2</sub> also can cause plant leaves to turn yellow and can erode iron and steel. In recent years, SO<sub>2</sub> concentrations have been reduced by the increasingly stringent controls placed on stationary-source emissions of SO<sub>2</sub> and limits on the sulfur content of fuels. SO<sub>2</sub> concentrations have been reduced to levels well below the state and national standards, but further reductions in emissions are needed to attain compliance with standards for sulfates and PM<sub>10</sub>, of which SO<sub>2</sub> is a contributor.

## Lead (Pb)

Lead (Pb) in the atmosphere occurs as particulate matter. Sources of Pb include leaded gasoline; the manufacturing of batteries, paint, ink, ceramics, and ammunition; and secondary Pb smelters. Prior to 1978, mobile emissions were the primary source of significant Pb concentrations in the atmosphere. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne Pb by nearly 95%.

Prolonged exposure to atmospheric Pb poses a serious threat to human health. Health effects associated with exposure to Pb include gastrointestinal disturbances, anemia, kidney disease, and, in severe cases, neuromuscular and neurological dysfunction. Low-level Pb exposures during infancy and childhood are associated with decrements in growth and neurobehavioral performance (including intelligence-quotient performance, psychomotor performance, and reaction time).

## Toxic Air Contaminants (TACs)

Although ambient air quality standards exist for criteria pollutants, no standards exist for TACs. TACs are a category of air pollutants that have been shown to have an impact on human health but are not classified as criteria pollutants. Many pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. For TACs that are known or suspected carcinogens, the California Air Resources Board (ARB) consistently has found that there are no levels or thresholds below which exposure is risk-free. Individual TACs vary greatly in the risks they present. At a given level of exposure, one TAC may pose a hazard that is many times greater than that of another. For certain TACs, a unit risk factor can be developed to evaluate cancer risk. For acute and chronic health risks, a similar factor (called a hazard index) is used to evaluate risk. In the early 1980s, the ARB established a statewide comprehensive program to reduce exposure to air toxics. Air toxics are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, and combustion sources; mobile sources, such as diesel trucks, ships, and trains; and area sources, such as farms, landfills, and construction sites. Adverse health effects of TACs can be carcinogenic (cancer-causing), short-term (acute) non-carcinogenic, and long-term (chronic) non-carcinogenic.

Ambient levels of selected TACs are measured by the ARB at several locations in southern California. The closest TAC monitoring stations to the Proposed Project site are Chula Vista and El Cajon, approximately 10 and 15 miles southeast and east of the Project site, respectively. Both of these stations may potentially contain higher, as well as different, TAC concentrations than those near the Proposed Project because of the distance from the site and the myriad of land uses in those areas. Because diesel particulate matter (DPM) is not collected at the two monitoring stations, background concentrations for this TAC were obtained from the 2008 *California Almanac of Emissions and Air Quality*. The annual average concentration for DPM in the SDAB is  $1.4 \mu\text{g}/\text{m}^3$  with an estimated cancer risk of 420 chances in 1 million.

For perspective, one out of three Americans will eventually develop cancer, and one out of four will die from cancer. Therefore, the national average background cancer incidence is equivalent to 333,000 chances in 1 million.

## Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs). GHGs are emitted by natural processes and human activities. Examples of GHGs that are produced both by natural processes and industry include carbon dioxide ( $\text{CO}_2$ ), methane ( $\text{CH}_4$ ), and nitrous oxide ( $\text{N}_2\text{O}$ ). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydrofluorocarbons [HFCs], and perfluorocarbons [PFCs]) and sulfur hexafluoride ( $\text{SF}_6$ ).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without these natural GHGs, the earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion for activities such as electricity production and vehicular transportation have elevated the concentration of GHGs in the atmosphere above natural levels. According to the Intergovernmental Panel on Climate Change, the atmospheric concentration of CO<sub>2</sub> in 2005 was 379 ppm compared to the pre-industrial levels of 280 ppm. In addition, the Fourth U.S. Climate Action Report concluded, in assessing current trends, that CO<sub>2</sub> emissions increased by 20% from 1990 to 2004, while methane and nitrous oxide emissions decreased by 10% and 2%, respectively.

There appears to be a close relationship between the increased concentration of GHGs in the atmosphere and global temperatures. Scientific evidence indicates a trend of increasing global temperatures near the earth's surface over the past century due to increased human-induced levels of GHGs.

GHGs differ from criteria pollutants in that GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase and/or change in global temperatures, which in turn has numerous indirect effects on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer-term, environmental impacts of global warming may include sea level rise, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack (for example, estimates include a 30 to 90% reduction in snow pack in the Sierra Nevada mountain range). Current data suggest that in the next 25 years, in every season of the year, California could experience unprecedented heat, longer and more extreme heat waves, greater intensity and frequency of heat waves, and longer dry periods.

## Existing Sensitive Receptors

The impact of air emissions on sensitive members of the population is a special concern. Sensitive land uses are defined as locations where particularly pollutant-sensitive members of the population may reside or where the presence of air pollutant emissions could adversely affect use of the land. Sensitive members of the population include those that may be more negatively impacted by poor air quality than other members of the population, such as children, the elderly, or the infirm. The ARB has identified the following people as the most likely to be affected by air pollution: children younger than 14, the elderly older than 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder-care facilities, schools, and parks. The Project site is located adjacent to a marina and restaurants. No residences, hospitals, daycare facilities, elder-care facilities, schools, or parks are located in the immediate vicinity of the Project site. The nearest sensitive

receptors to the Project site are the Spanish Landing Park, located approximately 0.5 mile northwest of the Project site; the park located on the south side of West Harbor Island, approximately 1 mile west of the Project site; and residences along Laurel Street, Hawthorne Street, and Grape Street, approximately 1 mile to the east of the Project site.

## 4.7.2.2 Regulatory Environment

### Ambient Air Quality Standards

Air quality in the United States is governed by the federal Clean Air Act (CAA), which is administered by the U. S. Environmental Protection Agency (EPA). In addition to being subject to the requirements of the CAA, air quality in California is governed by more stringent regulations under the California Clean Air Act (CCAA). The CCAA is administered by the ARB at the state level and by air quality management or air pollution control districts at the regional and local levels. The CAA is implemented on the federal and state level through enforcement of ambient air quality standards.

The following is a summary of the key federal, state, and local air quality agencies as well as the attainment status for ambient air quality standards based on local air quality monitoring data. More detailed discussions of the applicable key federal, state, and local air quality rules, policies, and plans that apply to the Proposed Project and its related activities are provided in the *Air Quality Technical Report* (Appendix F to this Draft EIR).

### Federal—U.S. Environmental Protection Agency (EPA)

The EPA is responsible for enforcing the CAA. The EPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). The NAAQS are required under the 1977 CAA and subsequent amendments.

The EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The EPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by the California ARB.

## State—California Air Resources Board (ARB)

In California, the ARB, which became part of the California Environmental Protection Agency (Cal/EPA) in 1991, is responsible for meeting the state requirements of the federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the state to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The ARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. The ARB established passenger vehicle fuel specifications, which became effective in March 1996. The ARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

## Local—San Diego Air Pollution Control District (SDAPCD)

Air quality around the Project site is monitored and regulated by the SDAPCD, which has jurisdiction over all of San Diego County. The SDAPCD is responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the county. Every 3 years, the SDAPCD, in coordination with the San Diego Association of Governments (SANDAG), prepares the updates to the regional air quality strategies (RAQS) and the State Implementation Plan (SIP) for the county. The RAQS and SIP address the state CCAA and federal CAA requirements, respectively. The RAQS and SIP outline pollution controls that will be undertaken to improve air quality in San Diego County. The goals of the RAQS and SIP regarding emission levels are based on estimates from approved land use plans within San Diego County.

## Federal and State Ambient Air Quality Standards Attainment Status

The CCAA requires the ARB to designate areas within California as either *attainment* or *nonattainment* for each criteria pollutant based on whether the CAAQS have been achieved. If a pollutant concentration is lower than the state or federal standard, the area is classified as being in *attainment* for that pollutant. If a pollutant violates the standard, the area is considered a *nonattainment* area. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated *unclassified*. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not

considered violations of a state standard and are not used as a basis for designating areas as nonattainment.

As shown in Table 4.7-1, San Diego County is currently classified as a nonattainment area for the state 1-hour ozone standard, the federal and state 8-hour ozone standards, and the state PM10 and PM2.5 standards. The county is in attainment for state and federal CO, NO<sub>2</sub>, SO<sub>2</sub>, and lead standards, as well as the state sulfates standard.

**Table 4.7-1. Federal and State Air Quality Designation**

<b>Criteria Pollutant</b>	<b>Federal Designation</b>	<b>State Designation</b>
O <sub>3</sub> (1-hour)	Attainment <sup>1</sup>	Nonattainment
O <sub>3</sub> (8-hour)	Nonattainment	Nonattainment
CO	Attainment	Attainment
PM10	Unclassifiable <sup>2</sup>	Nonattainment
PM2.5	Attainment	Nonattainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified
Visibility	(No federal standard)	Unclassified

<sup>1</sup>The federal 1-hour standard of 12 pphm (parts per hundred million) was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in the current SIPs.

<sup>2</sup>At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

Source: Air Quality Technical Report (Appendix F of this EIR)

The SDAPCD maintains and operates a network of ambient air monitoring stations throughout the county. The purpose of these stations is to measure ambient concentrations of pollutants and determine if ambient air quality meets the CAAQS and the NAAQS. Details regarding the data obtained from these stations are provided in the *Air Quality Technical Report* (Appendix F to this Draft EIR).

The ambient air monitoring station closest to the Project site is the San Diego–Union Street Monitoring Station (ARB 80130). Only CO is monitored at this station. Emissions of CO did not exceed NAAQS or CAAQS for any of the years from 2006 to 2008.

The closest monitoring site that monitors the remaining criteria pollutants is the San Diego–Beardsley Street Monitoring Station (ARB 80142). The Beardsley monitoring station measures CO, SO<sub>2</sub>, O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub> concentrations. Concentrations of 1-hour O<sub>3</sub> did not exceed NAAQS or CAAQS for any of the years from 2006-2008, but 8-hour O<sub>3</sub> CAAQS were exceeded all three years. The NAAQS were not exceeded for any of the years for PM<sub>10</sub>, but CAAQS were exceeded multiple times each year. The 24-hour PM<sub>2.5</sub> exceeded NAAQS in each of the years between 2006 and 2008. However the standards do not violate the NAAQS because the 24-hour PM<sub>2.5</sub> monitored data are averaged out over a 3-year period. The 24-hour PM<sub>2.5</sub> standard is attained because at least 98% of the daily monitoring data is below the daily and annual attainment NAAQS. The CO, SO<sub>2</sub>, and NO<sub>2</sub> concentrations were not exceeded over any of the years.

## Climate Change

### Federal

In 2006, 12 U.S. states and cities (including California), in conjunction with several environmental organizations, sued to force the EPA to regulate GHGs as a pollutant pursuant to the CAA. The court ruled that the plaintiffs had standing to sue, that GHGs fit within the CAA's definition of a pollutant, and that the EPA's reasons for not regulating GHGs were insufficiently grounded in the CAA. The court held that the EPA must determine whether or not GHG emissions have the potential to endanger public health or welfare, consistent with the language in the CAA (*Massachusetts vs. Environmental Protection Agency et al.* [U.S. Supreme Court No. 05–1120, argued November 29, 2006—decided April 2, 2007]). On April 17, 2009, the EPA declared that GHG emissions do in fact pose a risk to public health, and signed a proposal declaring its findings and the evidence to support the findings. This proposal recently underwent public review, which terminated on June 23, 2009.

Despite the Supreme Court ruling and the EPA proposal, there are no promulgated federal regulations to date limiting GHG emissions that are applicable to the project.

### State

#### *Senate Bill 1078/Senate Bill 107—Renewable Portfolio Standard*

Established in 2002 under Senate Bill (SB) 1078 and accelerated in 2006 under SB 107, California's Renewable Portfolio Standard (RPS) obligates investor-owned utilities (IOUs), energy service providers (ESPs), and community choice aggregators (CCAs) to procure an additional 1% of retail sales per year from eligible renewable sources until 20% is reached, no later than 2010. The California Public Utilities Commission (CPUC) and California Energy Commission (CEC) are jointly responsible for implementing the program.

*AB 1493—Greenhouse Gas Emission Standards for Automobiles*

In 2002, California Assembly Bill (AB) 1493 required the ARB to develop and adopt the nation's first GHG emission standards for automobiles. The legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in the state. It cited several risks that California faces from climate change, including reduction in the state's water supply, increased air pollution creation by higher temperatures, harm to agriculture, and increase in wildfires, damage to the coastline, and economic losses caused by higher food, water energy, and insurance prices. Further the legislature stated that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs.

In 2004, the State of California submitted a request for a waiver from federal clean air regulations (as the state is authorized to do under the CAA) to allow the state to require reduced tailpipe emissions of CO<sub>2</sub>. In late 2007, the EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the state brought suit against EPA related to this denial. On January 2009, President Barack Obama signed a Memorandum directing the EPA to assess whether the waiver was appropriate in light of the CAA. Then, on June 30, 2009, the EPA granted the waiver of CAA preemption to California to reduce tailpipe CO<sub>2</sub> emissions.

A recent ARB study showed that in calendar year 2016, AB 1493 (also referred to as the Pavley standard or the Pavley rules) would reduce California's GHG annual emissions by 16.4 million metric tons (MMT) of carbon dioxide equivalents (CO<sub>2</sub>e). This is almost 50% more than the 11.1 MMT reduction produced by currently proposed federal fleet average standards for model years 2011–2015.

Furthermore, by 2020, California is committed to implement revised, more stringent GHG emission limits (the Pavley Phase 2 rules; see discussion of scoping plan below). California's requirements would reduce California GHG emissions by 31.7 MMT CO<sub>2</sub>e in calendar year 2020, 45% more than the 21.9 MMTs reductions under the proposed federal rules in that year. Since California's rules are significantly more effective at reducing GHGs than the federal corporate average fuel economy (CAFE) program, they also result in better fuel efficiency—roughly 43 miles per gallon (mpg) in 2020 for the California vehicle fleet as compared to the new CAFE standard of 35 mpg.

*Executive Order S-3-05—Greenhouse Gas Emission Reduction Targets*

In 2005, Governor Arnold Schwarzenegger issued California Executive Order S-3-05 establishing the following GHG emission reduction targets for California:

- reduce GHG emissions to 2000 levels by 2010;
- reduce GHG emissions to 1990 levels by 2020; and
- reduce GHG emissions to 80% below 1990 levels by 2050.

Executive Orders are binding only on state agencies. Accordingly, S-3-05 will guide state agencies' efforts to control and regulate GHG emissions, but have no direct binding effect on local efforts.

*AB 32—The Global Warming Solutions Act of 2006*

California Assembly Bill 32 (AB 32), the “Global Warming Solutions Act of 2006,” codifies the state’s GHG emissions target by directing the ARB to reduce the state’s global warming emissions to 1990 levels by 2020. ARB regulations are required to begin phasing in by 2012. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the ARB, CEC, CPUC, and Building Standards Commission have all been at work on regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

Key AB 32 milestones are:

- June 30, 2007—Identification of “discrete early action GHG emissions reduction measures.” This has been completed and is discussed below.
- January 1, 2008—Identification of the 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level. Adoption of reporting and verification requirements concerning GHG emissions. This has been completed. In December 2007, the ARB approved the 2020 emission limit of 427 MMT CO<sub>2</sub>e of GHGs.
- January 1, 2009—Adoption of a scoping plan for achieving GHG emission reductions. A scoping plan was approved by the ARB Board in December 2008 and is summarized below.
- January 1, 2010—Adoption and enforcement of regulations to implement the “discrete” actions.
- January 1 2011—Adoption of GHG emission limits and reduction measures by regulation.
- January 1, 2012—GHG emission limits and reduction measures adopted in 2011 become enforceable.

The ARB adopted the following early actions on June 21, 2007:

- Group 1—Three new GHG-only regulations are proposed to meet the narrow legal definition of “discrete early action greenhouse gas reduction measures” in Section 38560.5 of the Health and Safety Code. These include the Governor’s Low Carbon Fuel Standard, reduction of refrigerant losses from motor vehicle air conditioning maintenance, and increased methane capture from landfills. These actions are estimated to reduce GHG emissions between 13 and 26 MMT CO<sub>2</sub>e annually by 2020 relative to projected levels. If approved for listing by the Governing Board, these measures will be brought to hearing in the next 12 to 18 months and take legal effect by January 1, 2010.
- Group 2—The ARB is initiating work on another 23 GHG emission reduction measures in the 2007–2009 time period, with rulemaking to occur

as soon as possible where applicable. These GHG measures relate to the following sectors: agriculture, commercial, education, energy efficiency, fire suppression, forestry, oil and gas, and transportation.

- Group 3—ARB staff has identified ten conventional air pollution control measures that are scheduled for rulemaking in the 2007–2009 period. These control measures are aimed at criteria and toxic air pollutants, but will have concurrent climate co-benefits through reductions in CO<sub>2</sub> or non-Kyoto pollutants (i.e., DPM, other light-absorbing compounds, and/or ozone precursors) that contribute to global warming.

In October 2007, the ARB expanded the early actions to include the following measures:

- Group 1, Discrete Early Actions—Sulfur hexafluoride (SF<sub>6</sub>) emissions reductions from the non-electricity sector; reduction of emissions from consumer products; Smartway Truck Efficiency (requires existing trucks and trailers to be retrofitted with devices that reduce aerodynamic drag); tire inflation (requires tune-up and oil change technicians to ensure proper tire inflation as part of overall service); reduction of perfluorocompound (PFC) emissions from semiconductor industry; and Green ports (allows docked ships to shut off their auxiliary engines by plugging into shoreside electrical outlets or other technologies).
- Group 2, Other Early Actions—Refrigerant tracking, reporting and recovery program; energy efficiency of California cement facilities; blended cements; anti-idling enforcement; and research regarding nitrogen land application efficiency.

Since October 2007, the ARB has taken the following actions concerning Early Action Measures:

- Low Carbon Fuel Standard—The ARB approved adoption regulations establishing a low-carbon fuel standard on April 23, 2009. The intent of the standard is to reduce the carbon intensity of transportation fuels by an average of 10% by 2020. The ARB intends to finalize rule-making for regulations by January 1, 2010.
- Landfill Methane Capture—On June 25, 2009, the ARB approved for adoption regulations for control of methane emissions from municipal solid waste (MSW) landfills. The regulations will require the installation and proper operation of gas collection and control systems at active, inactive, and closed MSW landfills having 450,000 tons or greater of waste-in-place and that received waste after January 1, 1977. The regulations contain performance standards for the gas collection and control system, and specify monitoring requirements to ensure that the system is being maintained and operated in a manner that minimizes methane emissions. The regulations include a leak standard for gas collection and control system components, a monitoring requirement for wellheads, methane destruction efficiency requirements for most control devices, surface methane emission standards, and reporting requirements. The ARB is presently considering several

modifications and clarifications to the regulations, and intends to finalize rule-making for regulations by January 1, 2010.

- **Small Containers of Automotive Refrigerant**—On January 22, 2009, the ARB approved for adoption regulations associated with do-it-yourself (DIY) recharging of motor vehicle air conditioning (MVAC) systems. This regulation is intended to help reduce GHG emissions attributable to small containers of automotive refrigerant largely by establishing certification requirements that require containers to be equipped with self-sealing valves, and by establishing a small container deposit and return and refrigerant recovery program. Other components of the regulation include improved container labels and consumer educational materials to promote consumer education regarding proper MVAC charging practices and the environmental consequences of releasing refrigerant to the environment. On September 1, 2009, the Office of Administrative Law (OAL) approved the majority of the regulations, but disapproved the portion of the regulatory filing for adjustment of the refrigerant container deposit. The ARB intends to finalize rule-making for regulations by January 1, 2010.
- **Semiconductor Perfluorocarbons Emissions**—On February 26, 2009, the ARB approved for adoption regulations related to semiconductor operations. The regulation applies to an owner or operator of a semiconductor or related devices operation that uses fluorinated gases or fluorinated heat transfer fluids. The regulation includes emission standards, and reporting and recordkeeping requirements. Final rule-making has not yet been completed.
- **Sulfur Hexafluoride Reduction**—On February 26, 2009, the ARB approved for adoption regulations related to the reduction of SF<sub>6</sub> from non-semiconductor and non-utility applications. This regulation would achieve GHG emission reductions from SF<sub>6</sub> applications through a phase-out of use over the next several years in the non-semiconductor and non-utility sectors. Several modifications to the adopted regulation are currently under consideration.
- **High Global Warming Potential Gases in Certain Consumer Products**—On September 24, 2009, the ARB approved for adoption regulations concerning toxic compounds, aromatics, and high GWP gases in certain consumer products. The amendments are designed to reduce volatile organic compound (VOC) emissions but would also prohibit compounds with high GWP in multi-purpose solvent, paint thinner, and double-phase aerosol air fresheners, which are the three categories of consumer products proposed for regulation. Final rule-making has not yet been completed.
- **Heavy-Duty Vehicle GHG Emission Reduction Regulation**—On December 11, 2008, the ARB approved for adoption regulations concerning long-haul Heavy Duty Vehicle (HDV) fuel efficiency. A more efficient HDV uses less fuel, and as a result, emits less GHG emissions. A HDV consists of a heavy-duty tractor and a trailer. The regulation requires new and existing long-haul on-road tractors (of a certain size), which operate on California highways, to be equipped with SmartWay approved aerodynamic technologies and low-rolling resistance tires. The regulation contains a phased implementation and

includes several exemptions (such as for emergency vehicles). Final adoption of the regulation is expected in November 2009.

- **Tire Pressure**—On March 26, 2009, the ARB approved for adoption regulations to reduce GHG emissions from vehicles operating with under-inflated tires. The regulation requires that all Automotive Service Providers perform a tire inflation service (check and inflate) on all passenger vehicles that are brought into a facility for service or repair. Final rule-making has not yet been completed.
- **Shore Power**—On December 6, 2007, the ARB approved for adoption regulations to reduce emissions from diesel auxiliary engines on ocean-going vessels while at berth in California. The regulation requires operators of vessels meeting specified criteria to turn off their auxiliary engines for most of their stay in port. The ARB anticipates that such vessels would then receive their electrical power from the shore, or use an alternative but equally effective means of emission reductions. Although the measure is intended to reduce NO<sub>x</sub> and particulate matter emissions, the measure will produce a co-benefit of also reducing CO<sub>2</sub> emissions. The regulation took effect on January 2, 2009.

#### AB 32 Scoping Plan

In December 2008, the ARB released its scoping plan, which outlines an approach to meet AB 32's goal. The plan identified measures to reduce GHG emissions to 1990 levels, which is approximately 30% from business-as-usual emission levels projected for 2020, or about 10% from today's (2008) levels. On a per-capita basis, that means reducing annual emissions of 14 tons of CO<sub>2</sub> per person in California down to about 10 tons per person by 2020. Table 4.7-2 shows a summary of the recommended reduction strategies.

The scoping plan, even though it is approved by the ARB, remains a plan. The measures in the scoping plan must be adopted through the normal rulemaking process, with the necessary public input.

**Table 4.7-2.** Summary of AB 32 Scoping Plan Recommendations.

<b>Recommended Reduction Strategies</b>	<b>Reductions Counted towards 2020 Target (MMT CO<sub>2</sub>e)</b>
Estimated Reductions Resulting from Combination of Cap-and-Trade Program and Complementary Measures	146.7
California Light-Duty Vehicle GHG Standards	
Implement Pavley Standards	31.7
Develop Pavley II Light-Duty Vehicle Standards	
Energy Efficiency	
Building /Appliance Efficiency, New Programs, etc.	
Increase CHP Generation by 30,000 GWh	26.3
Solar Water Heating (AB 1470 goal)	
Renewables Portfolio Standard (33% by 2020)	21.3
Low Carbon Fuel Standard	15
Regional Transportation-Related GHG Targets <sup>1</sup>	5
Vehicle Efficiency Measures	4.5
Goods Movement	
Ship Electrification at Ports	3.7
System-Wide Efficiency Improvements	
Million Solar Roofs	2.1
Medium/ Heavy Duty Vehicles	
Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency)	1.4
Medium- and Heavy-Duty Vehicle Hybridization	
High Speed Rail	1.0
Industrial Measures (for Sources Covered under Cap-And-Trade Program)	
Refinery Measures	0.3
Energy Efficiency and Co-benefits Audits	
Additional Reductions Necessary to Achieve the Cap	34.4
Estimated Reductions from Uncapped Sources/Sectors	27.3
High Global Warming Potential Gas Measures	20.2
Sustainable Forests	5.0
Industrial Measures (for Sources Not Covered under Cap and Trade Program)	1.1
Oil and Gas Extraction and Transmission	
Recycling and Waste (Landfill Methane Capture)	1.0
Total Reductions Counted toward 2020 Target	174
<b>Other Recommended Measures</b>	<b>Estimated 2020 Reductions (MMT CO<sub>2</sub>e)</b>
State Government Operations	1–2
Local Government Operations	TBD
Green Buildings	26
Recycling and Waste (Other Measures)	9
Water Sector Measures	4.8
Methane Capture at Large Dairies	1.0
<sup>1</sup> This number represents an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target. The ARB will establish regional targets for each Metropolitan Planning Organization (MPO) region following the input of the Regional Targets Advisory Committee and a public consultation process with MPOs and other stakeholders per SB 375.	
TBD = to be determined	
Source: Air Quality Technical Report (Appendix F of this EIR)	

*Senate Bill 97 Chapter 185, Statutes of 2007*

SB 97 requires the Office of Planning and Research (OPR) to prepare guidelines to submit to the California Resources Agency regarding feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA. The California Resources Agency is required to certify and adopt these revisions to the State CEQA Guidelines by January 1, 2010. The guidelines will apply retroactively to any incomplete EIR, negative declaration, mitigated negative declaration, or other related document.

*Executive Order S-01-07*

Executive Order S-01-07 was enacted by Governor Schwarzenegger on January 18, 2007. The order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020; and (2) that a low carbon fuel standard (LCFS) for transportation fuels be established in California.

*Senate Bill 375*

On September 30, 2008, Governor Schwarzenegger signed into law SB 375 (Steinberg). SB 375 focuses on housing and transportation planning decisions to reduce fossil fuel consumption and conserve farmlands and habitat. This legislation is important to achieving AB 32 goals because GHG emissions associated with land use, which includes transportation, are the single largest sector of emissions in California. Further, SB 375 provides a path for better planning by providing incentives to locate housing developments closer to where people work and go to school, allowing them to reduce vehicle miles traveled (VMT) every year. Some of the main provisions of the bill are as follows:

- Require the regional governing bodies in each of the state's major metropolitan areas to adopt, as part of their regional transportation plan, a "sustainable community strategy" that will meet the region's target for reducing GHG emissions. These strategies would get people out of their cars by promoting smart growth principles such as: development near public transit, projects that include a mix of residential and commercial use, and projects that include affordable housing to help reduce new housing developments in outlying areas with cheaper land and reduced VMT.
- Create incentives for implementing the sustainable community strategies by allocating federal transportation funds only to projects that are consistent with the emissions reductions.
- Provide various forms of CEQA relief by allowing projects that are shown to conform to the preferred sustainable community strategy through the local general plans (and therefore contribute to GHG reduction) to have a more streamlined environmental review process. Specifically, SB 375 will change CEQA in two ways:
  - If a development is consistent with the sustainable community's strategy and incorporates any mitigation measures required by a prior EIR, then

the environmental review does not have to consider: (1) growth-inducing impacts or (2) project-specific or cumulative impacts from cars on global warming or the regional transportation network.

- ❑ A narrowly defined group of “transit priority projects” will be exempt from CEQA review.

*Title 24, Part 6, California Code of Regulations (2005)*

In 2005, California adopted new energy efficiency standards for residential and nonresidential buildings in order to reduce California’s energy consumption. This program has been partially responsible for keeping California’s per capita energy use approximately flat over the past 30 years. Title 24 was updated in April 2008, and the new requirements will go into effect January 1, 2010.

### 4.7.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and provide the basis for determining significance of impacts associated with air quality resulting from the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- conflict with or obstruct implementation of the applicable air quality management plan;
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment status under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors);
- expose sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

For a detailed description of the air quality thresholds and impacts used for determining construction and operational impacts, please refer to the *Air Quality Technical Report* (Appendix F to this Draft EIR). The following is a summary of additional significance criteria used for the air quality analysis.

### 4.7.3.1 Supplemental Thresholds for Criteria Pollutant Impacts

In lieu of any set quantitative air quality significance thresholds, the SDAPCD's Regulation II, Rule 20.2, Table 20-2-1, "Air Quality Impact Analysis (AQIA) Trigger Levels" are used as a screening criterion for potential significance of air quality impacts. The SDAPCD emission thresholds are shown in Table 4.7-3.

**Table 4.7-3.** SDAPCD Pollutant Significance Thresholds

Air Contaminant	Emission Rate		
	(lb/hr)	(lb/day)	(tons/yr)
Particulate Matter less than 10 microns (PM10)	---	100	15
Particulate Matter less than 2.5 microns (PM2.5) <sup>1</sup>	---	55	10
Oxides of Nitrogen (NO <sub>x</sub> )	25	250	40
Oxides of Sulfur (SO <sub>x</sub> )	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds (Pb)	---	3.2	0.6
Volatile Organic Compounds (VOC) <sup>2</sup>	---	75	13.7

<sup>1</sup> EPA's "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards," published September 8, 2005. Also used by the SCAQMD.

<sup>2</sup> City of San Diego CEQA Significance Determination Threshold for VOC threshold based on South Coast Air Quality Management District (SCAQMD) levels and the Monterey Bay APCD, which has similar federal and state attainment status as San Diego.

Source: SDAPCD Regulation II, Rule 20.2.

An adverse impact on air quality would result if the emission levels from the Proposed Project were to exceed any of the criteria presented in Table 4.7-3.

### 4.7.3.2 Local Micro-Scale CO Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO

concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

As in most urban areas, high short-term concentrations of CO, known as “hotspots,” can be a problem in San Diego County. Hotspots typically occur in areas of high motor vehicle use, such as in parking lots, at congested intersections, and along highways. Since CO buildup typically occurs at locations where traffic is congested, CO concentrations are often correlated with Level of Service (LOS) at intersections. LOS expresses the congestion level for an intersection and is designated by a letter from A to F, with LOS A representing the best operating conditions and LOS F the worst. Significant concentrations of CO sometimes occur (depending on temperature, wind speed, and other variables) at intersections where LOS is rated at D or worse.

Significance of CO emissions from vehicles was evaluated based on the following criteria: a significant impact would occur if (1) project-generated traffic degrades the LOS at intersections to level D or worse, (2) sensitive receptors are nearby, and/or (3) CO hotspot modeling indicates thresholds would be exceeded. The first criterion is based on whether the traffic associated with the proposed project would change the LOS of an intersection, and thereby have the potential to generate CO hotspots. If the LOS remained unaffected, it would be assumed that vehicle emissions would not contribute to CO hotspots.

### 4.7.3.3 Supplemental Criteria for Sensitive Receptors

The following criteria were used to determine whether the project would expose sensitive receptors to substantial pollutant concentrations:

- The project would place sensitive receptors near CO “hotspots” or create CO “hotspots” near sensitive receptors.
- The project would result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology, or a health hazard index greater than 1, and thus be deemed as having a potentially significant impact.
- Create objectionable odors affecting a substantial number of people. The project is not an agricultural, commercial, or an industrial activity, and consequently is not subject to SDAPCD standards.

### 4.7.3.4 Supplemental Criteria for GHG Emissions

No federal or state agency provides specific emission thresholds by which to evaluate the significance of impacts from GHG emissions. The Legislature recently enacted SB 97, which requires OPR to adopt CEQA Guidelines concerning the effects and mitigation of GHG emissions (Public Resources Code Section 21083.05). Although the final guidelines will not be adopted or implemented until January 1, 2010, OPR has circulated draft guidelines for public review and comment that authorize the use of either quantitative or qualitative thresholds of significance for GHG emissions. In the absence of formally adopted standards, the Port District employs the following significance thresholds, which are adapted from the thresholds recommended in Appendix G of the CEQA Guidelines for determining the significance of other impacts on air quality. GHG emissions would be significant if:

- the proposed project would conflict with or obstruct the goals or strategies of the California Global Warming Solutions Act of 2006 (AB 32) or related Executive Orders; or
- the proposed project would result in substantially increased exposure to the potential adverse effects of global warming identified in the California Global Warming Solutions Act of 2006.

## 4.7.4 Analysis of Project Impacts

### 4.7.4.1 Regional Air Quality Strategy and State Implementation Plan

Projects that propose development consistent with growth anticipated by the PMP are considered consistent with the RAQS and SIP. The current land use designation is Commercial Recreation in the Lindbergh Field/Harbor Island Precise Plan. Commercial Recreation developments are intended to serve tourism with a balance of commercial and public amenities. Commercial development includes hotels, restaurants, shopping, marinas, and sport fishing. The current approximately 550-slip marina generates approximately 2,400 ADT. Implementation of the Proposed Project would not involve changes to the marina but would generate an additional 1,225 ADT.

The Lindbergh Field/Harbor Island Precise Plan identifies East Harbor Island for development of a 500-room complex that would include a restaurant, cocktail lounge, meeting and office space, recreational facilities, and ancillary uses. The Project is consistent with the Precise Plan in its proposal to develop a 175-room hotel, which would result in fewer vehicle trips than identified for East Harbor Island in the Precise Plan. Considering the Proposed Project would not involve a change to the type of land use or number of vehicle trips anticipated by the Precise Plan it would be consistent with the goals of the RAQS and SIP, which are documents based on existing approved land use plans. Therefore, impacts would be less than significant.

## 4.7.4.2 Violate Ambient Air Quality Standards

### Construction

Hotel construction would take approximately 18 months to complete, with roadway and utility realignment requiring approximately 90 days within that 18 months. Emissions of pollutants generated during construction include fugitive dust and equipment tailpipe emissions of ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, which are generally highest near the construction site. Site grading would require approximately 10,000 cubic feet of fill material to be transported off site, and fugitive dust emissions associated with the site grading was estimated by assuming that a maximum of 25% of the total acreage would be disturbed on a single day for each phase. The anticipated construction schedule as well as the number and type of construction vehicles and equipment is discussed in the Air Quality Technical Report (Appendix F of this EIR).

It was also assumed that construction activities would include demolishing an existing structure, removing an existing parking lot, trenching, building construction, and asphalt paving, over the approximately 18-month construction period. For the air quality analysis, URBEMIS2007 (version 9.2.4) was used, and the results are presented in Appendix F of this EIR and summarized in Table 4.7-4. It is assumed for purposes of the construction analysis that the roadway improvements, demolition, utility improvements, and hotel grading and paving would be conducted in 2011. Actual hotel building construction would be completed in 2012.

**Table 4.7-4.** Construction Emissions

	Maximum Daily Emissions (pounds)						
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>
2011 Maximum Value	7.27	53.14	38.52	0.01	20.04	5.26	6,129
2012 Maximum Value	26.02	8.89	10.15	0.01	0.57	0.50	1,744
Significance Criteria	>75	>250	>550	>250	>100	>55	--
Significant?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>N/A</b>

Source: Air Quality Technical Report (Appendix F of EIR)

As shown in Table 4.7-4, criteria pollutant emissions associated with construction of the Proposed Project would be below the applicable thresholds. Therefore, construction impacts would be less than significant.

Construction activities for the Proposed Project would, however, be required to comply with the recently adopted SDAPCD Rule 55, which requires fugitive dust control for all construction and demolition activities. Because Rule 55 does not prescribe specific dust control measures, a list of best available control measures (BACMs) is identified in SCAQMD's Fugitive Dust Rule 403 that shall be

implemented as part of construction activities to minimize fugitive dust emissions. Some of the BACMs include, but are not limited to:

- stabilize loose soil and demolition debris;
- stabilize soil during clearing or grubbing activities;
- stabilize disturbed soil throughout construction site;
- stabilize material while transporting; and
- stabilize staging areas during use.

The list of BACMs included in Rule 403 is provided in the Air Quality Technical Report (Appendix F of this EIR).

## Operations

The operational air quality emissions generated by Proposed Project operations would be associated with mobile, area, and stationary sources. According to the traffic study, the Proposed Project is anticipated to generate 1,225 daily vehicle trips. Proposed *area* sources of emissions would be the use of consumer products, heating and cooling the hotel, and landscaping maintenance. Proposed *stationary* sources would be use of electricity generated at an offsite power plant.

Operational emissions were modeled for maximum daily emissions for 2012, the expected opening year. Table 4.7-5 presents the total operational emissions anticipated from the Proposed Project. It is expected that Project operations and traffic would not increase beyond that proposed during opening year (2012). Currently there are no significance thresholds for CO<sub>2</sub> emissions. Proposed CO<sub>2</sub> emissions are shown in Table 4.7-5 for informational purposes only in accordance with direction from the state on analysis of climate change. For additional analysis regarding greenhouse gases and climate change please refer to Section 4.7.4.3 below. As Table 4.7-5 shows, emissions of ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> associated with Project emissions would be below the significance thresholds. Therefore, impacts from proposed operation emissions would be less than significant.

**Table 4.7-5.** 2012 Proposed Project Operations

	<b>Maximum Daily Emissions (pounds)</b>						
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM10</b>	<b>PM2.5</b>	<b>CO<sub>2</sub></b>
Summer	7.55	8.95	70.2	0.08	12.86	2.51	9,327
Winter	7.82	10.45	67.26	0.07	12.85	2.50	8,598
Significance Criteria	>75	>250	>550	>250	>100	>55	--
Significant?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>N/A</b>

Source: Air Quality Technical Report (Appendix F of this EIR)

### 4.7.4.3 Emissions Increase

The Proposed Project would have a significant impact if it results in a cumulatively considerable net increase of any criteria pollutant, TAC, and/or GHG emissions for which the Project region is rated as nonattainment and/or maintenance area under an applicable federal or state ambient air quality standard.

#### Criteria Pollutants

The SDAB is considered a nonattainment area for the 8-hour NAAQS for O<sub>3</sub>, and is considered a nonattainment area for the CAAQS for O<sub>3</sub>, PM10, and PM2.5. An evaluation of Project-related construction and operational emissions of nonattainment pollutants is presented above in Section 4.7.4.2. That discussion shows that criteria pollutants would be below the significance thresholds during construction and operation of the Proposed Project. Therefore, impacts would be less than significant.

#### Localized CO Impacts at Nearby Intersections

The Transportation Project-Level Carbon Monoxide Protocol was followed to determine whether a CO hot spot is likely to form due to project-generated traffic. In accordance with the Protocol, CO hot spots are typically evaluated when (1) the LOS of an intersection decreases to a LOS E or worse; (2) signalization and/or channelization is added to an intersection; and (3) sensitive receptors such as residences, schools, hospitals, etc. are located in the vicinity of the affected intersection. In general, CO hot spots would be anticipated near affected intersections because operation of vehicles in the vicinity of congested intersections involves vehicle stopping and idling for extended periods.

Proposed Project traffic-related CO contributions at each intersection were estimated using the CALINE4 dispersion model and added to background CO conditions. None of the intersections within the Project vicinity would decrease to LOS E or F under near-term (2012) project conditions (TIA, Appendix E of this EIR). Therefore, direct Project impacts under the near-term scenario would be less than significant.

Three intersections were selected under 2030 conditions because they decreased to LOS E or F under long-term (2030) cumulative projects conditions. The selected intersections are North Harbor Drive and Laurel Street, North Harbor Drive and Rental Car Access Road, and North Harbor Drive and Terminal 1 (Harbor Island Drive). For these intersections a CO hot spot analysis was conducted to determine whether the Proposed Project would contribute to a violation of the ambient air quality standards for CO at any local intersections. The results of this analysis are also summarized in Chapter 5, “Cumulative Impacts.”

## **Greenhouse Gas Emissions and Climate Change**

Impacts related to GHG emissions and climate change are the result of cumulative development. CAPCOA states that there are no direct or non-cumulative GHG impacts from a climate change perspective. According to a recent white paper by the Association of Environmental Professionals, “an individual project does not generate enough GHG emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG emissions” (AEP 2007). Therefore, there are no direct or non-cumulative GHG impacts from a climate change perspective (CAPCOA 2008). The cumulative analysis is contained in Chapter 5, “Cumulative Impacts.”

The Proposed Project would result in a net increase in project-related GHG emissions because it proposes development that would create more motor vehicle trips, vehicle miles traveled, and energy consumption than what currently exists at the Project site. The Project and estimated existing (business as usual) GHG emissions are presented in Table 12 of Appendix F. However, as discussed above, climate change impacts are cumulative in nature. Therefore, the Proposed Project would not result in a contribution to climate change at the project level. As a result, the direct impact of the Project GHG emissions on climate change is considered to be less than significant.

### **4.7.4.4 Sensitive Receptors**

As discussed above, the nearest sensitive receptors to the Project site are the Spanish Landing Park, located approximately 0.5 mile northwest of the Project site, the park located on the south side of West Harbor Island, approximately 1

mile west of the Project site, and residences along Laurel Street, Hawthorne Street, and Grape Street, approximately 1 mile to the east of the Project site.

## Construction

Construction activities are sporadic, transitory, and short-term in nature, and once construction activities have ceased, so too have emissions from construction activities. It is estimated that construction activities for the Project would occur over approximately 18 months; however, most of the diesel emissions would occur during site grading and road construction, which would take approximately 3 months. Because the duration of exposure to diesel exhaust during the temporary construction activity would be much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks, construction of the Proposed Project is not anticipated to result in an elevated health risk to exposed persons due to the short-term nature of construction-related diesel exposure. The Project may create a nuisance for nearby visitors during hours of construction, but this impact is considered minimal. In addition, based on screening methodology provided by the SCAQMD, air pollution exposure to diesel emissions is reduced with distance. Therefore, the distance from the Project site to the nearest sensitive receptor (approximately 0.5 mile) is assumed to be enough to greatly reduce pollution concentrations. Consequently, the human health impact of diesel risks associated with construction activities is considered to be less than significant.

## Operations

Emissions from Project-related vehicles are relatively low and well below the SDAPCD's daily thresholds for all criteria pollutants. There are three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic, that is, DPM from trucks, and benzene and 1,3-butadiene from passenger vehicles. These TACs are a subset of the criteria ROG and PM<sub>2.5</sub> emissions. However, as stated in Table 4.7-5, ROG and PM<sub>2.5</sub> emissions from Project-related vehicles are below the SDAPCD's daily thresholds. The ARB and SDAPCD recommend that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and have provided guidance for analyzing mobile source diesel emissions. In addition, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. Considering the Proposed Project would not involve such uses, the Project does not warrant a health risk assessment. Potential Project-generated air toxic impacts on surrounding land uses would therefore be less than significant.

In addition, as indicated in the CO hotspot analysis in Section 4.7.4.3 above, the Project-related contribution to CO concentrations at local intersections would be less than significant. Therefore, sensitive receptors would not be subject to significant health risks from exposure to emissions associated with Project operations.

#### 4.7.4.5 Objectionable Odors

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Any project with the potential to frequently expose the public to objectionable odors would be deemed as one having a significant impact. Odor impacts on residential areas and other sensitive receptors, such as hospitals, daycare centers, schools, etc., warrant the closest scrutiny; but consideration should also be given to other land uses where people may congregate, such as recreational facilities, work sites, and commercial areas.

The Project would generate temporary, localized odors during construction, similar to any other construction project. However, odor impacts would be temporary and limited to the area adjacent to the construction site. Therefore, impacts would be less than significant.

Further, operation of the Proposed Project would create motor vehicle trips that would generate tailpipe emissions. However, odor impacts would be limited to the circulation routes and parking areas. Such brief exhaust odors are an adverse, but not significant, air quality impact. Therefore, odor impacts would be less than significant.

#### 4.7.4.6 Port Master Plan Amendment

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As a result, approval of the PMP Amendment would not result in direct impacts related to air quality.

Future development projects that are consistent with the PMP Amendment would be considered consistent with the goals of the RAQS and SIP related to air quality emissions in the region because they would be consistent with growth anticipated by the current PMP and Lindbergh Field/Harbor Island Precise Plan as the total number of hotel rooms on East Harbor Island would not exceed 500. In addition, future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct air quality impacts either from project operations or construction would be evaluated when applications for development are submitted to the Port District.

## **4.7.5 Significant Impacts**

No significant impacts on air quality would result from the construction or operation of the Proposed Project.

## **4.7.6 Mitigation Measures**

No significant impacts on air quality have been identified; therefore, no mitigation measures are required.

## **4.7.7 Significance of Impacts after Mitigation**

No mitigation measures were required because no significant adverse air quality impacts were identified for construction or operation of the Proposed Project.

## **4.8.1 Introduction**

This section evaluates the potential for noise to increase as a result of implementing the Proposed Project. The analysis discussed in this section is based on the Noise Technical Report prepared by ICF Jones & Stokes in March 2009. Appendix G of this Draft EIR contains the complete report. The analysis describes existing noise conditions at the Project site and vicinity, and evaluates the short-term construction and long-term operational noise impacts of the Proposed Project.

### **4.8.1.1 Noise Effects**

Noise is generally defined as sound that is loud, unpleasant, unexpected, or otherwise undesirable. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise; the amount of background noise present before the intruding noise; and the nature of work or human activity that is exposed to the noise source.

### **4.8.1.2 Noise Characteristics**

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measure for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The “A-weighted scale” (dBA) reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Figure 4.8-1 shows the dBA noise levels from common sounds.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL), which is the average sound level over a 24-hour

period. CNEL is a noise measurement scale, and accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. For example, sound that occurs between 7:00 p.m. and 10:00 p.m. is perceived as actually 5 dB higher than the same sound occurring between 7:00 a.m. and 7:00 p.m. From 10:00 p.m. to 7:00 a.m., the sound is perceived as being 10 dBA higher (due to the lower background level). Because of this, the CNEL is obtained by adding an additional 5 dB to sound levels occurring between 7:00 p.m. and 10:00 p.m., and an additional 10 dBA to sound levels measured between 10:00 p.m. and 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

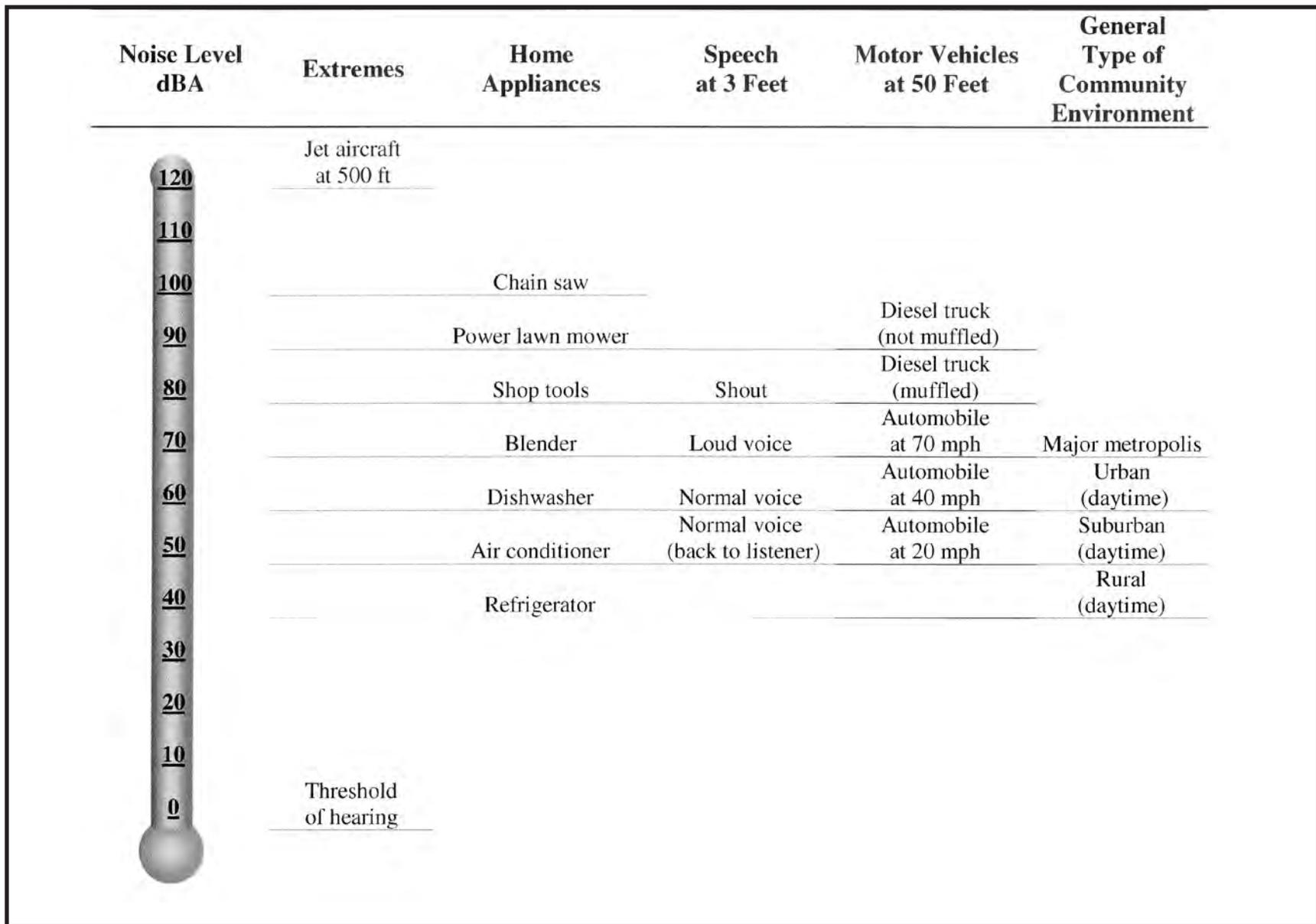
Noise is also described in terms of  $L_{max}$ ,  $L_{min}$ , and  $L_{eq}$ , which, respectively, represent maximum and minimum noise levels and the average of sound energy occurring over a specified period. The  $L_{eq}$  measurement allows for a better understanding of the severity of noise events occurring over different durations. For instance, an explosion producing a single burst of noise at 90 dBA may not be as harmful or annoying to receptors as freeway traffic that generates noise at 70 dBA consistently throughout the day. When compared with quieter ambient noise levels, the 90-dBA explosion would likely have a lower  $L_{eq}$  than would the 70-dBA freeway noise, which would probably not decrease much when averaged over the course of a day, due to the constant generation of noise.

### 4.8.1.3 Sensitive Receptors

Land uses that are considered sensitive to noise impacts are referred to as “sensitive receptors.” Noise-sensitive land uses typically include schools, residences, libraries, hospitals, other care facilities, and parks. The Project site is located adjacent to a marina and restaurants. No schools, residences, libraries, hospitals, care facilities, or parks are located in the immediate vicinity of the Project site. The nearest sensitive receptors to the Project site are the Spanish Landing Park, located approximately 0.5 mile northwest of the Project site; the park located on the south side of West Harbor Island, approximately 1 mile west of the Project site; and residences along Laurel Street, Hawthorne Street, and Grape Street, approximately 1 mile to the east of the Project site.

### 4.8.1.4 Audible Noise Changes

Studies have shown that the smallest perceptible change in sound level in a community environment (i.e., not under controlled conditions) is approximately 3 dB. A change of at least 5 dB would be noticeable and would likely evoke a community reaction. A 10 dB increase is subjectively heard as an approximate doubling in loudness, and would most certainly cause a community response.



Source: Harris Miller Miller & Hanson Inc. 2003.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” will decrease by approximately 6 dB over hard surfaces and 9 dB over soft surfaces for each doubling in distance. For example, if a noise source produces a noise level of 89 dBA over a hard surface at a distance of 50 feet from a receptor, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on.

Generally, noise is most audible when its path to the receptor is unobstructed. Obstructions, such as walls, berms, or buildings, between the source and the receiver greatly reduce noise levels from the source, since sound can only reach the receiver by bending over or around the barrier (diffraction). Sound barriers can reduce noise levels by up to 20 dBA.

## 4.8.2 Existing Conditions

### 4.8.2.1 Environmental Setting

#### Existing Noise Environment

The existing noise environment at the Project site and vicinity is characterized by background (“ambient”) noise generated by vehicular traffic and aircraft. Vehicular traffic is the most consistent noise source, while aircraft noise is more intermittent. Existing traffic volumes included in the Traffic Study (Appendix E to this EIR) were used to estimate existing CNEL.

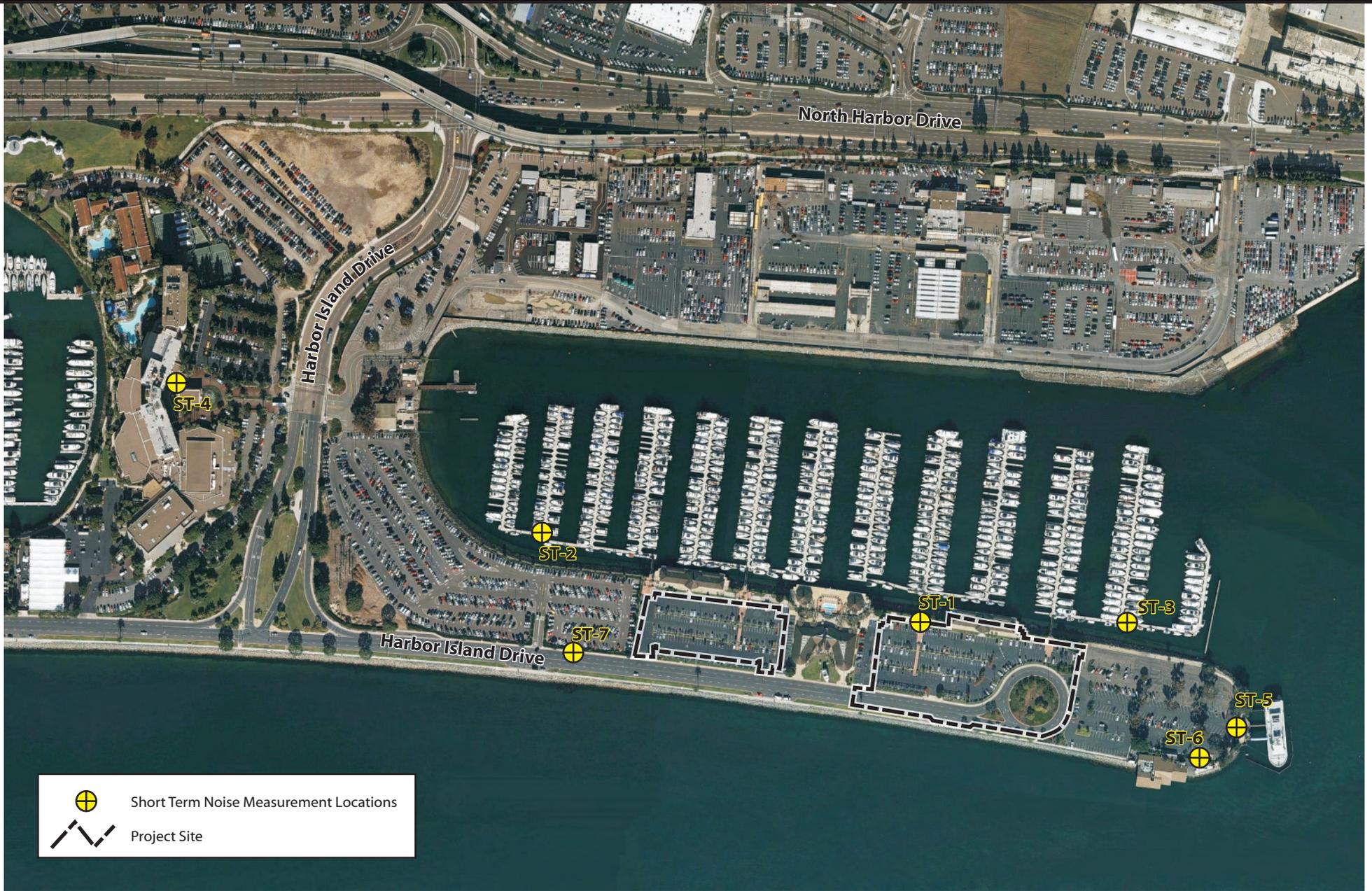
To quantify existing noise levels within and adjacent to the Project site, ICF Jones & Stokes took daytime noise measurements at seven locations, as shown on Figure 4.8-2. Noise readings were taken adjacent to the marina (ST-1, ST-2, and ST-3), at the Sheraton Hotel to the west of the Project (ST-4), at the two restaurants to the east (ST-5 and ST-6), and along the bayside promenade, southwest of the Project site (ST-7). The results of these onsite noise measurements are summarized in Table 4.8-1. Measured noise levels during daytime hours varied from 54 dBA  $L_{eq}$  (at ST-3) to 65 dBA  $L_{eq}$  (at ST-7).

**Table 4.8-1.** Existing Onsite Noise Measurements

Site ID	Measurement Location	Noise Sources	Measurement Results (dBA)		
			L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>
ST-1	In front of gangplank leading to marina slips	Aircraft from SDIA and NAS North Island; marina guests walking by; birds	59.5	73.8	48.9
ST-2	Western most slip on marina, next to boats	Aircraft from SDIA; birds; marina guests walking by	54.6	65.9	48.4
ST-3	Eastern most slip on marina, next to boats	Aircraft from SDIA; birds; marina guests walking by	54.1	68.3	46.9
ST-4	Room 1051 of Sheraton, east side of building facing Project	Aircraft from SDIA; traffic	64.2	82.1	55.3
ST-5	East of Project, next to Reuben E. Lee	Traffic; aircraft from SDIA; birds; ambient	58.3	71.4	49.2
ST-6	East of the Project, next to Island Prime	Traffic; aircraft from SDIA; birds; ambient	60.0	71.7	56.0
ST-7	Southwest of Project, along Harbor Island Drive Promenade	Traffic (buses); aircraft from SDIA; helicopters from NAS North Island; ambient	64.8	78.0	52.3

Source: Noise Technical Report (Appendix G of EIR)

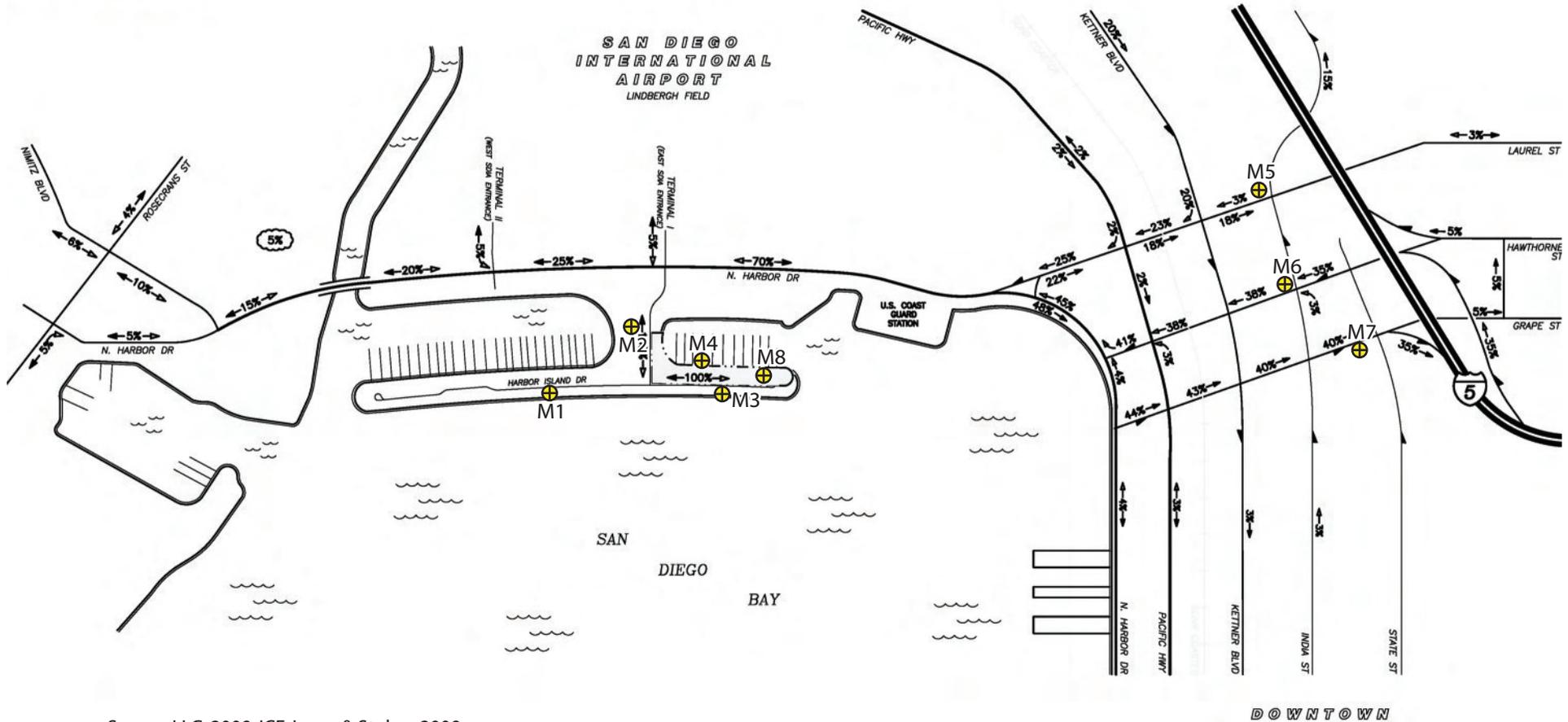
Existing roadway noise in the vicinity of the Project was modeled using Federal Highway Administration (FHWA) modeling software, with data drawn from the traffic study prepared for this Project (Appendix E to this EIR). Noise was modeled at eight locations where Project traffic was projected to travel, and where receptors exist along affected roadway segments. Seven of the eight modeling locations were sited along Harbor Island Drive, Laurel Street, Hawthorne Street, and Grape Street in the vicinity of the Project site, and one modeling location was on the Proposed Project site. The modeling locations and the respective noise levels estimated by roadway noise modeling are described in Table 4.8-2; their geographical locations are shown in Figure 4.8-3.



Project Site and Noise Measurement Locations  
Figure 4.8-2

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- LEGEND**
- XXX→ - Outbound Distribution
  - ←XXX - Inbound Distribution
  - (XXX) - Local Capture



Source: LLG, 2009; ICF Jones & Stokes, 2009



Not to Scale



Traffic Noise Model Receptors  
Figure 4.8-3

**Table 4.8-2.** Traffic Noise Modeling—Existing Conditions

<b>Receptor</b>	<b>Noise Levels (dBA CNEL)</b>
M-1: Harbor Island Drive Promenade, West Harbor Island	62
M-2: Hotel adjacent to Harbor Island Drive	50
M-3: Harbor Island Drive Promenade, East Harbor Island	60
M-4: Boat/Marina area, East Harbor Island	42
M-5: Residences in the vicinity of Laurel Street	66
M-6: Residences in the vicinity of Hawthorne Street	62
M-7: Residences in the vicinity of Grape Street	64
M-8: Proposed Project site	57

Source: Noise Technical Report (Appendix G of EIR)

Aircraft noise from San Diego International Airport (SDIA) to the north and Naval Air Station (NAS) North Island to the south is audible on site and throughout the vicinity. However, the Project site is outside of the 60-dBA CNEL noise contours for SDIA and NAS North Island.

The Noise Technical Report utilizes City noise standards. For the residential, transient residential, and recreational uses representing the receptors on the Project site and in the vicinity, the threshold for identifying a significant noise impact is 65 dBA (CNEL). As Table 4.8-1 shows, none of the monitoring locations exceeded this threshold for the  $L_{eq}$  reading. Data on Table 4.8-2 show that one traffic noise modeling location—the residences along Laurel Street northeast of the Project site—currently exceeds this threshold (66 dBA CNEL).

## 4.8.2.2 Regulatory Environment

### California Department of Transportation

Because neither the Port District nor the City maintains regulatory standards for vibration sources, potential structural damage and human annoyance associated with vibration from construction activities were evaluated based on Caltrans vibration limits (see Table 4.8-3). A vibration level of 0.1 peak particle velocity (PPV) inches per second was used to evaluate impacts on nearby receptors, since this level represents the boundary between barely perceptible and distinctly perceptible vibration.

**Table 4.8-3.** Reaction of People and Damage to Buildings at Various Continuous Vibration Levels

<b>Vibration Level</b> <b>Peak Particle Velocity (PPV) (in/sec)</b>	<b>Human Reaction</b>	<b>Effect on Buildings</b>
0.006–0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibration)	Threshold at which there is a risk of “architectural” damage to normal dwelling-houses with plastered walls and ceilings; special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Noise Technical Report (Appendix G of EIR)

## Port Master Plan

### Planning Goals

**Section II** of the PMP sets forth goals and related policies for development and operation of land within the Port District’s jurisdiction. The goals and related policies pertinent to noise are presented below.

**Goal VIII** The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.

- Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors, excessive noise, and hazards to the health and welfare of the people of California.

### City of San Diego Noise Ordinance

Because the Port District does not maintain significance criteria for noise impacts, the following City of San Diego criteria were used to further define and determine the significance level of potential Project impacts (see also, Table 4.8-4 for a summary of noise limits). Chapter 5, Article 9.5, Division 4 of the City’s

Municipal Code, commonly referred to as the Noise Ordinance, provides the guidelines presented below.

## Sound Level Limits

- (a) It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table [Table 4.8-4], at any location in the City of San Diego on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person.

**Table 4.8-4.** Applicable Noise Limits

Land Use	Time of Day	1-Hour Average Sound Level (dB)
1. Single-Family Residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
2. Multi-Family Residential (up to a maximum density of 1/2,000)	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
3. All other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
4. Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
5. Industrial or Agricultural	Anytime	75

Source: Noise Technical Report (Appendix G of this EIR)

## Construction Noise

- (b) It shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

## Noise Insulation in Residential Buildings

- (a) Hotel, motel and apartment buildings, and dwellings other than detached single-family dwellings, shall conform to the provisions of Section T25–28 Noise Insulation Standards, of Article 4, Subchapter 1, Chapter 1, Division T25, Part 6, Title 24, California Administrative Code.

### 4.8.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with noise resulting from development of the Proposed Project.

Impacts are considered significant if the Project would:

- expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- a substantial permanent increase in ambient noise levels in the project vicinity above existing without the project;
- a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- expose people residing or working in the project area 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, to excessive noise levels; or
- expose people residing or working in the project area within the vicinity of a private airstrip to excessive noise levels.

Because the Port District does not maintain significance criteria for noise impacts, the following City of San Diego criteria (2007) were used to further define and determine Project impacts.

The Project would result in a significant impact if:

- construction activities would cause noise levels at a sensitive receptor to exceed 75 dBA  $L_{eq}$ , averaged between the construction hours of 7 a.m. and 7 p.m.;
- operation activities would cause noise levels to exceed the exterior noise threshold of 65 dBA (CNEL), which applies to the residential, and recreational uses found in the Project vicinity;
- the Project incrementally increases noise levels by 3 dB or more if ambient noise levels already exceed 65 dBA, (CNEL); and/or
- internal noise levels exceed 45 dBA (CNEL) in the proposed hotel.

Because neither the Port District nor the City maintains significance thresholds for ground-borne vibration, this analysis used thresholds maintained by Caltrans and the Federal Transit Administration (FTA), measured in PPV. Caltrans has identified a PPV of between 0.0059 and 0.019 inch per second as the threshold of human perception, 0.079 inch per second as being “readily perceptible” to people, and 0.197 inches per second as the threshold at which there is a risk of

architectural damage to normal dwellings. The FTA maintains a 0.12 inch-per-second threshold for potential damage to “extremely fragile historic buildings,” which, although none occur on the Project site, remains a useful reference in the absence of more applicable standards.

## 4.8.4 Analysis of Project Impacts

### 4.8.4.1 Exposure to or Generation of Excessive Noise Levels

#### Construction Noise

Construction noise associated with the Proposed Project would be related to the demolition and removal of the surface parking lot and marina locker building located east of the marina building, as well as by construction activities on the Project site. There would be a single phase of activity, with all demolition and construction taking place on the eastern portion of the Project site. While a definite schedule is not available, Project demolition and construction would last approximately 18 months.

Construction noise common to similar development projects would occur throughout construction activities, and would be audible in the areas surrounding the Project site. This noise increase may be a temporary nuisance for nearby visitors during hours of construction; and levels would fluctuate, depending on construction equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities would require the use of noise-generating equipment, such as jackhammers, pneumatic impact equipment, saws, and tractors. Typical noise levels from various types of equipment that may be used during construction are listed in Table 4.8-5, which shows typical noise levels at various distances from the construction source based on studies prepared by the EPA.

**Table 4.8-5.** Maximum Noise Levels Generated by Typical Construction Equipment

Noise Source	Noise Level (dBA) <sup>1</sup>			
	50 Feet	100 Feet	200 Feet	400 Feet
Jackhammer	82	76	70	64
Steamroller	83	77	71	55
Street Paver	80	74	68	62
Backhoe	83	77	71	55
Street Compressor	67	61	55	49
Front-end Loader	79	73	67	61
Street Cleaner	70	64	58	52
Idling Haul Truck	72	66	60	54
Cement Mixer	72	66	60	54

<sup>1</sup> Assumes a 6-dB drop-off rate for noise generated by a “point source” traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of 10 and 30 feet from the noise source.

Source: Noise Technical Report (Appendix G of EIR)

Table 4.8-6 shows the actual noise levels that would likely be generated on the Project’s construction site, taking into account the likelihood that more than one piece of construction equipment would be in operation at the same time. These estimates are based on 1970 EPA studies, and are considered conservative. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phases of construction.

**Table 4.8-6.** Noise Levels Generated by Construction Activities

Construction Phase	Noise Level (dBA)			
	50 Feet	100 Feet	200 Feet	400 Feet
Ground Clearing	84	78	72	66
Grading/Excavation	89	83	77	71
Foundations	78	72	66	60
Structural	85	79	73	67
Finishing	89	83	77	71

Source: Noise Technical Report (Appendix G of EIR)

Construction noise would be audible to visitors in the vicinity of the Project site, including marina guests in the slips north of the Project site and promenade users south of the Project site. The marina would be within 100 feet of potential construction areas, which, as shown in Table 4.8-6, would receive noise exceeding the adopted 75-dBA threshold during most of the construction activities. However, this noise increase is temporary and limited only to typical

work (and, thus, construction) hours. Furthermore, the marina adjacent to the Project site is not considered to be a noise-sensitive land use.

As discussed above, the nearest sensitive receptors to the Project site are the Spanish Landing Park, located approximately 0.5 miles northwest of the Project site, the park located on the south side of West Harbor Island, approximately 1 mile west of the Project site, and residences along Laurel Street, Hawthorne Street, and Grape Street, approximately 1 mile to the east of the Project site. As shown on Table 4.8-6, construction noise would be well below the noise threshold of 75 dBA at a distance of 400 feet; accordingly, construction noise would not exceed the threshold for the closest sensitive receptors, which would all be further than 400 feet from the construction site.

Helical Earth Anchor Technology (HEAT anchors) or stone columns will be used in lieu of pile driving techniques to install any necessary foundation piles; therefore, construction noise will be limited to the levels discussed above, and the impact would be less than significant.

## Operational Noise

As discussed in Section 4.8.4.3 below, noise modeling analysis concluded that the Project would not contribute to an increase in permanent ambient noise levels that would exceed the City's 65-dBA noise threshold. According to the City's noise thresholds, if noise levels exceed 65 dBA then a significant impact would occur if the Proposed Project would incrementally increase noise levels by 3 decibels or more. As shown in Table 4.8-7, the incremental increase in noise levels would not exceed 3 decibels at receptor locations M-1 through M-8 in the With Project and Without Project conditions for the Existing Plus Cumulative scenario. Therefore, since the Project-related noise increase is less than 3 dBA, the operational noise impacts related to exposure of people to excessive noise levels would be less than significant.

### 4.8.4.2 Excessive Vibration

#### Construction Vibration

Major occurrences of ground-borne vibration can be an annoyance to people and, in some instances, can damage buildings. A minor amount of vibration would be generated during normal construction activity, but this would not be received at noticeable levels outside of the Project site. In addition, HEAT anchors or stone columns will be used in lieu of pile driving techniques to install any necessary foundation piles; because HEAT anchors or stone columns would use conventional construction techniques, vibration from heavy equipment associated with conventional construction would be relatively low (approximately 0.03 PPV inches per second or less at a distance of 50 feet, and approximately 0.001 PPV inches per second or less at a distance of 400 feet). The impact would therefore be less than significant.

### 4.8.4.3 Permanent Increase in Noise Levels

#### Operational Noise

The predominant noise source for the operational phase of the Proposed Project, as with most development in urbanized areas, would be vehicular traffic noise generated by the patrons and employees of the proposed hotel. According to the project traffic report (Appendix E of this Draft EIR) the Proposed Project is anticipated to generate approximately 1,225 daily vehicle trips. This traffic would be distributed throughout the existing circulation system in the Project vicinity. Traffic noise generated by the Project would affect receivers adjacent to nearby roadways and onsite parking lots.

Utilizing FHWA noise calculation formulas, predicted traffic volumes can be used to estimate Project-related traffic noise impacts. Based on daily peak hour traffic volumes provided in the traffic report, a CNEL was calculated for a variety of receptor locations (shown in Figure 4.8-3) that would experience an increase in traffic as a result of the Proposed Project. The TIA analyzed impacts of the Project at near-term conditions and long-term cumulative conditions. Impacts of the Project at Near-Term (2012) Existing Plus Cumulative conditions would be considered direct impacts. Impacts of the Project at Long-Term (2030) conditions would be considered a contribution to cumulative impacts (see Chapter 5, "Cumulative Impacts"). Table 4.8-7 uses AM/PM peak-hour traffic volumes for the Existing and Existing Plus Cumulative, With and Without Project scenarios to predict the changes in traffic noise at selected roadway segments. These "without project" and "with project" conditions were compared to the adopted 65-dBA CNEL threshold to determine if the Project would result in a significant impact. The estimated Project-related increase in dBA is also shown.

**Table 4.8-7.** Traffic Noise Modeling—Existing Conditions, Near-Term Scenario, and Project Impacts

Receptor	Existing <sup>1</sup>	Existing Plus Near-Term Cumulative <sup>1</sup>	Existing Plus Near-Term Cumulative Plus Project <sup>1</sup>	Project-Related Noise Increase <sup>1</sup>
M-1: Harbor Island Drive Promenade, West Harbor Island	62	62	62	0
M-2: Hotel adjacent to Harbor Island Drive	50	50	50	0
M-3: Harbor Island Drive Promenade, East Harbor Island	60	61	62	1
M-4: Boat / Marina area, East Harbor Island	42	42	43	1
M-5: Residences in vicinity of Laurel Street	66	67	67	0
M-6: Residences in vicinity of Hawthorne Street	62	62	62	0
M-7: Residences in vicinity of Grape Street	64	65	65	0
M-8: Proposed Project site	57	58	58	0

<sup>1</sup> dBA CNEL  
Source: Noise Technical Report (Appendix G of EIR)

As Table 4.8-7 shows, the Near-Term scenario noise levels from Project traffic would cause an increase in ambient noise levels of 0 to 1 dBA compared to existing levels at the receptor locations shown in Figure 4.8-3. With the addition of the Proposed Project, noise levels in the vicinity would increase by approximately 1 dBA and would not exceed relevant noise standards. Traffic generated by the Proposed Project would not cause any areas currently below the 65 dBA CNEL noise standard to exceed that mark. Considering that the incremental increase in noise levels at the receptors associated with Project traffic would not increase by 3 decibels or more at areas currently above 65 dBA, the Project would not exceed the thresholds for increases in ambient noise levels. Therefore, Project direct impacts on Near -Term ambient noise levels would be less than significant.

## Onsite Interior Noise

The Project proposes a transient residential development, which would be subject to an interior noise standard of 45 dBA CNEL. As Table 4.8-2 shows, the onsite modeling location that represents the approximate location of the proposed hotel (M-8), is anticipated to receive exterior noise levels of 58 dBA CNEL due to traffic, which is below the adopted 65 dBA CNEL threshold. Buildings of modern construction typically achieve a minimum exterior/interior noise reduction of 15 to 20 dBA with windows and doors closed. By the most conservative assessment, a 15 dBA reduction at the M-8 modeling location would yield an interior noise level of 43 dBA CNEL. This suggests that the 24-

hour average noise in hotel rooms due to traffic levels would not exceed the adopted 45 dBA CNEL threshold.

The Project site is located approximately 0.5 miles south of SDIA, but is not located within the airport's 60 dBA CNEL noise contour. Generally, land uses that are located within the 60 dBA CNEL noise contour are considered noise impacted. Although the Project site is not within the airport noise contour, aircraft noise is clearly audible within the Project site and periodically subject to high levels of single-event noise from takeoffs and landings. The Proposed Project site is also located across the bay from NAS North Island and would thus be subject to audible aircraft noise from NAS North Island. During field noise measurements, maximum noise levels from aircraft ranged from 66 dBA to 82 dBA  $L_{max}$ . Exposure to high levels of single-event noise from aircraft could result in significant impacts on interior noise levels at the proposed hotel.

#### **4.8.4.4 Temporary Increase in Noise Levels**

As discussed in Section 4.8.1, no sensitive receptors are located on the Project site. Furthermore, no sensitive receptors are located within 400 feet of potential construction areas (the distance within which, as shown in Table 4.8-6, construction noise could exceed the adopted 75dBA threshold). Therefore, the Proposed Project would not result in a substantial temporary increase in noise levels in the Project vicinity.

#### **4.8.4.5 Public Airstrip Noise Levels**

As discussed in Section 4.8.4.3, although the Project site is not within the airport noise contour, aircraft noise is clearly audible within the Project site and is periodically subject to high levels of single-event noise from takeoffs and landings. The Proposed Project site is also located across the bay from NAS North Island and would thus be subject to audible aircraft noise from NAS North Island. Exposure to high levels of single-event noise from aircraft could result in significant impacts on interior noise levels at the proposed hotel.

#### **4.8.4.6 Private Airstrip Noise Levels**

No private airstrips are located within the vicinity of the Project site. Therefore, the Proposed Project would not be subject to noise from private airstrips.

#### **4.8.4.7 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to

accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the PMP Amendment would not result in direct impacts related to exposure of people to excessive noise levels or a permanent increase in ambient noise levels.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to creating excessive noise, a permanent increase in ambient noise levels, or exposure of people to excessive noise levels from aircraft or traffic noise would be evaluated when applications for development are submitted to the Port District.

## 4.8.5 Significant Impacts

**NOI-1:** The proposed hotel would be constructed within an area that could result in interior noise levels exceeding the 45dBA CNEL threshold. Exposure to high levels of single-event noise from aircraft could result in significant operational impacts on interior noise levels at the proposed hotel.

## 4.8.6 Mitigation Measures

### **MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.**

The proposed hotel shall include noise insulation features such that an interior noise level of 45 dBA (CNEL) is achieved. An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Proposed Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that could be installed include, but are not limited to, the following:

1. Acoustically rated dual pane windows and sliding glass door assemblies
2. Heavy-weight drapes and thick carpets for sound absorption

The following minimal performance requirements as specified by the project's franchiser (Hyatt Place Franchising, LLC) shall be adhered to as they pertain to interior/exterior sound transmission loss:

- Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52

- Walls between guestrooms and stairwells shall have a minimum STC rating of 60
- All floor/ceiling assemblies shall have a minimum STC rating of 60
- Guest room entry doors shall receive full-frame sound insulation stripping

## 4.8.7 Significance of Impacts after Mitigation

Implementation of mitigation measure MM NOI-1 would reduce the significant noise impact to below a level of significance.

## **4.9.1 Introduction**

This section summarizes information from the Geotechnical Investigation and Geologic Fault Investigation (Geotech Study), prepared by Geocon in March 2006, and the Geotechnical Evaluation and Third Party Review (Geotech Review), prepared by Ninyo & Moore in June 2006. The purpose of these studies was to evaluate the geologic and geotechnical conditions of the Project site using available geologic and geotechnical data in order to determine if Project implementation would result in any geology or soils impacts. The Geotech Study and Geotech Review are provided as Appendices H-1 and H-2, respectively, of this Draft EIR.

## **4.9.2 Existing Conditions**

### **4.9.2.1 Environmental Setting**

The Project site is situated in the western portion of the Peninsular Ranges Geomorphic Province of southern California. This geomorphic province encompasses an area that extends approximately 125 miles, from the Transverse Ranges and the Los Angeles Basin south to the Mexican border, and another 795 miles beyond to the tip of Baja California. The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest. Several of these faults are active. A strand of the Rose Canyon Fault zone (Spanish Bight Fault) is located east of the Project site, near the tip of East Harbor Island. Major tectonic activity within the region consists primarily of right-lateral, strike-slip movement.

Topographically, the Project site consists of relatively level land protected by rock revetment. Surface drainage is generally to the north.

The Project site is underlain by undocumented hydraulic fill above bay deposits overlying the Bay Point Formation. Up to 22 feet of hydraulic fill soils underlie portions of the Project site. The hydraulic fill consists of loose to dense fine sand with varying amounts of shells. The bay deposits consist of loose to medium dense fine sand and are of Pleistocene to Holocene age. The bay deposits are approximately 11 feet thick at the Project site. The Bay Point Formation is

approximately 33 feet under the surface of the Project site, and consists of dense to very dense silty sand and fine sand.

Rock revetment with heavy riprap protects the entire shoreline of East Harbor Island from wave action. Along the north shoreline, a berm and an underwater seawall are present along the toe of the riprap slope.

## Seismic Conditions

### Faulting

Similar to much of the southern California region, the Project site is within a seismically active area and thus is subject to seismic-related ground shaking, lurching, and cracking. East of the Project site, Harbor Island is underlain by three splays of the Spanish Bight Fault, which is a strand of the Rose Canyon Fault zone. These three splays offset sediments of the Holocene age and are thus considered to be active. Several portions of the Rose Canyon Fault zone have been designated by the State of California as being Earthquake Fault (Alquist-Priolo) Zones.

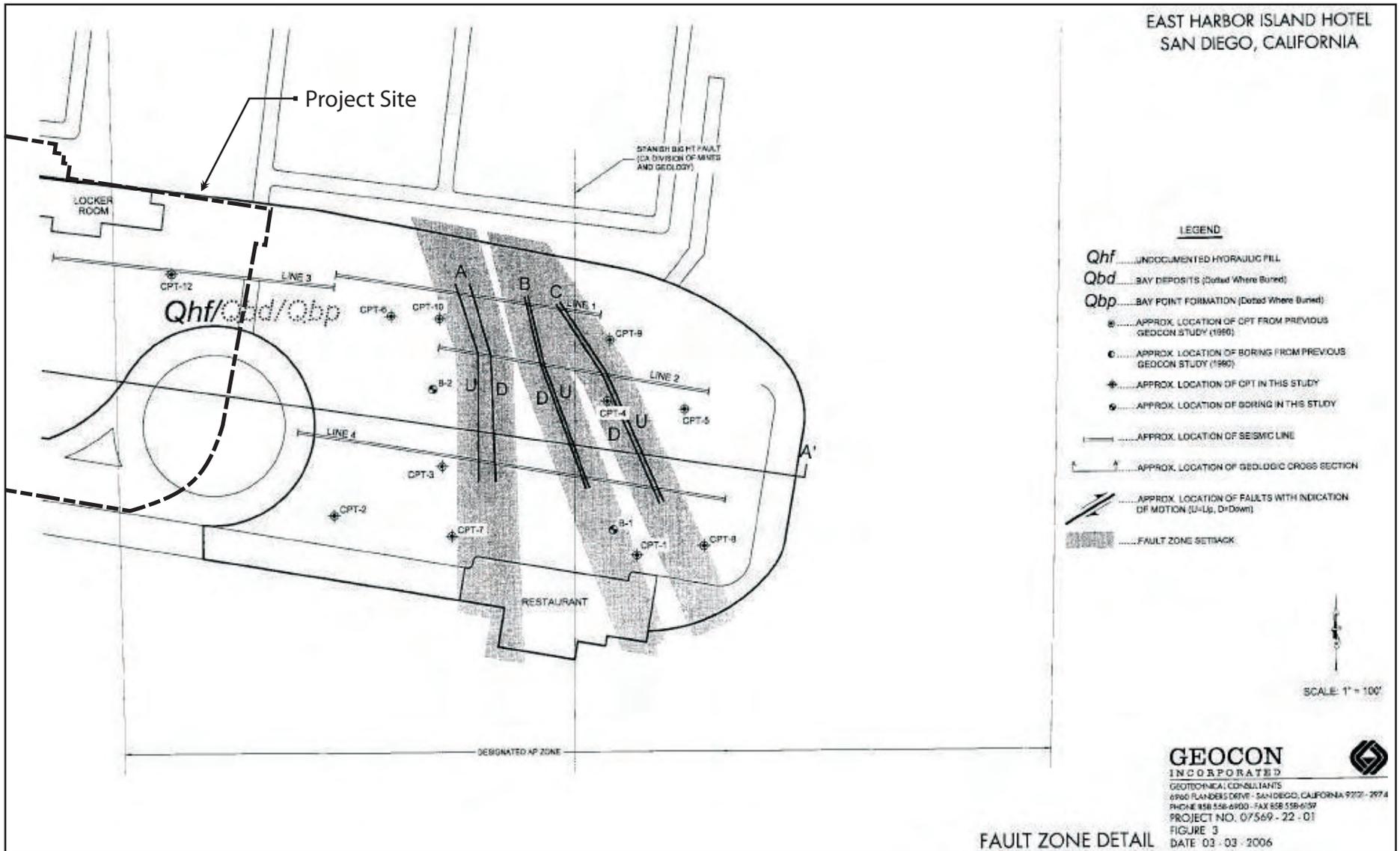
A geophysical seismic reflection study was undertaken using ground borings to determine the locations of the fault splays. Figure 4.9-1 shows the locations of the three fault splays (A, B, and C) near the Project site. Evaluation of the borings indicates that the faults are active. The Geotech Study also considers it likely that the three faults converge.

In addition to the faults near the Project site, the area is also subject to ground shaking and acceleration from seismic activity in the Coronado Bank Fault (12 miles away), the Newport-Inglewood Fault (33 miles offshore), the Elsinore-Julian Fault (42 miles away), the Elsinore-Temecula Fault (46 miles away), the Earthquake Valley Fault (47 miles away), the Elsinore-Coyote Mountain Fault (51 miles away), and the Palos Verdes Fault (58 miles away). In general, hazards associated with seismic activity include ground surface rupture, strong ground motion, liquefaction, seismically induced settlement, and tsunamis.

### Groundshaking

Severe ground shaking, which can damage structures, is a common condition throughout the region. The Project site would be subject to moderate to severe ground shaking in the event of an earthquake along the Spanish Bight Fault or any other fault in the southern California or northern Baja California (Mexico) regions. The existing building codes would assure that the Project is engineered to avoid substantial seismic-related structural damage.

EAST HARBOR ISLAND HOTEL  
SAN DIEGO, CALIFORNIA



Source: Geocon (2006)

## Tsunamis and Seiches

The Project site is located on a narrow, low-lying peninsula in San Diego Bay. Tsunamis are long wavelength seismic sea waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides, or volcanic activity. A seiche is an oscillating wave within an enclosed or semi-enclosed body of water caused by an earthquake or other subsurface disturbance. The Geotech Study indicates that the potential for a very large tsunami or seiche to affect the Project site is considered high. However, the Geotech Review clarifies that, although the potential for a very large tsunami or seiche occurring within the bay to affect the Project site is high, due to the location of the Project site the potential for damage to the Project site is low to moderate. Although the tsunamis originating in the open ocean can affect the bay, the potential for such an occurrence to adversely affect the Project site is low to moderate due to the protection of the site from the open ocean by other land areas including Point Loma and Coronado. Because the Project site is located in a low-lying island located within a protected bay, direct inundation from a tsunamis or seiche is possible, but not likely enough to significantly affect the Project site.

## Liquefaction

Liquefaction of cohesionless soils and resultant induced settlement can be caused by the strong vibratory motion of earthquakes. Loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are most susceptible to liquefaction. The Project site is underlain by hydraulic fill soils, bay deposits, bay point formation, and shallow groundwater. Based on these conditions, the potential for liquefaction, seismically induced settlement, and lateral spreading to occur on the Project site is considered high.

## Landslides

No known landslides have occurred on the Project site or in the surrounding area that could affect the Project site. Due to the flat nature of the Project site and the surrounding area, the probability that a previously unidentified landslide exists is extremely low.

## Soil Erosion

The Proposed Project involves the development of new structures and infrastructure on a Project site that is currently developed. No substantial quantities of soil would be eroded or lost as a result of the Proposed Project.

## Soil Stability

The soil on the Project site consists of hydraulic fill on the surface layer, bay deposits directly below, and bay point formation on the lower layer. Groundwater on the Project site is at depths from 9 to 14 feet below the surface. The hydraulic fill is located both above and below the groundwater, and the bay deposit layer is entirely below the groundwater. The shallow depth of the groundwater plays a role in the high potential for liquefaction of subsurface onsite soil.

## Expansive Soils

The majority of the soils on the Project site are considered to have a very low to low expansion potential, as defined by the California Building Code (CBC), Table 18-I-B.

## Flood Hazards

According to FEMA flood insurance rate maps, the outer edges of Harbor Island are mapped as being within 100- and 500-year floodplains. However, the portion of the Project site being proposed for development is mapped outside the flood zones. The potential for flooding of the areas suitable for development on the Project site is considered low.

### 4.9.2.2 Regulatory Environment

Principal state guidance relating to geologic hazards is contained in the Alquist-Priolo Act and in the Seismic Hazards Mapping Act of 1990.

#### Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Act prohibits the location of most types of structures for human occupancy across the active traces of faults in Earthquake Fault Zones, as shown on maps prepared by the state geologist, and regulates construction in corridors along active faults (Earthquake Fault Zones).

#### Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 focuses on hazards related to strong ground shaking, liquefaction, and seismically induced landslides. Under its provision, the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other related hazards. The maps are to be used by jurisdictions in preparing their general plans and adopting land use policies to reduce and mitigate potential hazards to public health and safety.

### 4.9.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with geology and soils resulting from development of the proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (1) rupture of a known earthquake fault; (2) strong seismic ground shaking; (3) seismic-related ground failure, including liquefaction; or (4) landslides;
- result in substantial soil erosion or the loss of topsoil;
- 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 an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### 4.9.4 Analysis of Project Impacts

The following discussion identifies the extent of geologic hazards at the Proposed Project site and their potential to adversely affect the Project. Impacts related to and wastewater disposal utilizing septic systems are not addressed because as discussed further in Section 4.10, "Public Services and Utilities," the proposed hotel would be served by City wastewater treatment systems and sewer lines located within Harbor Island Drive. Therefore, the Project would not be subject to geotechnical hazards related to use of septic systems.

#### 4.9.4.1 Loss, Injury, or Death due to Seismic Conditions

##### Faulting

The Project would place occupied structures on a site that is within a seismically active region that contains several active faults. The Project site is located near but not underlain by known active faults. As noted above, the eastern portion of Harbor Island is underlain by three splays of the Spanish Bight Fault, a strand of the Rose Canyon Fault zone. The Geotech Study recommends a structural setback of 25 feet, and the Geotech Review recommends a structural setback of 50 feet

from the three identified fault splays. The Project's easternmost parking lot would be set back more than 50 feet, and the hotel structure would be set back more than 150 feet from the three fault splays. Because the Project would be set back further than the recommended distance from the three fault splays and the proposed hotel would be constructed in accordance with the required building codes, there would be a less-than-significant impact related to hazards from faults.

## Tsunamis and Seiches

The Project would place structures in an area that could be subject to inundation by tsunamis or seiches. The Geotech Study indicates the potential for a very large tsunami or seiche to affect the Project site is high. However, the Geotech Review clarifies that, although the potential for a very large tsunami or seiche occurring within the bay to affect the Project site is high, due to the location of the Project site the potential for damage to the Project site is low to moderate. The potential for inundation at the Project site due to seiches is low to moderate based on the historic record and the location and alignment of San Diego Bay to potential seismic sources. The risk would be comparable to other low-lying sites located along the bay. Based on the location of the Project site within San Diego Bay, the potential for inundation due to a tsunami or seiche is low, and the impact is less than significant.

## Groundshaking

The Project site would be subject to moderate to severe ground shaking in the event of an earthquake on the Spanish Bight Fault or any other fault in the southern California or northern Baja California regions. Severe ground shaking, which can damage structures, is a common condition throughout the region. To guard against substantial seismic-related structural damage, standard architectural and engineering regulations have been incorporated into applicable building codes. The Project would be engineered and constructed in accordance with all relevant requirements of the CBC. Adherence to required regulations would assure construction of sound structures; therefore impacts related to seismic ground shaking, lurching, or surface cracking would be less than significant.

## Liquefaction

The Project site has a moderate to high potential for liquefaction and seismically induced settlement. When the ground shakes during a seismic event, such soils may settle, causing the surface to depress overtop of the unstable soil. Up to 22 feet of hydraulic fill is present across the Project site. The hydraulic fill is underlain by bay deposits. The Project would place structures on this liquefiable soil. Without proper consideration of the Project site's liquefaction potential, Project foundations and structures could be damaged by ground settlement. This is considered a significant impact warranting the incorporation of mitigation

measures, as listed below. Impacts due to the potential for liquefaction are therefore significant.

## **Landslides**

Due to the flat topography of the Project site, the potential for substantial adverse effects due to landslides is extremely low. Therefore, there would be a less-than-significant impact.

### **4.9.4.2 Soil Erosion**

The Proposed Project involves the development of new structures and infrastructure on a Project site that is currently developed with a surface parking lot and marina locker building. No substantial quantities of soil would be eroded or lost as a result of the Proposed Project. Therefore, the Proposed Project would result in a less-than-significant impact related to substantial erosion or loss of topsoil.

### **4.9.4.3 Soil Stability**

The top layer of hydraulic fill and the middle layer of bay deposits are considered highly susceptible to liquefaction. Therefore, the proposed structures would be subject to significant hazards from unstable soils.

### **4.9.4.4 Expansive Soils**

As stated above, the majority of the soils on the Project site are considered to have a very low to low expansion potential, as defined by the CBC Table 18-I-B. Therefore, impacts related to location of people or property on expansive soils would be less-than-significant.

### **4.9.4.5 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the PMP Amendment would not result in direct impacts related to exposure of people to geotechnical hazards.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to geotechnical hazards would be evaluated when applications for development are submitted to the Port District.

## 4.9.5 Significant Impacts

**GEO-1:** The proposed structures could suffer significant adverse effects due to groundshaking from seismic events and hazards due to relatively shallow groundwater and liquefiable soils beneath the surface that may create significant adverse effects on proposed structures in a seismic event.

## 4.9.6 Mitigation Measures

The following mitigation measures (summarized from the Geocon Study) shall be implemented to reduce Impact GEO 1 to a less-than-significant level. For a complete list of the measures required by the Geocon Study please refer to Appendix H-1 of this EIR.

**MM GEO-1:** To reduce the soil liquefaction and lateral spreading potential beneath the surface of the site, the Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H-1) including the following site design criteria:

- I. Except for stone columns and HEAT Anchor methods, dewatering shall be undertaken for excavations below an elevation of 5 feet above mean sea level (MSL).
- II. Ground improvements or deep foundations shall be implemented in conformance with the CBC site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in Table 4.9-1.

**Table 4.9-1.** Site Design Criteria

Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S <sub>D</sub>	S <sub>F</sub>	Table 16-J
Seismic Coefficient, C <sub>a</sub>	0.57	0.57	Table 16-Q
Seismic Coefficient, C <sub>v</sub>	1.02	1.87	Table 16-R
Near-Source Factor, N <sub>a</sub>	1.3	1.3	Table 16-S
Near-Source Factor, N <sub>v</sub>	1.6	1.6	Table 16-T
Seismic Source	B	B	Table 16-U
<b>Notes:</b>			

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$S_D$  is the soil profile type that contains types of soils that are vulnerable to potential failure or collapse under seismic loading. This soil is often liquefiable.

$S_F$  is the soil profile type that contains dense granular soil or stiff cohesive soil.

$C_a$  is the seismic response coefficient for proximity and is defined by site conditions such as seismic zone and soil profile type.  $C_a$  is determined using Table 16-Q of the CBC.

$C_v$  is the seismic response coefficient and is defined by site conditions such as seismic zone and soil profile type.  $C_v$  is determined using Table 16-R of the CBC.

$N_a$  is the near-source factor for  $C_a$  and is defined by the seismic source type and the closest distance to a known seismic source.  $N_a$  is determined using Table 16-S of the CBC.

$N_v$  is the near-source factor for  $C_v$  and is defined by the seismic source type and the closest distance to a known seismic source.  $N_v$  is determined using Table 16-T of the CBC.

B is the seismic source type between A—faults that produce the largest magnitude events with high rates of seismic activity, and C—faults that are not capable of producing large magnitude events and have low rates of seismic activity. B is determined using Table 16-U of the CBC.

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- A. As recommended in the Geotech Study, ground improvements to mitigate the effects of liquefiable soils and lateral spreading shall be implemented for settlement-sensitive structures (such as the use of stone columns or the HEAT method). In addition, ground improvements for lateral spreading will be extended at least 5 feet below the mud line of the adjacent San Diego Bay along the existing shoreline, and for all structures the minimum depth of ground improvements will be as specified by the Geotech Study conducted by Geocon in March 2006.
  - B. The Project Applicant shall follow recommendations listed in the Geotech Study conducted by Geocon in March 2006 for ground densification methods, minimum cone penetration test (CPT) tip resistance, minimum Standard Penetration Test (SPT), the installation of stone columns, and deep soil mixing.
  - C. Following densification of the existing soils, the Project Applicant shall place additional fill material on the site to re-establish existing grades of between approximately 13 to 16 feet above MSL.
- III. The Project Applicant shall consult with a geotechnical engineer regarding placement of settlement monuments and recommended Grading Specifications.
  - IV. Site preparation shall begin with the removal of all deleterious material and vegetation. The depth of removal should be such that material exposed in cut areas or soil to be used as fill is relatively free of organic matter. Material generated during stripping and/or site demolition shall be exported from the site.
    - A. The upper 3 feet of soil within areas subjected to densification by stone columns shall be removed, moisture conditioned and recompacted.

- B. The Project Applicant shall follow the recommended procedures listed in the Geotech Study with respect to removal of existing fill soil and insertion of new fill. In addition, any imported soils shall have an expansion index of less than 50 and a maximum particle dimension of 3 inches.
- V. The Project Applicant shall follow the recommendations set by in the Geotech Study for the Proposed Project regarding foundations for the structures.
  - A. A geotechnical engineer shall observe foundation excavations to verify that the exposed soil conditions are consistent with those anticipated and that they have been extended to the appropriate bearing strata.
- VI. The Project Applicant shall follow the recommendations set in the Geotech Study for the Proposed Project with regard to utilization of ground foundations such as deep foundations, when they shall be required.
- VII. Where proposed, buildings can be supported by shallow or mat foundations in improved ground, or by deep foundations capable of transmitting foundation loads through the hydraulic fill and bay deposits into the Bay Point Formation. Such foundation systems include the following:
  - A. Foundation excavations shall be observed by the geotechnical engineer prior to the placement of reinforcing steel and concrete to verify that the exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.
- VIII. The Project Applicant shall follow recommendations listed on the Geotech Study regarding the use of concrete slab-on-grade, including guidelines for crack-control spacing.
- IX. In addition to the extensive mitigation measures listed above, the Geotech Study provides detailed recommendations for the appropriate engineering of other Project components including retaining walls, pavement, and drainage. These measures shall also be implemented.

## 4.9.7 Significance of Impacts after Mitigation

Implementation of mitigation measure MM GEO-1 would reduce significant impacts on geology and soils to below a level of significance.

Section 4.10

## Public Services and Utilities

### 4.10.1 Introduction

This section evaluates the potential impacts of the Proposed Project on public services and utilities that serve the Project site. This section is based on information provided by applicable public agencies. Information on water and wastewater utilities are based on sewer and water studies prepared for the Proposed Project by the Project Applicant. The sewer and water studies prepared for the Proposed Project are included as Appendices I-1 and I-2, respectively, of this EIR.

### 4.10.2 Existing Conditions

#### 4.10.2.1 Environmental Setting

##### Fire Protection

The City of San Diego Fire-Rescue Department and the Harbor Police fireboats provide fire protection services to the Project site. The City's Fire Department service area covers approximately 331 square miles and serves a population of approximately 1,310,000 people. The City Fire Department is responsible for 17 miles of coastline extending 3 miles offshore, and has a total of 47 fire stations and 9 permanent lifeguard stations (25 seasonal stations during peak period). The City Fire Department employs approximately 1,153 uniformed personnel and 126 civilian personnel. Table 4.10-1 presents a summary of the City Fire Department's equipment.

Four fire stations are located in the Project vicinity: Station 3 located at 725 West Kalmia Street, Station 4 located at 404 Eighth Avenue, Station 1 located at 1222 First Avenue, and Station AP at 3698 Pacific Highway. Station 3 is the primary responding unit for the Project site. Station 1 has two engines; Station 3 has one engine; Station 4 has one rescue vehicle and one engine; and Station AP consists of rescue vehicles. An engine is the primary piece of fire apparatus for carrying personnel, water, hoses, and pumping equipment.

The engine response times are 5.4 minutes from Station 3 and 7.4 minutes from Station 1. The San Diego Fire-Rescue Department uses the National Fire Protection Association (NFPA) standard for determining adequate response times, which requires an initial response of 4 firefighters within 5 minutes and a full effective fire force of 15 firefighters within 9 minutes (Benoit pers. comm.). The current response times from Stations 3 and 1 to the Project site are consistent with the requirements of NFPA 1710.

Fire protection and response to fires on boats in San Diego Bay or at a marina are provided by the Harbor Police Department. The Harbor Police Department is a unique agency because officers are cross-trained as marine fire fighters. The patrol boats also serve as fire fighting boats that respond to all fires within San Diego Bay, whether the fire is on a boat in mid-channel or at a marina. Each officer is highly trained and fully equipped with firefighting equipment, and each boat has a water cannon capable of shooting a stream of water several hundred feet. The fireboats can handle small electrical fires or a large vessel engulfed in flame to contain the fire, knock it down, rescue trapped victims, and protect adjacent vessels in a marina. The fireboats can be cooperatively used with the City's Fire Department if necessary. The City's Fire Department takes control of fire protection service upon arrival at the scene.

Prior to the redevelopment of the U.S. Naval Training Center (NTC) in Point Loma, the U.S. Navy operated an interdependent fire station on NTC. In addition to providing fire protection for NTC, this fire station was supported by and provided support to the City Fire Department. The interdependent station was previously included when calculating response times. However, during the redevelopment of NTC, the NTC interdependent fire station was removed and not replaced, thus further impacting fire response times. The City Fire Department is considering a fire facility in Liberty Station (former NTC) at McCain and Kincaid Roads (Benoit pers. comm.), adjacent to the Regional Public Safety Training Institute at Camp Nimitz (a portion of former NTC) (Barnes pers. comm.). However, no plans or funding currently exist for this fire station.

**Table 4.10-1.** City of San Diego Fire Department Equipment Summary

<b>Equipment</b>	<b>Quantity</b>
Engines	47
Reserve Engines	18
Aerial Trucks	12
Reserve Aerials	7
Light & Air	2
Reserve Light & Air	1
Hazardous Material Response	2
Reserve HazMat Response	1
Environmental Response	1

<b>Equipment</b>	<b>Quantity</b>
Explosive Ordnance	1
Heavy Rescue	1
Brush Engines	11
Water Tenders	2
Foam Tender	1
Airport Rescue Firefighting	6
Chemical Pickups	2
Mobile Communication	1
Mobile Canteen	1
Battalion Chief Vehicles	7
Reserve Chief Vehicles	6
Shift Commander Vehicle	1
Office Of Emergency Service Engine	1
Emergency Medical Services (EMS)—Ambulances	46
Medic/Rescue Rigs	1
Non-Emergency Ambulances	27
Wheelchair Vans	11
EMS Supply Vans	3
Fleet Repair Vehicles	2
Public Information Vans	1
Lifeguard Vehicles	28
All Terrain Lifeguard Vehicles	11
Surf Rescue/Patrol Boats	7

Source: City of San Diego Fire-Rescue Department 2008

## Law Enforcement

The Port District's Harbor Police Department provides the primary police presence for San Diego Bay, SDIA, and all tidelands around the bay. Their jurisdiction extends through the tidelands areas of the five member cities of the Port District: San Diego, Chula Vista, Coronado, Imperial Beach, and National City. The Harbor Police Department is made up of approximately 168 Port District employees—145 sworn law enforcement officers and 23 civilian support staff.

Harbor Police Department vehicle patrols monitor all activity on land around San Diego Bay. The Harbor Police Department utilizes several specialized teams

within the department in order to provide the best in law enforcement capabilities to San Diego Bay, the tidelands, and the airport. Their K-9 team, bike team, dive team, investigations unit, traffic team, and personal watercraft team help the Harbor Police to safely and efficiently perform law enforcement duties for the Port District.

The City of San Diego Police Department provides law enforcement services for areas in the City, within Port jurisdiction, that generate tax revenue (i.e., hotels, restaurants, etc.). City Police Department units range from narcotics, robbery, and vice to education, records, and communications. The Proposed Project is located in the City's Beat 611 where the 2008 average response times were: 6.12 minutes for emergency calls, 9.96 minutes for priority one calls, 19.93 minutes for priority two calls, 54.01 minutes for priority three calls, and 44.52 minutes for priority four calls. All of these times fall within the City Police Department's goal. A citywide goal of the City Police Department is to have 1.67 officers per 1,000 residents and the current budgeted staffing ratio for officers to population is 1.59.

## Schools

The Project site is within the San Diego Unified School District boundary. High Tech High School is located approximately 1.5 miles to the northwest of the Project site. The Montessori School of San Diego is over 1 mile to the northeast. Washington Elementary School is approximately 1.5 miles due east, and Monarch School is over 1 mile east of the Project site. There are no other schools within 1.5 miles of the Project site.

## Parks

The parks closest to the Project site include the 11.2-acre Spanish Landing Park along the waterfront northeast of the Project site, and Harbor Island Park, which is a shoreline park on the south side of West Harbor Island.

## Water

The City of San Diego Water Department provides potable water services to the Project site. The City of San Diego Water Department serves more than 1.3 million people on more than 200 square miles of developed land. The Water Department maintains and operates three water treatment plants, more than 3,302 miles of water lines, 49 water pump plants, 90-plus pressure zones, and more than 200 million gallons of potable water storage capacity in 32 standpipes, elevated tanks, and concrete and steel reservoirs (City of San Diego Water Department 2009a).

## Wastewater

The City of San Diego Metropolitan Wastewater Department (MWWD) provides wastewater services to the Project site. The metropolitan sewerage system that services the Project site and surrounding area consists of 9 major pump stations and 84 smaller pump stations. The wastewater from the Project site travels through Pump Station 2, which is located on North Harbor Drive. Average daily flow into Pump Station 2 is 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 87-inch force mains. The plant currently treats a capacity of approximately 240 million gallons per day (GPD) of wastewater and averages approximately 175 million gallons daily (City of San Diego Water Department 2009b).

## Stormwater

A stormwater drainage system currently exists on the Project site. The drainage system collects runoff from the surface parking, landscaping, and buildings. The drainage system ultimately discharges into the bay. As shown in Figure 3-10, an existing 18- to 24-inch stormdrain system extends from the central portion of the Project site and drains to facilities within Harbor Island Drive.

## Solid Waste

The City of San Diego's Environmental Services Department collects solid waste for residences and some small businesses that generate no more than that generated by a single-family home. Commercial businesses that generate solid waste greater than that generated by a single-family home are not eligible for the City of San Diego Environmental Services Department's waste collection services. As such, the existing Project site and surrounding area are not eligible for the City's waste collection services. Solid waste generated in the Project vicinity is collected by a City of San Diego Franchised Waste Hauler.

There are five active landfills in San Diego County that accept municipal solid waste: West Miramar, Sycamore Landfill, Otay Annex Landfill, Ramona Landfill, and Borrego Springs Landfill. The waste hauler may dispose at any of the five County of San Diego disposal facilities. Table 4.10-2 lists the landfills and their estimated remaining site life. Estimated remaining capacities are based on design limits specific to each landfill site. Estimated closure dates are determined by site capacity and the maximum daily permitted rate of disposal specific to each site.

**Table 4.10-2.** County of San Diego Disposal Facilities

<b>Solid Waste Facility</b>	<b>Permitted Remaining Capacity (tons)</b>	<b>Estimate of Remaining Site Life</b>
West Miramar Landfill	13,835,679	2011
Sycamore Canyon Landfill	17,280,000	2017
Otay Annex Landfill	31,336,166	2027
Ramona Landfill	294,550	2011
Borrego Springs Landfill	117,600	2040

Source: California Integrated Waste Management Board 2005

## Electricity and Natural Gas

The San Diego Gas and Electric Company (SDG&E) provides electrical power and natural gas to the Project site. Energy that is provided throughout California, including to the Project site, is generated by numerous power plants that are located within and outside of the state. Electricity is supplied via the electric grid and transmission lines. The major supplier of natural gas to SDG&E is the Southern California Gas Company.

Harbor Drive presently serves as a corridor for five 12 kilovolt (kV) circuits, four from the Kettner substation and one from the Old Town substation. Underground 12 kV electrical lines and a 2-inch high pressure gas line are located in Harbor Island Drive (Kussman 2009). Existing electrical transmission and distribution lines are located on the Project site and are provided via underground distribution lines and pipelines.

SDG&E has been implementing electrical energy efficiency programs as part of its Long-Term Resource Plan, reducing energy needs by approximately 10%. Cost-effective energy efficiency and response resources are estimated to meet 10% of San Diego's total capacity need in year 2014.

### 4.10.2.2 Regulatory Setting

#### San Diego Municipal Code

The San Diego Municipal Code (SDMC) is the guiding document that contains all ordinances for the City of San Diego. In terms of public services and utilities, the SDMC identifies the San Diego Police Department as responsible for maintaining peace and order within the City. The SDMC Fire Protection and Prevention Ordinance adopted the 2007 California Fire Code in regards to emergency planning and preparedness. The SDMC guides the use of wastewater facilities and states that it is a misdemeanor to connect to the existing sewer

system without adhering to permitting requirements. The SDMC Recycling Ordinance establishes recycling requirements for residential facilities, commercial facilities, and special events in order to help the City meet the requirements of Assembly Bill (AB) 939, the California Integrated Waste Management Act. The SDMC Construction and Demolition Ordinance requires construction and demolition projects to divert at least 50% of their debris by recycling, reusing, or donating usable materials.

## **San Diego Unified Port District Code**

The San Diego Unified Port District Code (SDUPDC) discusses the role of the San Diego Harbor Police Department. Many of the SDUPDC ordinances rely on the law enforcement services of the Harbor Police Department. The SDUPDC also includes the Stormwater Management and Discharge Control Ordinance. This ordinance is discussed in detail in Section 4.5, “Hydrology and Water Quality.”

## **California Senate Bills 221 and 610**

Two articles of state legislation address the provision of water: Senate Bill 221 (codified at Government Code Section 66473.7) and Senate Bill 610 (codified at Water Code Section 10910, et seq.). Both of these bills place requirements on individual projects and require consideration of water supplies and demands for a Proposed Project.

Water Code Section 10910 requires that a water supply assessment be included in the EIR for projects specified in Water Code Section 10912. These include, among others, residential projects of more than 500 units, shopping centers of more than 500,000 square feet, and industrial facilities with more than 650,000 square feet of floor area. Government Code Section 66473.7 requires the City to verify that there is a sufficient water supply as a condition of approval for residential subdivisions of 500 or more dwelling units.

## **Countywide Siting Element**

The Countywide Siting Element is a planning document that details the solid waste management needs of the region, including the existing shortage of disposal capacity, and presents strategies for responding to this shortfall, including increasing the waste diversion rate. In addition, the State’s Public Resources Code requires cities and counties to plan for and achieve 50% waste diversion requirement of AB 939. The City’s Source Reduction and Recycling Element, as updated in annual reports, details the City’s strategy for achieving this mandate, relying largely on the voluntary efforts of the community.

## City Council Policy 900-16

Construction waste, comprised of mostly recyclable or reusable materials, makes up approximately 35% of the waste entering the West Miramar Landfill. In 2004, the Mayor and City Council enacted Council Policy 900-16, Construction & Demolition Material Recycling, expressing the City's commitment to recycling construction/demolition waste as an integral part of the City's comprehensive solid waste management strategy. The policy outlines the following principles for private industry:

1. Businesses, organizations, and contractors are encouraged to facilitate as much waste diversion from landfills as possible through recycling, waste reduction and reuse.
2. Demolition, construction, and renovation Project proponents should evaluate the potential for maximizing waste diversion through recycling, waste reduction, and reuse. Diversion plans should be adequately communicated with all contractors and subcontractors.
3. Diversion goals should be 100% diversion of inert materials (concrete, rock, asphalt, dirt, etc.) and at least 50% diversion of all remaining materials by weight if mixed C&D recycling facilities are available or as much as feasible through source separation of recyclable materials if a mixed C&D facility is not available.
4. Businesses, organizations, and contractors should purchase products made from recycled materials to the maximum extent possible.

## Title 20 and Title 24, Part 6, California Code of Regulations (2005)

New buildings constructed in California must comply with the standards contained in Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards, of the California Code of Regulations (CCR). Title 20 contains standards ranging from power plant procedures and siting to energy efficiency standards for appliances to ensuring reliable energy sources are provided and diversified through energy efficiency and renewable energy resources.

Energy Conservation Standards for new residential and nonresidential buildings were adopted by California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (24 CCR 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building

Standards Code (24 CCR). Part 11 establishes voluntary standards that will become mandatory in the 2010 edition of the code, including planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

## **CEQA Guidelines, Appendix F**

Appendix F of the CEQA Guidelines contains energy conservation measures that promote the efficient use of energy for projects. In order to ensure that energy impacts are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The analysis in this section considers the expected energy use of the Proposed Project, as well as measures that will help to reduce the Project's energy consumption.

The goal outlined in Appendix F of the CEQA Guidelines is to conserve energy through the wise and efficient use of energy. The means of achieving this goal include the following:

- decreasing the overall per capita energy consumption,
- decreasing reliance on natural gas and oil, and
- increasing reliance on renewable energy sources.

### **4.10.3 Impact Significance Criteria**

The following significance criteria are based on Appendices F and G of the State CEQA Guidelines and local/regional regulations, and are the basis for determining the significance of impacts associated with public services and utilities resulting from development of the Proposed Project.

Impacts are considered significant if the Project would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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
  - Police protection
  - Schools
  - Parks

- exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- not have sufficient water supplies available to serve the project from existing entitlements and resources, or cause the need for new or expanded entitlements;
- result in the determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- be served by a landfill that does not have sufficient permitted capacity to accommodate the project's solid waste disposal needs;
- not be in compliance with federal, state, and local statutes and regulations related to solid waste;
- increase the demand for energy so as to exceed the available supply, or cause the need for the construction of new or expanded facilities, the construction of which could cause significant environmental effects; or
- result in the wasteful, inefficient, or unnecessary use of energy.

The Port District does not currently have a threshold for quantifying impacts related to solid waste generation and disposal. Therefore, the following City threshold is used in the analysis for this document:

- Projects that include the construction, demolition, or renovation of 1,000,000 square feet or more of building space would generate approximately 1,500 tons of waste or more and are considered to have direct impacts on solid waste facilities.

## 4.10.4 Analysis of Project Impacts

### 4.10.4.1 Fire Protection

The Proposed Project would build and operate a new hotel that would attract more people to the Project site than under present conditions and entail an increase in the intensity of use of the Project site. This would place increased demand on the fire and emergency response services of the City's Fire Department and on the Harbor Police's fireboats. A review of the Proposed Project by the City Fire Department determined that the Project would present a considerable new facility that would require fire protection from the City Fire

Department in an area where fire protection service facilities are currently inadequate. The standard used by the City Fire Department for fire response vehicles is an annual response workload capacity of 2,500 responses. Engine 1 from Station 1 would be the third unit to respond to a call from the Project site because the vehicles at Station 3 would be the primary responders. Engine 1 from Station 1 is currently above the workload capacity threshold of 2,500 with 2,532 responses for fiscal year 2008. Because this station is above the annual current workload capacity, the Fire Department has indicated that a new fire station is necessary in the area. The increased demand for fire protection service associated with the Proposed Project would contribute to the need for the City to construct an additional fire station. Construction of this station could cause additional impacts to the environment. Therefore, the Proposed Project would result in a significant impact on fire protection service by contributing to the need for the City to construct a new fire station.

The Proposed Project would not generate increased boat activity in the vicinity of the Project site. Therefore, the Project would have a less-than-significant impact on Harbor Police fire protection services.

#### **4.10.4.2 Police Protection**

The Port District's Harbor Police Department has indicated that, if current staffing models are maintained, the Proposed Project would receive adequate law enforcement service and not necessitate new or physically altered facilities (Andrecht pers. comm.) Therefore, adequate service would be maintained by the Harbor Police and be sufficiently supported by the City Police Department. The Proposed Project would result in a less-than-significant impact on the Port District's Harbor Police Department law enforcement services.

The Proposed Project would increase the demand of police protection from the City of San Diego Police Department. The City of San Diego Police Department demand generation rates indicated that the Proposed Project would necessitate 2.15 additional officers, in addition to the initial equipment cost of \$14,000 per officer, for a total of \$30,100. Although the Proposed Project would result in the need for new officers, the current police facilities have the capacity to house these additional officers. Construction of a new police facility is not needed in order to maintain acceptable response times and service ratios. Therefore, the Proposed Project would not result in an adverse physical impact by requiring a new or physically altered police facility in order to maintain acceptable response times and service ratios.

#### **4.10.4.3 Schools**

The Proposed Project does not include a permanent residential component and would therefore not result in an increased enrollment in local schools, nor the need for new schools. Therefore, there would be no impact on public schools.

#### 4.10.4.4 Parks

There are two public parks in the vicinity of the Project site: Spanish Landing Park and Harbor Island Park. The Project would attract tourists and local visitors to the Project site, which would generate an increased demand for park area. To address this, the Project proposes its own recreational facilities, such as a pool and spa for guests. In addition, the Project includes a basin side public promenade that would connect with an extended promenade along the eastern portion of East Harbor Island that would be developed as part of the previously approved Reuben E. Lee restaurant redevelopment. Therefore, the Project would have a less than significant impact on parks.

#### 4.10.4.5 Water

The Proposed Project would generate a water supply demand of up to 57,750 gallons per day (GPD). The existing 10- and 8-inch water pipelines within East Harbor Island are not considered adequate to accommodate the increase in demand that would result from the Proposed Project. As shown in Figures 3-10 and 3-11, the Project includes the realignment of water lines. The realignment includes a 12-inch water line that would extend from the hotel to Harbor Island Drive. This water line would connect with existing facilities immediately south of the existing marina building and extend within Harbor Island Drive outside of the Project site. In accordance with City requirements, a redundant loop connection would be included. As shown on Figure 3-11, the redundant loop would consist of a 12-inch water line that would extend from a connection point in Harbor Island Drive off site to the west of the Project site. From this connection point the redundant loop would extend within Harbor Island Drive to the Project site. A portion of the redundant loop would consist of a 16-inch water line that would connect with facilities in the section of Harbor Island Drive that extends north to Harbor Drive (near the T-intersection). The Project would also include realigning existing offsite water lines serving the Island Prime and Reuben E. Lee restaurants to accommodate the proposed hotel. However, these water lines would only be realigned if the proposed hotel is built. The Proposed Project would adequately address its own demand on water infrastructure by improving on- and offsite water system infrastructure. The City would not need to construct additional facilities to provide a water supply to the Proposed Project. The water lines would be constructed as part of the Proposed Project. The City reviewed the Proposed Project and determined that with implementation of the proposed improvements to the water lines, the City water system would have adequate capacity to serve the Proposed Project. In addition, the City provided a “will serve” letter indicating that the water mains will provide adequate potable water service for normal use and fire protection (Buehler 2009). Therefore, the Project would result in less-than-significant impacts on water infrastructure services.

Senate Bills 221 and 610 require that a development the equivalent of 500 residential units or more obtain a Water Supply Assessment from the local water service provider. Senate Bill 221 applies to residential projects requiring a

subdivision. The Proposed Project is not a residential project; therefore Senate Bill 221 does not apply to the Proposed Project. The water service provider for the Proposed Project is the City of San Diego Water Department. This Project is proposing a hotel development of 175 rooms. This would use less water than 500 residential units. Therefore, the Proposed Project does not warrant preparation of a Water Supply Assessment, pursuant to Senate Bill 610, and it is considered that there is sufficient water supply available to serve the Proposed Project (Glanville 2009). Therefore, the Project would result in less-than-significant impacts on water supply.

In addition, water conservation measures will be incorporated into the project design and will be included as conditions of approval of the Project. In 2009 the City declared a Stage II water emergency. As a part of Stage II water emergency the City required reductions in water used by commercial and residential uses throughout the City. As discussed in Chapter 3, "Project Description," the following measures will be incorporated into the Project design to reduce the Project's impact on water supplies.

- Install or reuse drought-tolerant landscaping trees and incorporate vines on selected walls to reduce potable water demand for irrigation by at least 50%.
- Use low flow plumbing features on all fixtures and appliances to reduce potable water use by at least 20%.
- Install water-efficient irrigation systems and devices, including drip irrigation, soil moisture-based irrigation controls, and/or drought tolerant landscaping to reduce potable water use for irrigation by at least 50%.
- Install only low-flow (0.125 gallons per flush) or waterless urinals.
- Install only low-flow toilets (1.28 gallons per flush), faucets (1.0 gallons per minute), and showers (2.0 gallons per minute).
- Install sensor activated lavatory faucets (0.5 gallons per minute) in public restrooms.
- Install moisture sensors that suspend irrigation during unfavorable weather conditions (rain, wind).
- Educate patrons about water conservation using interior and exterior signage.

With implementation of these measures the Proposed Project would be conserving water in accordance with the intent of the City goal of reducing water conservation Citywide.

#### **4.10.4.6 Sewer**

The anticipated maximum wastewater demand for the Proposed Project is 66,413 GPD. The Point Loma Wastewater Plant that services the Project site currently has a capacity to treat approximately 240 million GPD of wastewater, and averages treatment of approximately 175 million GPD. An additional 66,413

GPD of wastewater from the Proposed Project would not exceed the capacity of the current system.

The Proposed Project would be connected to the City of San Diego wastewater treatment system. The sewer pipe that serves the Project site varies in size with diameters of 8, 10, and 15 inches in the Project vicinity. The collector sewer main attaches directly to the North Metro Interceptor that directs flow to Pump Station 2. The existing 8-inch sewer pipes run through the Project site. As a result, the Project includes the realignment of sewer lines, as shown in Figure 3-10. The realignment includes an 8-inch sewerline that would extend within Harbor Island Drive and connect to an existing sewerline in the parking lot proposed immediately west of the hotel. Because the Project would involve the installation of new facilities necessary to serve the Project demand, the Project would not result in an adverse impact on existing onsite facilities. The Project would also include realigning existing sewer lines serving the Island Prime and Reuben E. Lee restaurants to accommodate the proposed hotel. However, these offsite sewer lines would only be realigned if the proposed hotel is built. The sewer lines would be constructed as part of the Proposed Project. The City reviewed the Proposed Project and determined that with implementation of the proposed improvements to the sewer lines, the City sewer system would have adequate capacity to serve the Proposed Project. In addition, the City provided a “will serve” letter indicating that there are sewer lateral connections available to serve the Proposed Project (Itkin 2009). Therefore, the Project would have a less-than-significant impact on sewer infrastructure services because treatment of the Project wastewater would not require the City to construct new wastewater facilities either on- or off site that could cause significant environmental effects.

The City MWWD is responsible for providing treatment in accordance with Regional Water Quality Control Board (RWQCB) standards. Considering the project wastewater would be treated by the City in a City treatment plant that has adequate capacity, the project would not generate wastewater that would exceed wastewater treatment requirements of the applicable RWQCB and there would be no impact.

#### **4.10.4.7 Stormwater**

The Proposed Project would construct stormwater drainage facilities on the Project site. As shown in Figure 3-10, the proposed stormwater drains in the Project site are located mainly on the southern portion of the site. Of these four storm drains, one involves removing an existing 18-inch drain and connecting a new 24-inch drain to an existing 24-inch drain, one involves removing a 24-inch drain and constructing a new 24-inch drain, one involves removing and modifying an existing 18-inch drain, and one involves constructing an entirely new drain southeast of the Project site. The drainage facilities would not have a significant impact because they would be constructed within the development area of the Proposed Project concurrent with construction of structures and paving. Therefore, implementation of the Proposed Project would not result in a significant adverse impact on existing on- or offsite City stormdrain systems

because collection of the Project stormwater would not require the City or the Project Applicant to construct new stormwater facilities either on- or off site that could cause significant environmental effects.

Stormwater cannot empty directly into the San Diego Bay; therefore, a stormwater detention system is necessary on the Project site. As discussed in Section 4.5, “Hydrology and Water Quality,” of this Draft EIR, the Project would be required to apply appropriate short-term (construction) and long-term (operational) BMPs by developing and implementing a Port District–approved SWPPP and USMP. The SWPPP and USMP would identify the stormwater detention mechanisms that would be implemented as part of the Project design.

#### **4.10.4.8 Solid Waste**

Solid waste collection in the Project vicinity is provided by City of San Diego Franchised Waste Haulers. These waste haulers can dispose at any of the landfills in San Diego County. The Proposed Project would generate an increased amount of solid waste compared to the existing facilities due to the increased occupation and activity of the Project site. It is anticipated that the increased amount of solid waste would result in impacts on the capacity of disposal facilities located in San Diego County.

The continued generation of solid waste within the County is placing recognized pressure on County landfills, and the need to identify alternative sites has recently become an issue of public interest. Therefore, to minimize impacts on County landfills, the Proposed Project would be operated in compliance with the City (and Port District) recycling programs consistent with City ordinances, reducing the solid waste generated by the Project. The Proposed Project involves construction of a hotel that would be less than 1,000,000 square feet. In addition, the demolition of the parking lot and marina locker building would be less than 1,000,000 square feet. Therefore, construction and operation of the hotel would generate less than 1,500 tons of waste and in accordance with City thresholds would have a less-than-significant direct impact on solid waste facilities.

Although the Proposed Project would not have a significant impact on solid waste facilities, the Proposed Project will incorporate the following waste reduction measures, as discussed in Chapter 3, “Project Description.” These design features assist the Project in being consistent with City waste reduction ordinances.

- Reuse or recycle at least 75% of construction materials (including soil, asphalt, concrete, metal, and lumber).
- Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site.
- Provide education and publicity about recycling and reducing waste, using signage and a case study.

### 4.10.4.9 Electricity and Natural Gas

Implementation of the Proposed Project would increase the electrical and natural gas consumption on the Project site. The existing locker facility consumes approximately 12 megawatt hours (MWh) of electricity and 10,958 therms of natural gas annually. It is estimated that the Proposed Project would consume 1,308 MWh of electricity and 131,490 therms of natural gas per year. The estimated electrical load would be 1.5 megawatts (MW) (Jones 2009). Based on the estimated natural gas demand of 131,490 therms/year, it is estimated that the peak hourly demand would be approximately 500 cubic feet per hour (cfh) (Saunders 2009).

Electricity and gas would be supplied to the Proposed Project through existing facilities located within Harbor Island Drive. It is anticipated that connections would be made with an existing 12 kV power line and 2-inch high pressure gas lines located within Harbor Island Drive.

The California Independent System Operator requires that SDG&E have sufficient on-system resources and import capability to serve the full adverse peak summer demand forecast when the largest generator and a single transmission circuit are out of service. To address long-term energy needs, SDG&E has filed a resource plan with the CPUC, which proposes a mix of conservation, demand response, generation, and transmission to provide reliable energy for the next 20 years. SDG&E assumes an annual average growth rate of 2% with respect to system peak load (Katsapis 2004), with the actual timing and quantity of resources to be procured based on near-term circumstances (McClenahan 2004).

SDG&E provided a “will serve” letter stating that the site would be served by SDG&E for electric and gas service. SDG&E also concluded that the proposed 500 cfh would not exceed the available supply of natural gas for the area or require the construction of new or expanded natural gas facilities other than those directly installed to provide service to the facility or any pipe that may need to be relocated due to any road realignment (Saunders 2009). In addition, SDG&E indicated that the existing substation capacity can handle the new load increase associated with the Proposed Project (Jones 2009). Therefore, the Project would have a less-than-significant impact on electric and gas infrastructure, and the increase in demand associated with the Proposed Project would result in less-than-significant impacts on energy supply and would not require the construction of new or expanded facilities.

The Proposed Project will incorporate various sustainability and energy conservation measures that will reduce the Project’s consumption of water and energy consumption. As described in Chapter 3, “Project Description,” these include construction, energy conservation, water conservation, solid waste, and transportation measures that would reduce the Project’s consumption of electricity, natural gas, and gasoline. Many of these design features would result in a substantial decrease in energy consumption. For example, the Project would exceed California’s Energy Efficiency Standards (Title 24) by 15%. In addition,

the Project would incorporate various measures that would reduce energy consumption, including the use of recycled and local building materials; installation of Energy Star appliances, lighting, and roofing; solar heating for pools and spas; low-flow urinals, toilets, faucets, and shower heads; drought-tolerant landscaping; and adequate recycling facilities. Further, the Project proposes measures to reduce motor vehicle trips and gasoline consumption, including installing bicycle parking facilities and providing shuttle service to and from the airport. With implementation of these measures the Proposed Project would be conserving energy in accordance with the intent of the Title 24 goal of reducing energy consumption statewide and with the intent of the SDG&E Resource Plan to reduce demand for energy associated with individual projects. As a result, the Proposed Project would not result in the wasteful, inefficient, or unnecessary use of energy

#### 4.10.4.10 Port Master Plan Amendment

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the PMP Amendment would not result in direct impacts related to an increased demand for public services.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to increased demand for public services would be evaluated when applications for development are submitted to the Port District.

### 4.10.5 Significant Impacts

**PUB-1:** Due to one of the responding fire stations being above its annual current workload capacity, the City of San Diego Fire Department has indicated that a new fire station is necessary in the area. The increased demand for fire protection service associated with the Proposed Project would contribute to the need for the City to construct an additional fire station. Construction of this station could cause additional impacts to the environment. Therefore, the Proposed Project would result in a significant impact on fire protection service by contributing to the need for the City to construct a new fire station.

## 4.10.6 Mitigation Measures

**MM PUB-1:** Prior to the issuance of a certificate of occupancy for the Proposed Project, the Project Applicant shall pay its fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego. In the event the City of San Diego has not determined the amount of the Proposed Project's fair share of the cost of constructing a new fire station at Liberty Station at the time the Proposed Project requests issuance of a certificate of occupancy, the Project Applicant shall enter into a reimbursement agreement or other arrangement with the City of San Diego to provide for payment of its fair share amount when determined by the City of San Diego.

## 4.10.7 Significance of Impacts after Mitigation

Implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level; however, the stated measures are contingent on the action of the City of San Diego and are outside of the jurisdiction of the Port District. The City has identified the construction of the fire station at the Liberty Station (former Naval Training Center) as a Tier-2, low priority project. The City has also not identified any financing plans that will assure that the fire station is constructed. Because the City does not have plans or funding for the construction of the fire station at the Liberty Station site, the Port District cannot assure that this mitigation measure would be implemented, and the impacts would remain significant and unmitigated.

## **4.11.1 Introduction**

This section describes the affected environment and regulatory setting for public recreational facilities. It also discusses the impacts on local recreation that would result from implementation of the Proposed Project and presents mitigation measures where necessary. The analysis provided in this section is based primarily on review of Port District planning documents.

## **4.11.2 Existing Conditions**

### **4.11.2.1 Environmental Setting**

East Harbor Island provides both public and commercial recreation opportunities, as indicated on the PMP's Lindbergh Field/Harbor Island Precise Plan. The submerged tidelands between East Harbor Island and the mainland are designated as Commercial Recreation, Recreation Boat Berthing, and Specialized Berthing, with a public Boat Navigation Corridor leading to the bay. The marina adjacent to the Project site consists of approximately 550 slips. The Anchorage A-9 public boat anchorage adjoins the Harbor Island East Basin.

The southern portion of East Harbor Island is designated with Public Recreational uses such as a Promenade and Vista Area. Spanish Landing Park, northwest of the Project site, is an extended linear public park that begins on the mainland bank opposite the west end of Harbor Island and terminates at the west side of the Harbor Island connection to the mainland. A public promenade extends south from Spanish Landing and along the length of Harbor Island, as well as eastward, adjacent to North Harbor Drive, and ultimately connects to the promenade in North and South Embarcadero, east of the Project site.

East Harbor Island is developed with a marina, restaurants, and parking lots. A bayside public promenade runs in an east-west direction, parallel to Harbor Island Drive along the south shore, and contains Vista Areas at designated locations. The Vista Areas on East Harbor Island are located at the eastern end of the peninsula (west of Island Prime) and at the intersection of Harbor Island Drive. Both Vista Areas look towards the bay.

The Sunroad Resort Marina, located adjacent to the Project site, provides recreational facilities for fee-paying members. In addition to the boating opportunities afforded by the marina's submerged tidelands, members have access to recreational facilities, including a swimming pool on the landside portion of the property.

## 4.11.2.2 Regulatory Environment

### California Coastal Act

The California Coastal Act of 1976 established a Coastal Zone boundary within which specific planning and development requirements must be met in order to protect and preserve the state's coastal resources. These requirements are overseen by the California Coastal Commission and are incorporated into coastal communities through a Local Coastal Program. Chapter 3, Articles 2 and 3 of the Coastal Act include policies that govern public access and recreational opportunities.

### Port Master Plan

The PMP is the main document governing land and water uses within the Port District's jurisdiction. Section III "Master Plan Interpretation" of the PMP outlines the permitted uses and other planning issues relevant to the public recreation designation. According to the PMP, parks, plazas, public accessways, vista points, and recreational activities (public recreation) on Port lands and tidelands should:

- provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year;
- enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public; and
- provide for clear and continuous multilingual information throughout Port lands and facilities to and about public accessways and recreational areas.

As shown in Figure 4.1-1, the majority of the Project site is allocated by the Precise Plan for Commercial Recreation land use purposes. Specific uses permitted within the Commercial Recreation designation, and discussed in Section III of the PMP, include hotels, restaurants, convention centers, recreational vehicle parks, specialty shopping, pleasure craft marinas, and sport fishing.

### 4.11.3 Impact Significance Criteria

The following significance criteria are based on Appendix G of the State CEQA Guidelines and are the basis for determining the significance of impacts associated with recreational resources resulting from development of the Proposed Project.

Impacts are considered significant if the Project would result in any of the following:

- 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; or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse effect on the physical environment.

### 4.11.4 Analysis of Project Impacts

#### 4.11.4.1 Increase in the Use of Existing Parks or other Recreational Facilities

The Project site includes the approximately 0.34 acre traffic circle located at the eastern terminus of Harbor Island Drive. The traffic circle area is designated as Open Space by the Precise Plan. Implementation of the Proposed Project would include reduction and realignment of the traffic circle to accommodate the hotel, parking, and a realignment of Harbor Island Drive. The open space within the traffic circle currently contains shrubs and trees and is unusable for public recreational opportunities. The removal of the open space area is compensated for by the provision of approximately 0.14 acre of public promenade on the basin (north) side of the hotel. This promenade would provide enhanced public access (i.e., landscaping, benches, and signage) to what is currently located on site and would create an area that is usable to the public, rather than the unusable open space in the traffic circle. Although there would be a decrease in the amount of existing open space, the Project would provide sufficient recreational facilities for public use by extending and enhancing the promenade along the basin side of the proposed hotel. The promenade would consist of a 10-foot-wide hardscape path and would extend west from a promenade that will be developed as part of the Reuben E. Lee restaurant redevelopment. The expanded promenade would provide for enhanced public access to East Harbor Island that is not currently provided for in the existing Precise Plan. Internal circulation on the Project site would allow access through the Project site to Harbor Island Drive. Landscape improvements, benches for seating, and signage identifying the areas as open to the public would be located adjacent to the promenade.

Although implementation of the Proposed Project would increase the number of visitors to East Harbor Island, the addition of the promenade on the Project site, in addition to ancillary facilities provided by the hotel development, would provide adequate recreational opportunities for visitors to the hotel. The Proposed Project would include a pool and spa for hotel guests. Therefore, the addition of the proposed hotel would not result in an increased demand for existing recreational facilities that would result in substantial deterioration of or the need to physically alter those facilities. In addition, the Proposed Project would enhance recreational opportunities and provide for additional coastal access as required by the Coastal Act by extending the promenade along the basin side of the proposed hotel. As a result, the Proposed Project would result in less-than-significant impacts on existing recreational facilities.

#### **4.11.4.2 Construction of Recreational Facilities**

The Proposed Project would provide enhanced recreational opportunities at the water's edge. The public promenade along the basin side of the hotel is intended for public recreational use and coastal access. Landscape improvements, benches for seating, and signage identifying the area as open to the public would be included adjacent to the promenade.

Impacts on the physical environment associated with the provision of the promenade along the basin side of the proposed hotel are evaluated as a project component in this Draft EIR and addressed in the previous EIR sections.

#### **4.11.4.3 Port Master Plan Amendment**

The PMP Amendment would not involve a change in land use to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. There are no plans for developing more than the proposed 175-room hotel at this time. Any future development would require a project-level analysis at the time that development is identified. As such, approval of the PMP Amendment would not result in direct impacts related to an increased demand for recreational facilities.

Future development projects proposed in accordance with the PMP Amendment would be subject to additional environmental review in accordance with CEQA at the time applications are submitted to the Port District. The potential for future developments on East Harbor Island to result in direct impacts related to increased demand for recreational facilities would be evaluated when applications for development are submitted to the Port District.

The PMP Amendment also includes reducing the size of the traffic circle on East Harbor Island. The reduction in the size of the traffic circle would remove approximately 0.34 acre from the Open Space designation. The open space within the traffic circle currently contains shrubs and trees and is unusable for public recreational opportunities. As shown in Figure 3-6, the promenade

designation would be added along the northern and eastern borders of East Harbor Island. As shown in Table 3-1, the overall acreage of the promenade designation would increase with implementation of the PMP Amendment. With the expanded promenade designation, future redevelopment projects on East Harbor Island would provide for enhanced public access that is not currently provided for in the existing Precise Plan.

### **4.11.5 Significant Impacts**

No significant impacts on recreational facilities would result from development of the Proposed Project.

### **4.11.6 Mitigation Measures**

No significant impacts on recreational facilities have been identified; therefore, no mitigation measures are required.

### **4.11.7 Significance of Impacts after Mitigation**

No mitigation measures are required because the Proposed Project would not result in any significant impacts on recreational facilities.

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## **5.1 Introduction**

Although the environmental effects of an individual project may not be significant when that project is considered independently, the combined effects of several projects may be significant when considered collectively. Such impacts are “cumulative impacts.” Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. According to this section of the CEQA Guidelines, the discussion of cumulative impacts “...need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.” The discussion should also focus only on significant effects resulting from the project’s incremental effects and the effects of other projects. If the environmental conditions would essentially be the same with or without the Proposed Project’s contribution, then it may be concluded that the effect is not significant. According to Section 15130(a)(1), “an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.”

## **5.2 Cumulative Methodology**

According to Section 15130(b) of the CEQA Guidelines, cumulative impact analysis may be conducted and presented by either of two methods: 1) “a list of past, present, and probable activities producing related or cumulative impacts”; or 2) “a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.” Both approaches have been utilized in the cumulative analysis presented in this chapter, depending on the resource area.

### **5.2.1 Cumulative Growth Projections**

The cumulative traffic analysis and the related cumulative air quality and noise analyses were conducted for this Project using traffic growth projections pursuant to a computer model maintained by SANDAG (SANDAG Series 11, 2030 Projections). The model assumes growth in traffic trips within specific areas

based on reported future projects. The PMP, which identifies future development planned within the Port District's jurisdiction, is incorporated into the SANDAG growth projections and, as such, all projects listed in the PMP are accounted for when using the SANDAG figures to analyze cumulative impacts. Similarly, growth anticipated in the City of San Diego General Plan is incorporated into the SANDAG growth projections. The model is built to estimate the increase in traffic that will occur by 2030, and cumulative impacts were assessed in the theoretical scenario for that year.

By reviewing the SANDAG growth projections, the traffic study established an adequate picture of the growth that is forecast to occur in the vicinity of the Project site and contribute future vehicle trips to the studied roadways and intersections. The noise and air quality analyses performed for the Project included an analysis of cumulative impacts related to operational traffic that based their respective cumulative analyses on the projected traffic volumes and conditions provided in the traffic study. Accordingly, noise and air quality include cumulative impact analyses that are based on the same published growth projections as the cumulative traffic analysis.

## 5.2.2 Cumulative Projects List

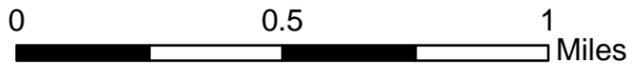
Other than traffic, air quality, and noise, cumulative impacts for all other environmental issue areas are based on a list of projects that are currently underway, approved, or proposed and likely to be implemented in the vicinity of the Project site. This list was compiled by reviewing relevant planning documents of the Port of San Diego and the City of San Diego, with confirmation via personal communications with representatives of those two jurisdictions. The cumulative projects identified in the study area are listed in Table 5-1; these correspond to the numbers shown on Figure 5-1.

A total of 25 cumulative projects have been considered in this cumulative analysis. The list of projects is generally limited to projects identified within an approximately 1.5-mile radius of the Project site on the land side, but is expanded to include additional areas west and southeast of the Project site containing clusters of projects that were deemed applicable to the Project's cumulative analysis (as shown in Figure 5-1). It was determined that 1.5 miles was a reasonable scope because of the densely built-out nature of the area around the Project site, the unique geography of and limitations of access to Harbor Island, the limited geographical area that would be cumulatively affected by the Project as a result of this isolation (e.g., due to the road network and topography), and the generally limited potential for more distant projects to combine and create cumulative impacts on most of the environmental issue areas. NAS North Island was excluded from the cumulative projects scope because of its physical isolation from the Project site and the limited access available between the Project site and NAS North Island. The cumulative projects considered in this analysis consist of primarily those within PMP Planning District 2. Larger projects located adjacent to the boundaries of Planning District 2, including within the City of San Diego's jurisdiction or the Airport Authority's jurisdiction, are also considered.



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Source: ESRI Imagery, 2007



Cumulative Projects Map  
Figure 5-1

**Table 5-1.** Cumulative Projects

Project #	Name	Location	Description	Status	Possible Overlap with Proposed Project Construction?
1	Reuben E. Lee Restaurant Replacement	East end of East Harbor Island	Demolition and removal of all four external decks of the Reuben E. Lee restaurant. The supporting barge hull, mooring piles, and breakwater will be retained in the existing location with access ramps, refurbished deck, proposed galley restrooms, covered and open food and beverage service areas of approximately 9,000 sf to accommodate business and social events. A proposed single story replacement dining restaurant, lounge and banquet facility of approximately 16,500 sf will be located on the adjacent landside. The parking lot will be reconfigured for 306 parking spaces, 10 of which will be tandem for employee or valet parking. Includes a paved pedestrian walkway through the site and three public overlook viewing platforms along the walkway within the site: (1) west of the Island Prime restaurant, (2) between the two restaurants, and (3) immediately west of the proposed replacement restaurant as illustrated on the attached site plan.	Anticipated to be operational by 2013.	Yes

Project #	Name	Location	Description	Status	Possible Overlap with Proposed Project Construction?
2	Marina Cortez Dock Replacement	1880 Harbor Island Drive, west of Project site	Rip-rap shore protection and floating dock replacement at existing docks on West Harbor Island. The shore protection would include excavation of the embankment; relocation of excavated materials to the parking lot for drying and disposal; placement of filter fabric liner in the excavated area; placement of filter stone on top of filter fabric liner; and placement of rip-rap to the excavated area. The dock replacement includes the replacement of severely aged concrete floating docks with a smaller wood floating dock system.	Construction commencement in 2009, to be completed within 7–8 months.	No
3	2701 North Harbor Drive Demolition	2701 North Harbor Drive, northeast of Project site	Demolition of developed site over a 24- to 30-month period: Removal of approximately 50 existing structures (office and support buildings, warehouses, and sheds); removal of all asphalt, concrete and other paving materials; removal and disposal of all hazardous materials and contaminated demolition materials; cutting, capping, and removal, replacement or relocation of underground piping and utility systems (excluding the 54-inch and 60-inch storm drains); capping storm drain and sanitary sewer laterals; and removal of all onsite landscaping, including associated irrigation pipes and valve boxes.	EIR certified in August 2009. Demolition expected to begin in Spring 2010.	Yes
4	Cleanup and Abatement Order	2701 North Harbor Drive, northeast of Project site	Implementing a Cleanup and Abatement Order from RWQCB requiring soil and groundwater remediation of a contaminated area which includes the 2701 North Harbor Drive Demolition site.	In process.	Yes

<b>Project #</b>	<b>Name</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>	<b>Possible Overlap with Proposed Project Construction?</b>
5 (a-j)	San Diego International Airport Master Plan	San Diego International Airport, north of Project site	The SDCRAA has prepared a proposed an Airport Master Plan that includes an Implementation Plan for the following ten components (a) expand existing Terminal 2 West with 10 new jet gates; (b) construct new aircraft parking and replacement Remain-Over-Night (RON) aircraft parking apron; (c) construct new apron and aircraft taxi lane; (d) construct new surface parking and vehicle circulation west of Terminal 2 West; (e) construct a new parking structure, departure curb, and vehicle circulation serving Terminal 2; (f) relocate and reconfigure SAN Park Pacific Highway; (g) construct a new access road from Sassafras Street/Pacific Highway intersection; (h) construct new general aviation facilities including access, terminal/hangars, and apron; (i) demolish the existing general aviation facilities; and (j) construct new apron hold areas and new taxiway east of Taxiway D.	Begin construction and initiate operations between 2009 and 2015.	Yes
6	Holiday Inn Bayside Hotel Expansion	4875 North Harbor Drive, west of Project site	Development of vacant parcel adjacent to the existing Holiday Inn Hotel for hotel expansion, including: construction of a new four-story, 57-room hotel building with lobby, meeting space, kitchen, and back of house office space; conversion of the existing hotel lobby to a fitness center; addition of approximately 21 new parking spaces; and installation of new onsite landscaping and hardscape for the hotel addition. The development will increase the total number of hotel rooms at the Holiday Inn to 300.	Construction anticipated to begin Spring 2011.	Yes

<b>Project #</b>	<b>Name</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>	<b>Possible Overlap with Proposed Project Construction?</b>
7	Marina Green “The Wharf” Redevelopment and Westy’s Parking Lot	America’s Cup Harbor, west of Project site	Construction of a one two-story building, extended plaza, a new multilevel parking facility to accommodate the parking needs of the nearby sportfishing operations, and approximately 120 offsite parking spaces for the PLM’s Phase Two project.	Construction anticipated to begin September 2010 and end June 2011.	Yes
8	Shelter Island Tonga Partners Group Site	Southwest side of Shelter Island Drive, west of Project site	Demolition of three existing buildings and construction of a two-story addition to an existing Marine Sales and Services building. With the addition, the building area will be 8,400 square feet. The Project also includes reconfiguration of the existing boat slips, with the net addition of one boat slip, for a total of 33 boat slips. A new waterfront promenade is also to be constructed.	Construction to commence in 2010.	No
9	Eichenlaub Marine	2608 Shelter Island Drive, west of Project site	Upgrade of existing building space to meet current codes and construction of a new façade. Shop areas and office space will be reconfigured and restrooms remodeled to comply with ADA regulations. A building addition of 2,580 ft <sup>2</sup> for high-bay shop space, mezzanine storage, and first-floor office space will be constructed on the site opposite the existing building. Exterior yard will be resurfaced with pervious concrete pavers to replace the existing asphalt surface (part of a SUSMP for the facility). New signs, landscape improvements, and 10 additional onsite parking spaces are included in the proposed project.	Construction anticipated to be completed in 2010.	No

<b>Project #</b>	<b>Name</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>	<b>Possible Overlap with Proposed Project Construction?</b>
10	North Harbor Drive Realignment Project	North Harbor Drive corridor between Scott Street and Nimitz Boulevard, west of Project site	Realignment/improvement of North Harbor Drive between Scott Street and Nimitz Boulevard, eliminating the existing southerly frontage road to create a more efficient arrangement of parking spaces, realigning traffic lanes to satisfy City guidelines, and constructing a safe pedestrian crossing between Scott Street and Nimitz Boulevard.	Construction anticipated to begin in 2009 and end in March 2010.	No
11	Public Safety Training Institute	Camp Nimitz Parcel (Naval Training Center), McCain Road, west of Project site	Demolition of existing buildings, construction or new buildings, remodeling of existing buildings and redevelopment of outdoor areas on a 24.7-acre site for a new facility used by Joint Powers Authority (City of San Diego, County of San Diego, and San Diego Community College District) for public safety training purposes.	In the process of finalizing development and funding plans.	Unknown
12	Civic Arts and Cultural Center, Liberty Station Historical Core Reuse	Liberty Station Historical Core (NTC North Promenade), west of Project site	Rehabilitation of existing historic structures on Liberty Station for the Civic Arts and Cultural Center (civic, art, and cultural, office, retail, and museum uses), comprising 26 existing historic structures. Six have been rehabilitated and 20 are in the process of being rehabilitated.	In the process of receiving ALUC determinations and or tenant improvement permits.	Unknown
13	Nickelodeon Hotel	2220 Lee Court in Liberty Station, west of Project site	Construction of a new 650-room hotel within Liberty Station.	Development Permit in review.	Unknown
14	Building 902	Historic Decatur Road, Liberty Station, west of Project site	100,000 ft <sup>2</sup> new office building.	Construction planned to begin 2009.	No

Project #	Name	Location	Description	Status	Possible Overlap with Proposed Project Construction?
15	The Landing	Historic Decatur Road, Dewey Road, Sims Road, Truxtun Road, Liberty Station, west of Project site	Retail use of seven existing historic buildings.	Shell Permits issued, pending ALUC determinations and/or tenant improvement permits.	Unknown
16	Shoreline Plaza	Historic Decatur Road, Sims Road, Liberty Station, west of Project site	Light industrial/R&D use of six historic buildings.	Shell Permits issued, two buildings pending ALUC determinations and tenant improvement permits. Tenant improvements underway in the other four buildings.	Unknown
17	Point Loma Office/Retail	1510 Rosecrans Street, west of Project site	Construction of approximately 32,000 ft <sup>2</sup> of office/retail.	Development Permit in review.	Unknown
18	Former Lane Field Redevelopment	Between Harbor Drive and Pacific Highway north of Broadway, southeast of Project site	Redevelopment of parcels currently containing surface parking to include a 205-foot-high, 275-room hotel and a 275-foot-high, 525-room hotel, each of which would be surrounded by a 3-story retail and restaurant building. Also included are 1,330 underground parking spaces and public plazas and development of a public downtown shuttle system.	Coastal Development Permit issued in 2009 by Coastal Commission.	Unknown
19	Broadway Pier Cruise Ship Terminal	Western end of West Broadway (over Bay water), southeast of Project site	Construction of approximately 51,500 ft <sup>2</sup> steel-frame cruise ship terminal structure approximately, ground transportation area, a working north apron, a service area, and a public viewing area.	Construction began in early 2009 and is scheduled to end in December 2010.	No

<b>Project #</b>	<b>Name</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>	<b>Possible Overlap with Proposed Project Construction?</b>
20	Shorepower at B Street Cruise Ship Terminal	End of West B Street (over Bay water), southeast of Project site	Construction of electrical equipment housing and installation of electrical cabling under the pier and up to three jib cranes along the pier wharf to facilitate plugging cruise ships into the local power grid to reduce pollutant emissions from cruise ships when docked in San Diego Bay.	Undergoing CEQA review.	Unknown
21	NEVP Phase I Coastal Access Features Project	North Harbor Drive between B Street Pier and Broadway Pier	Realignment of North Harbor Drive between Broadway Pier and B Street Pier to create an approximately 107-foot-wide Esplanade that would include a continuous bayfront promenade, storm water treatment system, a running/walking path, improved landscaping and structural architecture, and a public plaza at the foot of West Broadway flanked by formal gardens. West Broadway between North Harbor Drive and the railroad right-of-way would be reconstructed, including lowering the crest and installing a raised median.	Coastal Development Permit appeal to Coastal Commission in July 2009.	Unknown
22	Ruocco Park Project	Area located along the waterfront west of Pacific Hwy and south of Harbor Drive and on portions of the Harbor Seafood Mart site; southeast of Project site	Construction of 3.3 acres of public park/plaza areas, with landscape and aesthetic improvements such as a water feature, lawns, benches, enhanced paving, varieties of plant materials and an outdoor sculpture. Project entails demolition of portions of the existing Harbor Seafood Mart building and reconfiguration of parking areas.	Construction anticipated to begin in October 2010 and end in December 2011.	Yes

<b>Project #</b>	<b>Name</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>	<b>Possible Overlap with Proposed Project Construction?</b>
23	Mega Yacht Moorings Project	Between Grape Street Piers and the Maritime Museum	Pilot program allowing mooring of up to eight larger yachts (100+ feet in an area) in Bay waters between the Grape Street Piers and Maritime Museum.	Pilot program being evaluated. Commencement of construction has yet to be determined.	Unknown
24	Old Police Headquarters	Terminus of Pacific Hwy and Harbor Drive, southeast of Project site	Rehabilitation of the approximately 115,000-ft <sup>2</sup> historic Old Police Headquarters (OPH) for entertainment, restaurant, specialty retail, museum, and ancillary support uses. Project also involves: replacement of the existing parking lot along Harbor Dr. with a new 1-acre urban park, which will include extensive landscaping, water features, and paved pedestrian walkways and plaza areas for public use; reconfiguration of the Pacific Highway entrance and the parking area south of the OPH; and the creation of a paved and landscaped pedestrian corridor along Kettner Blvd. to provide direct access from Harbor Dr. to the waterfront.	Limited demolition activities are underway.	Unknown
25	Stella Residential	2015 Hancock Street, northeast of Project site	86 multi-family dwelling units with proposed commercial.	Under construction.	No

Sources: Day pers. comm., Kempton pers. comm., Port District 2009b

## 5.3 Cumulative Impact Analysis

The discussion below evaluates the potential for the Proposed Project to contribute to an adverse cumulative impact related to the resource areas addressed in Chapter 4. For each resource area, an introductory statement is made regarding what would amount to a significant cumulative impact in that resource area. Discussion is then presented regarding the potential for the identified cumulative projects to result in such a cumulative impact, followed by discussion of whether the project's contribution to any cumulative impact would be cumulatively considerable.

### 5.3.1 Land Use, Water Use, and Coastal Access

Significant adverse cumulative land use and water use impacts would result from projects that contribute to a trend in development that is incompatible with existing or planned uses or planned addition of incompatible uses. Potential cumulative impacts on coastal access would result from projects that contribute to a restriction of physical or visual public access to the beach or shoreline.

The land-based projects listed in Table 5-1 represent development that is overseen by the Port District, the City, or the Airport Authority. The land within their authority is guided by the jurisdictions' respective planning documents, which are regularly updated to reflect changes in conditions and prospective future developments. These jurisdictions have long operated in proximity to one another, and their planning documents consider adjacent jurisdictions, their ongoing land uses, and their plans for future development. Diligent planning efforts that consider the neighboring jurisdictions and involve the various planning agencies in the public review process prevent incrementally incompatible land use development that could present a significant cumulative land use impact. Because of these planning processes there is no significant cumulative land use impact to which the Project would contribute.

All of the projects listed in Table 5-1 that front on the bay are under the Port District's jurisdiction. The PMP has been prepared and is regularly updated with the intent of maintaining compatible land and water uses throughout its jurisdiction. The Proposed Project in combination with the cumulative projects within the Port District's jurisdiction are generally consistent with the intent of the PMP, and do not involve water uses that conflict with planned or existing uses. Therefore, there is no significant cumulative water use impact to which the Proposed Project would contribute.

Several of the projects listed in Table 5-1 would improve physical and visual coastal access by constructing new or enhanced promenades and/or open space along the bay; the Proposed Project would also create new public access along the basin side of the hotel. Several of the listed projects would develop new structures fronting on the bay, but these projects, similar to the Proposed Project, are subject to the California Coastal Act, which emphasizes the need to protect and provide

public access along the coast. Accordingly, these cumulative projects are generally designed to limit their impact on coastal access and include components that improve coastal access, or include mitigation to maintain or provide this access, including through offsite improvements. Following the requirements of the Coastal Act avoids the potential for a significant cumulative coastal access impact. Therefore, the Proposed Project would not contribute to a significant adverse cumulative impact on coastal access.

## 5.3.2 Biological Resources

A significant cumulative biological resources impact would occur where the construction or operation of the cumulative projects would encroach into areas containing sensitive biological resources, affect the movement of wildlife species, or affect the functionality of a planned conservation area. The potential cumulative impacts associated with biological resources include potential temporary impacts on subtidal and intertidal organisms as a result of construction activities, alterations of bay water coverage limiting foraging habitat for sensitive bird species that dive for fish, and removal of trees and other vegetation that may serve as nesting areas for migratory birds.

Most of the projects listed in Table 5-1 front on San Diego Bay, and entail construction that—without proper controls—would have the potential to result in an increase in polluted storm water runoff during construction and operation. Polluted storm water could have a negative effect on species living in San Diego Bay or relying on the bay for their subsistence. As with the Proposed Project, the cumulative projects would be required to implement stormwater BMPs to control construction runoff and long-term flow of storm water into the bay. The projects would be required to comply with guidelines established by the *Water Quality Control Plan for the San Diego Basin* and limit their impact on bay pollution. For each project, implementation of construction and post-construction controls would avoid significant cumulative water quality-related impacts on biological resources. Therefore, there is no significant cumulative impact to which the Project could contribute.

Shadows cast by the Proposed Project would shade approximately 1,584 square feet (.04 acre) of eelgrass within near-shore waters. However, this shading would only occur during the last three hours of the day (around 3 p.m. or later) during November, December, and January. During the other months of the year shade from the proposed structures is not anticipated to affect the eelgrass beds in the Harbor Island East Basin. A cumulative impact on eelgrass would be assessed if cumulative projects fronting bay waters would shade eelgrass beds. Based on the bay-wide eelgrass survey conducted by the Port District and the Naval Facilities Engineering Command, eelgrass beds are only located near cumulative project 2, Marina Cortez Dock Replacement. However, cumulative project 2 is a 1:1 replacement of the existing docks at the Marina Cortez facility and would not result in any impacts on eelgrass. The other bayside projects (cumulative projects 1, 7, 8, 9, 19, 20, 21, and 23 from Table 5-1 and Figure 5-1) are not located adjacent to areas containing eelgrass according to the 2008 Survey. The Proposed Project would not result in a significant impact on eelgrass, nor would any projects in the cumulative

study area result in eelgrass shading. Therefore, the Proposed Project would not contribute to a significant adverse cumulative impact on eelgrass.

Section 4.2 identified a significant project-level impact associated with the potential disturbance of nesting birds. This impact is related to project-related construction activity disturbing onsite, and indirect impacts from construction noise on adjacent, trees and vegetation. Construction of cumulative project 1, the Reuben E. Lee Restaurant Replacement, could coincide with Project construction. If this is the case, then this cumulative project could also disturb nesting birds in the onsite trees and vegetation, resulting in a cumulative impact on biological resources. However, this impact would be fully mitigated by implementing Mitigation Measure BIO-1, as stated in Section 4.2.6, which restricts construction during nesting season or, if construction is proposed during breeding season, requires preconstruction bird surveys and, if nesting birds are found, cessation of construction until after the fledglings have left the nest. No additional mitigation is needed to address the project's contribution to this potential cumulative impact.

### 5.3.3 Aesthetics

A significant adverse cumulative aesthetics impact would occur where the development of the cumulative projects would create a trend of degrading the visual quality of an area or where projects would combine to block important views.

Many of the cumulative projects represent redevelopment along the northern and northwestern edge of San Diego Bay. This is planned development within the jurisdiction of the Port District and the City of San Diego, pursuant to their planning guidance, and is intended, in part, to enhance the appeal of Harbor Island, Shelter Island, and other nearby landside areas, including improving the aesthetic quality of the area. Therefore, the projects identified in Table 5-1 would represent a cumulative enhancement of visual quality, to which the Proposed Project contributes.

Some of the cumulative projects would develop structures on Harbor Island, and this development may be cumulatively visible from some distant vantage points, including from recreational boaters in the bay waters near the Project site. Viewers that would notice this combined development would be distant from the visible development; and the scale of the structures would not intrude onto ridgeline views, block views of the water, or significantly degrade the visible quality of Harbor Island, thereby avoiding a significant impact. As with the Proposed Project, the Port District will continue to consider the aesthetic quality of the redevelopment it undertakes on Harbor Island, including the way that structures combine with existing and proposed development in the area, in order to prevent adverse cumulative impacts on Harbor Island. Therefore, there is no significant cumulative aesthetics impact to which the Project would contribute.

None of the cumulative projects listed in Table 5-1 would combine with the Proposed Project to block views. Therefore, there is no associated cumulative impact.

### 5.3.4 Hazards and Hazardous Materials

Cumulative hazards and hazardous materials impacts would result when projects combine to create an increased risk of release of hazardous materials, to impair an emergency response plan, or to present a cumulative safety hazard in proximity to an airport.

Hazards and hazardous materials are generally localized conditions that could potentially endanger life or property. None of the cumulative projects listed in Table 5-1 propose features that would regularly emit hazardous materials into the water, ground, or air as part of their function. Similar to the Proposed Project, most of the cumulative projects would involve the use, storage, and transport of common chemicals and materials—such as gasoline, motor oil, solvents, household and industrial cleaning products, paint, swimming pool-related chemicals, some acids, and organic waste. The storage, use, and transport of hazardous materials on any site is overseen by the same local and state regulations as the Proposed Project and inspections are in place and undertaken to avoid or minimize hazardous materials-related risks and to protect people and the environment from harmful releases or accidents. Such avoidance and minimization of risk on individual projects would also minimize cumulative effects. Furthermore, the cumulative projects with hazardous materials impacts are far apart from one another to make it unlikely that any large-scale, cross-project hazardous event would occur. One cumulative project, the Cleanup and Abatement Order currently being implemented on 2701 North Harbor Drive (cumulative project 4), entails remediation of an acknowledged hazardous materials issue near the Project site, but this cumulative project site is separated from the Project by Harbor Drive and the Harbor Island East Basin, and would have no effect on the Proposed Project. Therefore, there is no significant cumulative impact related to hazardous materials releases to which the Proposed Project would contribute.

For the most part, the cumulative projects are located in proximity to SDIA. This cumulative development is subject to the ALUCP guidance on land uses and FAA height restrictions in the airport vicinity. Oversight by FAA and the Airport Authority ensures that cumulatively incompatible uses are not developed in proximity to SDIA, ensuring that there is no cumulative safety hazard to the public. Therefore, there is no significant cumulative impact to which the Project would contribute.

A few of the cumulative projects are located along Harbor Island Drive, and many of the cumulative projects are located along North Harbor Drive. These projects are located along the same emergency evacuation route as the Proposed Project. None of these cumulative projects would obstruct Harbor Island Drive or North Harbor Drive, and certain cumulative projects propose to enhance circulation along North Harbor Drive. As with the Proposed Project, all of the cumulative projects would be subject to review by the City of San Diego Fire

Department to ensure that adequate emergency access is maintained. Therefore, there is no cumulative impact to which the Project would contribute.

### 5.3.5 Hydrology and Water Quality

Cumulative water quality impacts result from projects that combine to either pollute or increase the turbidity of water. Cumulative hydrology impacts result from projects combining to alter the course of surface water flow or to increase flood hazards in a particular area, either through diverting floodways or constructing structures within the floodways. As stated in Section 4.5 of this Draft EIR, the Project would not result in impacts with respect to flooding or surface water flows; therefore, the project's contribution to any hydrology impacts would not be cumulatively considerable, and these impacts are not discussed below. The cumulative impacts discussion below focuses on cumulative degradation of water quality.

All of the cumulative projects listed in Table 5-1 are located in the Pueblo watershed, the same watershed as the Proposed Project, and runoff from all cumulative project sites flows into San Diego Bay. San Diego Bay is currently a Clean Water Act (CWA) Section 303(d)-listed impaired water body for PCBs and copper. This listing is, in itself, a cumulative impact, as past projects occurring for decades throughout the watershed have contributed pollutants to the bay. This is a significant cumulative water quality impact.

As discussed in Section 4.5, "Hydrology and Water Quality," the water quality impacts associated with the Proposed Project would be less than significant. All of the cumulative projects listed in Table 5-1 have the potential to similarly contribute polluted runoff to the bay, thereby furthering its impairment. However, like the Proposed Project, each cumulative project is subject to CWA and NPDES compliance, as well as state and local regulatory standards that must be achieved during construction and operation to reduce or avoid polluted runoff. These regulations are designed to prevent impacts on water quality throughout the Port District and at a regional level. Accordingly, adherence to regulatory standards would avoid cumulatively significant impacts on water quality.

The cumulative effect of each of the projects listed in Table 5-1 combined with the Proposed Project is not anticipated to be a significant adverse impact on water quality. Therefore, the Proposed Project would not considerably contribute to a significant adverse cumulative impact on water quality.

### 5.3.6 Transportation, Traffic, and Parking

Cumulative traffic impacts result when multiple projects contribute trips to the same circulation system. LLG conducted a cumulative traffic impact analysis for the Proposed Project as part of their TIA (Appendix E of this EIR). This cumulative analysis estimated cumulative impacts on the studied roadway system in 2030, and analyzed whether the project's contribution would be significant (or,

for purposes of this analysis, cumulatively considerable). The TIA's cumulative analysis was based on SANDAG growth projections for the affected area, as explained above in Section 5.2.1.

Because the Project has no effect on public transportation, it would not contribute to any cumulative impact on public transportation that may occur due to cumulative projects, and this issue is not discussed below.

## Significance Criteria

As explained above in Section 4.6.3, the Port District uses the following City of San Diego impact thresholds related to LOS factors. This is similar to that used for the project-level analysis. The Proposed Project is said to have a significant cumulative impact if:

- the addition of project traffic reduces the LOS for a roadway segment from an acceptable level (LOS D or higher) to an unacceptable level (LOS E or LOS F);
- the addition of project traffic to a street segment that is already at LOS E or F under existing conditions increases that segment's V/C ratio by 0.02 or greater and decreases that segment's peak hour travel speed by 1 mph or greater;
- the addition of project traffic reduces the LOS for an intersection from an acceptable level (LOS D or higher) to an unacceptable level (LOS E or LOS F); or
- the addition of project traffic to an intersection that is already at LOS E or LOS F under existing conditions increases the average delay at that intersection by 2 seconds or more.

## Cumulative Construction Traffic Impacts

As shown in Table 5-1, some cumulative projects may be constructed at the same time as the Proposed Project. However, the cumulative project with the most potential to contribute to cumulative construction traffic is the 2701 North Harbor Drive Demolition Project (cumulative project 3). Due to the proximity of 2701 North Harbor Drive Demolition Project to the Project site it is anticipated that construction traffic from both projects could utilize the same roadways. The 2701 North Harbor Drive Demolition Project is estimated to generate approximately 206 ADT of construction traffic. As discussed in Section 4.6.4.1, the Proposed Project is expected to generate 50 ADT of construction traffic during the most traffic-intensive phase. Therefore, the total cumulative construction traffic is 256 ADT (206 ADT for the 2701 North Harbor Drive Demolition Project + 50 ADT for the Proposed Project). The cumulative construction traffic of 256 ADT is considerably lower than the daily project trips of 1,225 ADT associated with the Proposed Project and would be temporary in nature. Considering that, as discussed in Section 4.6.4.1, no near-term significant impacts were identified in

association with the Proposed Project, the cumulative construction would also not result in adverse impacts on intersections and roadway segments. In addition all projects listed in Table 5-1 will be required to complete standard traffic control plans prior to construction. The standard traffic control plan identifies the routes for heavy construction vehicles and the hours of construction activity. The traffic control plan would also detail work zones and lane closures/transitions and be prepared to the requirements of the City of San Diego Regional Standard Drawings and Caltrans' standards to the satisfaction of the City of San Diego Engineer prior to the commencement of work. Therefore, the Proposed Project would not contribute to significant cumulative construction traffic.

## Level of Service Impacts for Long-Term Scenario

The TIA analyzed impacts of the Proposed Project at Long-Term (Year 2030) cumulative conditions. The Year 2030 traffic volumes provided by SANDAG were used for the Long-Term cumulative traffic conditions. To account for development occurring near the Project site in downtown San Diego, the TIA utilized a growth factor, based on Year 2030 traffic volumes obtained from Series 11 population forecasts from SANDAG to account for Near-Term background traffic. By comparing existing volumes to Year 2030 volumes, a growth factor was calculated for traffic volumes on roadways within the vicinity of the Project. The growth factor was then applied to existing turn movements and ADT at intersections to generate the "cumulative projects" traffic volumes.

Interstate 5 and its associated on- and offramps are located within 2 miles of the Project. However, based on the trip distribution and trip generation associated with the Project, it was determined that the Proposed Project would result in too few trips at the I-5 on- and offramps to warrant including I-5 in the Long-Term analysis.

## Long-Term (Cumulative) Street Segment Operations

Figure 5-2 shows the Long-Term Year 2030 + Project traffic volumes. Table 5-2 shows that the Project would not result in significant impacts on any of the street segments in the Long-Term (Year 2030). Many street segments would continue to operate at LOS E or F, but the increase in traffic at the roadway segments would not exceed the City V/C ratio increase thresholds. Therefore, the Proposed Project would not have a significant cumulative impact in the Long-Term on the street segments.

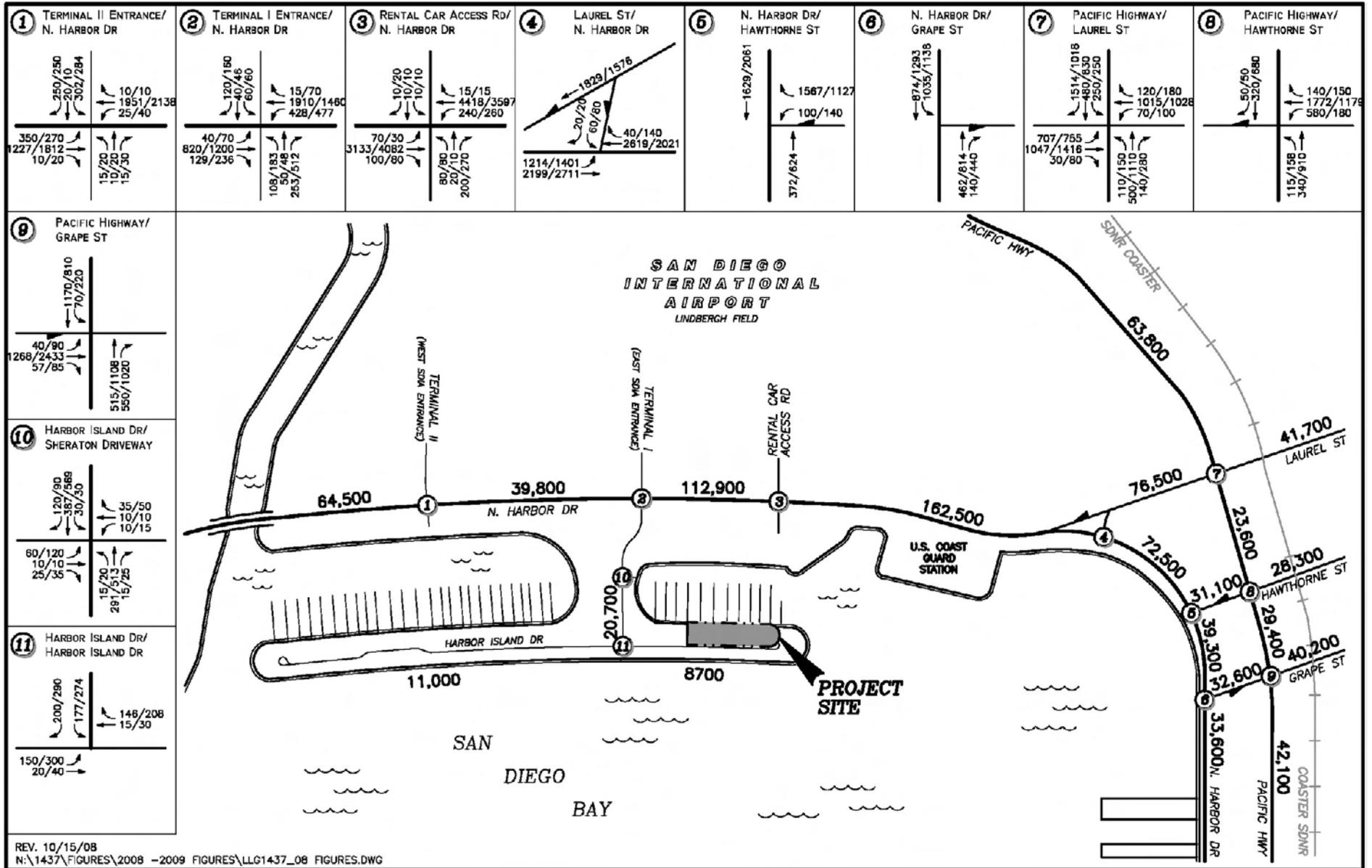
**Table 5-2.** Long-Term (Cumulative) Street Segment Operations

Street Segment	Year 2030			Year 2030 + Project			$\Delta^4$	Sig? <sup>5</sup>
	ADT <sup>1</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	ADT	V/C	LOS		
<b>North Harbor Drive</b>								
West of Terminal 2	64,280	0.684	C	64,500	0.686	C	0.002	No
Terminal 2 to Harbor Island Drive	39,540	0.421	B	39,800	0.423	B	0.002	No
Harbor Island Drive to Rental Car Road	112,020	1.037	F	112,900	1.045	F	0.008	No
Rental Car Road to Laurel Street	161,620	1.719	F	162,500	1.729	F	0.010	No
Laurel Street to Hawthorn Street	71,910	0.765	C	72,500	0.771	C	0.006	No
Hawthorn Street to Grape Street	38,970	0.361	A	39,300	0.364	A	0.003	No
South of Grape Street	33,530	0.357	A	33,600	0.357	A	0.000	No
<b>Pacific Highway</b>								
North of Laurel Street	63,660	1.273	F	63,800	1.276	F	0.003	No
Laurel Street to Hawthorn Street	23,600	0.472	B	23,600	0.472	B	0.000	No
Hawthorn Street to Grape Street	29,330	0.587	C	29,400	0.588	C	0.001	No
South of Grape Street	41,950	0.839	D	42,100	0.842	D	0.003	No
<b>Laurel Street</b>								
North Harbor Drive to Pacific Highway	76,210	1.270	F	76,500	1.275	F	0.005	No
East of Pacific Highway	41,550	0.923	E	41,700	0.927	E	0.004	No
<b>Hawthorn Street</b>								
North Harbor Drive to Pacific Highway	30,840	0.812	D	31,100	0.818	D	0.006	No
East of Pacific Highway	28,120	0.740	C	28,300	0.745	C	0.005	No
<b>Grape Street</b>								
North Harbor Drive to Pacific Highway	32,340	0.851	D	32,600	0.858	D	0.007	No
East of Pacific Highway	40,020	1.053	F	40,200	1.058	F	0.005	No
<b>Harbor Island Drive</b>								
North Harbor Drive to Harbor Island Drive	19,230	0.481	B	20,700	0.518	B	0.037	No
West of Harbor Island Drive	11,000	0.367	B	11,000	0.367	B	0.000	No
East of Harbor Island Drive	7,230	0.2241	A	8,700	0.290	A	0.049	No

<sup>1</sup> Average Daily Traffic  
<sup>2</sup> Volume to Capacity ratio  
<sup>3</sup> Level of Service  
<sup>4</sup> Increase in delay due to the Project  
<sup>5</sup> Sig? denotes "Significant Impact"

Source: LLG 2009

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Source: LL&G (2009)



Year 2030 with Project Traffic Volumes  
Figure 5-2

## Long-Term (Cumulative) Intersection Operations

Table 5-3 shows that the Project would not result in significant impacts to any of the intersections with the exception of Long-Term (Year 2030) impacts to the following:

- North Harbor Drive/Harbor Island Drive/Terminal 1—AM and PM peak hours
- North Harbor Drive/Rental Car Access Road—PM peak hours
- North Harbor Drive / Laurel Street—PM peak hours

The Proposed Project would therefore contribute to a significant long term-cumulative impact at these intersections. The measures recommended to mitigate these impacts are set forth in Section 5.5 below.

**Table 5-3.** Long-Term (Cumulative) Intersection Operations

Intersection	Peak Hour	Year 2030		Year 2030 + Project			Sig? <sup>5</sup>
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	$\Delta$ <sup>4</sup>	
North Harbor Drive / Terminal 2 (West Airport Entrance)	AM	45.9	D	46.4	D	0.5	No
	PM	41.5	D	41.8	D	0.3	No
North Harbor Drive /Harbor Island Drive / Terminal 1 (East Airport Entrance) <sup>1</sup>	AM	51.2	D	56.9	E	<b>5.7</b>	<b>Yes</b>
	PM	86.6	F	89.1	F	<b>2.5</b>	<b>Yes</b>
North Harbor Drive / Rental Car Access Road <sup>1</sup>	AM	169.8	F	171.8	F	2.0	No
	PM	159.0	F	163.7	F	<b>4.7</b>	<b>Yes</b>
North Harbor Drive / Laurel Street <sup>1</sup>	AM	98.1	F	98.9	F	0.8	No
	PM	124.1	F	127.0	F	<b>2.9</b>	<b>Yes</b>
North Harbor Drive / Hawthorn Street	AM	96.8	F	98.2	F	1.4	No
	PM	110.9	F	112.7	F	1.8	No
North Harbor Drive / Grape Street	AM	42.0	D	45.2	D	3.2	No
	PM	44.3	D	47.3	D	3.0	No
Pacific Highway / Laurel Street	AM	159.0	F	160.6	F	1.6	No
	PM	183.8	F	185.4	F	1.6	No
Pacific Highway / Hawthorn Street	AM	86.1	F	88.0	F	1.9	No
	PM	55.9	E	56.2	E	0.3	No
Pacific Highway / Grape Street	AM	16.8	B	16.9	B	0.1	No
	PM	161.4	F	163.0	F	1.6	No
Harbor Island Drive / Sheraton Driveway	AM	14.5	B	14.7	B	0.2	No
	PM	14.5	B	15.2	B	0.7	No
Harbor Island Drive / Harbor Island Drive	AM	8.6	A	9.0	A	0.4	No
	PM	10.6	B	12.0	B	1.6	No

<sup>1</sup> The Year 2030 + Project and Sig? data are included from the Harbor Island Project Review Letter Report dated January 28, 2009, (see TIA), which includes a sensitivity analysis of a 175-room limited service hotel.

<sup>2</sup> Average delay expressed in seconds per vehicle

<sup>3</sup> Level of Service (see Appendix B of Appendix E for delay thresholds)

<sup>4</sup> Increase in delay due to the Project

<sup>5</sup> Sig? denotes "Significant Impact"

Source: LLG 2009

## Parking Impacts

Implementation of the cumulative projects listed in Table 5-1 and shown in Figure 5-1 could result in loss of public parking. However, the Project proposes shared parking with the marina facility and therefore would not reduce the amount of public parking available on East Harbor Island. The existing parking available on the Project site is part of the leasehold and is utilized for marina use. The hotel would be located within an existing parking lot and therefore would result in the elimination of 111 parking spaces. However as discussed further in Section 4.6, "Transportation, Traffic, and Parking," these two land uses (hotel and marina) are expected to have shared parking as the marina and hotel would have offsetting peak parking needs. A shared parking analysis was conducted for both weekday and weekend scenarios and determined that a maximum shared parking requirement of 381 parking spaces would be needed (see Table 4.6-7). The proposed 457 parking spaces would adequately serve the demand of the existing marina and the Proposed Project because the proposed parking supply would exceed the estimated 406 space parking requirement (without shared parking) and the 381 space shared parking requirement. Parking exists east of the Project site that is adequate to serve the existing restaurant uses and is not part of the Project site. Public parking in the vicinity of the Project site is located on the southern side of Harbor Island Drive and will not be affected by the Proposed Project. Because the Proposed Project would not result in a loss of public parking on East Harbor Island it would not contribute to any cumulative loss of public parking associated with the other cumulative projects listed in Table 5-1 and Figure 5-1.

## Traffic-Based Hazards

Due to the geographic isolation of East Harbor Island, none of the cumulative projects would create traffic-based hazards that could affect the Project site or that could combine with the Project to create a significant cumulative impact.

### 5.3.7 Air Quality

Potential cumulative air quality impacts would result when cumulative projects' pollutant emissions would combine to degrade air quality conditions below acceptable levels. This could occur on a local level, such as through increases in vehicle emissions at congested intersections, at a regional level, or on a much larger level, such as the potential affect of greenhouse gas emissions on climate change. ICF Jones & Stokes prepared an Air Quality Technical Report for the Proposed Project in 2009, which includes a discussion of cumulative air quality impacts analysis. The air quality technical report is included as Appendix E to this EIR. The cumulative analysis results of this study are summarized in this section.

Neither the Port District nor the SDAPCD has established significance thresholds to determine whether a project would have a cumulatively considerable

contribution to air quality. Therefore, the County of San Diego has identified thresholds (see below), set forth by the SDAPCD and South Coast Air Quality Management District (SCAQMD), for cumulative air quality impacts that are utilized for the analysis of the impacts of project construction and operation related to emissions of criteria pollutants.

The following thresholds are used to determine the cumulatively considerable net increase in emissions during the construction phase:

- A project that has a significant direct impact on air quality with regard to emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub> and/or ROG<sub>s</sub>, would also have a significant cumulatively considerable net increase.
- In the event direct impacts from the proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future projects within the proximity relevant to the pollutants of concern, are in excess of direct air quality impact thresholds.

The following thresholds are used to determine the cumulatively considerable net increase in emissions during the operation phase:

- A project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub> and/or ROG<sub>s</sub>, would also have a significant cumulatively considerable net increase.
- Projects that cause road intersections to operate at or below a LOS E and create a CO “hotspot” would create a cumulatively considerable net increase of CO.

## Carbon Monoxide Emissions

The cumulative air quality analysis considers estimated Year 2030 traffic counts provided by LLG, which in turn were derived from regional growth projections published by SANDAG. Cumulative air quality impacts were examined in terms of CO concentrations received along sidewalks of busy intersections. On a larger scale, the project’s contribution of greenhouse gas emissions was also discussed.

The air quality technical report presents a modeled estimate of baseline 2030 CO concentrations and the project’s contribution to these concentrations, as received at the three intersections near the Project site that would accommodate Project traffic and represent the worst-case intersections with the longest peak hour delay. The intersections selected are: Laurel Street and North Harbor Drive; Rental Car Access Road and North Harbor Drive; and Terminal 1/Harbor Island Drive and North Harbor Drive. Estimates are given for the one-hour and the eight-hour CO concentrations, considering peak-hour traffic levels reported by LLG, and compares CO levels to California standards (20 ppm for the 1-hour average and 9.0 ppm for the 8-hour average). Table 5-4 shows the 2030 estimates of the one- and eight-hour CO concentrations and compares the estimates to the relevant state standards.

As shown in Table 5-4, estimated cumulative conditions with and without the Project contributions to CO levels from vehicle traffic are below the state standards. Therefore, there is no significant cumulative impact, and the project's contribution to CO emissions is not cumulatively considerable.

**Table 5-4.** Year 2030 (Cumulative) Carbon Monoxide Concentrations

Intersection	Peak Period <sup>1</sup>	Maximum 1-Hour 2030 w/o Project <sup>2</sup> (20 ppm) <sup>4</sup>	Maximum 1-Hour 2030 w/ Project <sup>3</sup> (20 ppm) <sup>4</sup>	Significant 1-Hour Impact?	Maximum 8-Hour 2030 w/o Project <sup>5</sup> (9 ppm) <sup>4</sup>	Maximum 8-Hour 2030 w/ Project <sup>6</sup> (9 ppm) <sup>4</sup>	Significant 8-Hour Impact?
Laurel St & N Harbor Dr	AM	11.4	11.4	No	5.6	5.6	No
N Harbor Dr	PM	11.2	11.2	No	5.46	5.46	No
Rental Car Access Rd & N Harbor Dr	AM	11.8	11.8	No	5.88	5.88	No
N Harbor Dr	PM	11.5	11.5	No	5.67	5.67	No
Terminal 1/ Harbor Island Dr & N Harbor Dr	AM	11.1	11.1	No	5.39	5.39	No
Dr	PM	11.4	11.4	No	5.6	5.6	No

Notes:

CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in Appendix E of this EIR.

ppm = parts per million

<sup>1</sup> Peak hour traffic volumes are based on the Traffic Impact Analysis prepared for the Project by LLG 2009.

<sup>2</sup> Highest 3 years SDAPCD 1-hour ambient background concentration (10.8 ppm) + 2030 without Project traffic CO 1-hour contribution.

<sup>3</sup> Highest 3 years SDAPCD 1-hour ambient background concentration (10.8 ppm) + 2030 with Project traffic CO 1-hour contribution.

<sup>4</sup> The state standard for the 1-hour average CO concentration is 20 ppm, and the 8-hour average concentration is 9.0 ppm.

<sup>5</sup> Highest 3 years SDAPCD 8-hour ambient background concentration (5.18 ppm) + 2030 without Project traffic CO 8-hour contribution.

<sup>6</sup> Highest 3 years SDAPCD 8-hour ambient background concentration (5.18 ppm) + 2030 with Project traffic CO 8-hour contribution.

Source: Air Quality Technical Report (Appendix F of this EIR)

## Criteria Pollutants

As stated in Section 4.7, the SDAB is currently in non-attainment for NAAQS 8-hour ozone as well as for CAAQS ozone, PM10, and PM2.5. Therefore, the emissions of concern within the SDAB are ozone precursors (ROG and NO<sub>x</sub>), PM10, and PM2.5.

As discussed in Section 4.7, "Air Quality," the construction or operation of the Proposed Project would be below the significance thresholds for criteria pollutants. The nearest cumulative project is the Reuben E. Lee Restaurant Replacement (cumulative project 1), located at the east end of Harbor Island, approximately 500 feet east of the Project site. While construction could overlap with construction of the Proposed Project, it is expected that site disturbance activities for the Reuben E. Lee Restaurant Replacement will be minimal and likely not require a significant number of truck trips. Therefore, the cumulative emissions would not be expected to exceed SDAPCD thresholds and the

cumulative contribution would be less than significant. In addition, although dispersion and settling properties of PM<sub>2.5</sub> are different than for PM<sub>10</sub>, it can be reasonably assumed that the distance between nearby cumulative projects and the Proposed Project would not result in a cumulative impact for PM<sub>2.5</sub>. Therefore, there is no significant impact for PM<sub>10</sub> and PM<sub>2.5</sub>, and impacts are not cumulatively considerable.

Other cumulative projects within proximity of the Proposed Project, including the 2701 North Harbor Demolition Project (cumulative project 3) and the San Diego International Airport Master Plan projects (cumulative project 5), could occur simultaneously with the Proposed Project. However, every project, with the exception of the Reuben E. Lee Restaurant Replacement, identified in the cumulative project list (Table 5-1) is over 2,500 feet away from the Proposed Project site. Based on screening methodology provided by the SCAQMD, projects at such a distance, in combination with the Proposed Project, would likely not contribute to a significant cumulative PM<sub>10</sub> impact (see Air Quality Technical Report, Appendix F of this EIR). Therefore, there is no significant impact for PM<sub>10</sub> and PM<sub>2.5</sub>, and impacts are not cumulatively considerable.

In addition to particulates, construction and operation of the Proposed Project would result in ROG and NO<sub>x</sub> emissions; however, as discussed in Section 4.7, these emissions would be below the significance thresholds. According to the County of San Diego significance threshold described above, a project which conforms to the applicable General Plan and does not have emissions exceeding the significance thresholds will not create a cumulatively considerable net increase with respect to ozone since these emissions were accounted for in the RAQS. As discussed in Section 4.7, the Proposed Project was deemed consistent with the RAQS and would not result in a direct impact to air quality. Therefore, there is no significant cumulative impact for ozone, and the project's contribution is not cumulatively considerable.

## Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions and their contribution to climate change are widely recognized as a global problem, and the State of California has recently acknowledged this phenomenon as a State concern. In addition, AB 32, passed by state legislature in 2006, states in part, that “global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” GHG emissions are a cumulative impact—resulting from past, current, and future projects—and the cumulative projects listed in Table 5-1 would all likely contribute to this widespread cumulative impact.

At the present time, no federal, state, or local law or regulation requires a lead agency to perform environmental review of a project's GHG emissions. AB 32, the primary legislative enactment which addresses GHG emissions, neither mentions CEQA nor requires a local agency to conduct environmental review of GHG emissions. Instead, it charges the ARB with the responsibility for regulating GHG emissions and requires the ARB to adopt GHG emission limits

and reduction measures on or before January 1, 2011 (Health and Safety Code 38510, 38562).

No provision of CEQA or the CEQA Guidelines presently requires a lead agency to perform environmental review of a project's GHG emissions. SB 97 directed the Governor's Office of Planning and Research (OPR) to adopt CEQA Guidelines concerning the effects and mitigation of GHG emissions by January 1, 2010. Although OPR released its proposed amendments to the CEQA Guidelines on April 13, 2009, the new Guidelines have not yet been finalized and will not go into effect until January 1, 2010. CEQA does not require a lead agency to consider proposed or draft regulations when evaluating a project and prohibits its provisions from being interpreted in a manner that imposes procedural or substantive requirements beyond those explicitly stated in CEQA or the CEQA Guidelines (CEQA Guidelines Section 21083.1).

In addition, no reported appellate judicial decision requires a lead agency to perform environmental review of a project's GHG emissions. The majority of trial court decisions that have considered the issue have ruled that CEQA does not require a lead agency to analyze the potential impacts of a project's GHG emissions. (See, e.g., *Unite-Here Local 30 v. San Diego Unified Port District*, San Diego County Superior Court No. 37-2008-00077646-CU-MC-CTL [addendum to master EIR found adequate because evidence of the effect of GHG emissions on global climate change does not constitute new information requiring additional environmental review, there is no legislative or judicial requirement for CEQA review of GHG emissions, and project design incorporated features to reduce GHG emissions]; *American Canyon Community United for Responsible Growth v. City of American Canyon*, Napa County Superior Court No. 26-27462 [addendum found adequate because AB 32 does not constitute "new information" requiring further environmental review]; *National Resources Defense Council v. Reclamation Board*, Sacramento County Superior Court No. 06 CS 01228 [addendum found adequate because climate change information does not constitute "new information" requiring further environmental review]; *Highland Springs Conference and Training Center v. City of Banning*, Riverside County Superior Court No. RIC 460950 [EIR found adequate because no law required city to consider global warming at the time it approved the project]; *Westfield, LLC v. City of Arcadia*, Los Angeles County Superior Court No. BS 108923 [EIR not required to analyze GHG emissions because SB 97 does not require it, there is no accepted methodology for doing so, and no single project can have a significant climate change impact]; *Center for Biological Diversity v. City of Perris*, Riverside County Superior Court No. RIC 477632 [EIR not required to analyze GHG emissions because there is no established standard for doing so].)

CEQA and the State CEQA Guidelines require the disclosure of the significant cumulative environmental effects, whether the project will make a cumulatively considerable contribution to any such effects, and, if so, mitigation measures intended to reduce the project's contribution (Section 15130 of the State CEQA Guidelines). The new CEQA Guidelines will provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. In the interim, OPR has released a technical advisory, entitled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act*

(*CEQA Review* (OPR 2008)). CEQA currently has no thresholds for GHG emissions. As described by the OPR technical advisory, in absence of regulatory guidance or standards, lead agencies must undertake a project-by-project analysis, consistent with available guidance and current CEQA practice. In January 2009, OPR developed a preliminary draft regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emission. OPR held two workshops to present the amendments and obtain comments from the public. OPR is currently in the process of submitting its proposal to the California Resources Agency (OPR 2009).

On a state level, AB 32 identified that an acceptable level of GHG emissions in California in 2020 is 427 million metric tons of carbon dioxide equivalent (CO<sub>2</sub>e), which is the same as the 1990 GHG emissions level, is approximately 12% less than current (480 million metric tons CO<sub>2</sub>e in 2004) GHG emissions, and is approximately 28% less than 2020 “business as usual” (BAU) conditions (596 million metric tons CO<sub>2</sub>e). To achieve these GHG reductions, there will have to be widespread reductions of GHG emissions throughout California, including within the Port of San Diego and the City of San Diego, within which the cumulative projects listed in Table 5-1 would occur. Some of those reductions will need to come in the form of changes in vehicle emissions and mileage, changes in the sources of electricity, and increases in energy efficiency by existing facilities as well as other measures. The remainder of the necessary GHG reductions will need to come from requiring new facility development to have lower carbon intensity than BAU conditions.

Given the overwhelming scope of global climate change, it is not anticipated that a single development project would have an individually discernable effect on global climate change (i.e., that any increase in global temperature or sea level could be attributed to the emissions resulting from a single project). Rather, it is more appropriate to conclude the substantial Proposed Project GHG emissions will combine with emissions across California, the U.S., and the globe to cumulatively contribute to global climate change. This amounts to a significant cumulative air quality impact. The Air Quality Technical Report for the Proposed Project identified that the following thresholds regarding the Project’s GHG emissions would be cumulatively considerable if:

- the proposed project would conflict with or obstruct the goals or strategies of the California Global Warming Solutions Act of 2006 (AB 32) or related Executive Orders; or
- the proposed project would result in substantially increased exposure to the potential adverse effects of global warming identified in the California Global Warming Solutions Act of 2006.

The OPR technical advisory states that “lead agencies must describe the existing environmental conditions or setting, without the project, which normally constitutes the baseline physical conditions for determining whether a project’s impacts are significant.” Therefore, for purposes of analysis, GHG emissions generated from existing land uses at the Project site were considered BAU conditions. The existing land use generates GHG from motor vehicle trips to the parking lots and from electricity and natural gas consumption at the marina

locker building. Similarly, the Proposed Project would result in GHG emissions due to vehicle trips and energy consumption.

While the OPR draft CEQA guidelines referenced above are used for reference, the final OPR CEQA guidelines are expected to be released in early 2010. It is expected that the adopted guidelines will be similar to the draft guidelines referenced above.

As discussed previously, increased emissions of GHGs would contribute to global warming and the consequent adverse global environmental effects. Vehicular GHG emissions result from CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O that is released during the combustion of gasoline or diesel fuel. GHG emissions from stationary and area sources result mainly from the burning of natural gas for both heating and electricity. Increased GHG emissions could also potentially conflict with the requirement of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020.

For purposes of analysis, the existing land uses at the Project site operating under current conditions is considered the baseline, or business as usual (BAU), condition. For the BAU condition, it is assumed that existing land uses would continue to operate as they currently exist beyond the Project opening year (2012). Future GHG emissions from the Proposed Project are compared to what would have occurred under the baseline, or BAU, conditions. With this it is assumed that the existing facilities will continue to attract visitors and consume energy in the form of electricity and natural gas at the locker facility. This results in GHG emissions from motor vehicle trips and the consumption of energy (natural gas and electricity).

Both the existing conditions (BAU) and the Proposed Project would generate GHG emissions due to motor vehicle trips as well as natural gas and electricity consumption. Existing land uses consume an estimated 1,000 kilowatt-hours (kWh) of electricity per month and 30–60 therms per day, and also attract 150 customers/visitors (an estimated 300 vehicle trips) per day (Port District 2009c).

Table 5-5 presents the GHG emissions associated with the Project's onsite operations for both the BAU and Proposed Project. Because quantitative GHG guidelines, including thresholds, have not been developed by the SDAPCD, these emissions are provided for informational purposes only. GHG emissions of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub>e are presented for the year 2012, the anticipated Project opening year. As shown in Table 5-5, existing conditions generate an estimated 1,083 metric tons of CO<sub>2</sub>e per year. The majority of these emissions (89%) are from motor vehicle trips to the existing facilities, while stationary (6%) and area sources (5%) comprise the remainder. Existing land uses consume an estimated 12 megawatt-hours (MWh) of electricity and 10,958 therms of natural gas annually. The Proposed Project would generate approximately 3,549 metric tons of CO<sub>2</sub>e per year. The majority of project-related GHG emissions would be from mobile sources (66%). The Proposed Project would result in a net increase of 2,465 metric tons of CO<sub>2</sub>e per year from operational emissions (mobile, area, stationary sources) over BAU conditions. The Proposed Project would consume approximately 1,308 MWh of electricity and 131,490 therms of natural gas per

year, resulting in approximately 829 metric tons of CO<sub>2</sub>e per year from stationary sources. The remaining 9% of GHG emissions would be from area sources.

**Table 5-5.** Estimate of Existing and Proposed Onsite Operational Greenhouse Gas Emissions

	Pounds per day				Metric Tons per year			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e <sup>1</sup>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e <sup>1</sup>
Existing Conditions (BAU)								
Mobile Source <sup>2</sup>	5,598	0.56	0.67	5,817	927	0.09	0.11	963
Area Source <sup>3</sup>	350	--	--	350	58	--	--	58
Stationary Source	375	0.03	0.0009	376	62	0.01	< 0.01	62
<b>Total</b>	<b>6,323</b>	<b>0.60</b>	<b>0.67</b>	<b>6,544</b>	<b>1,047</b>	<b>0.10</b>	<b>0.11</b>	<b>1,083</b>
Proposed Project (175-room Hotel)								
Mobile Source <sup>2</sup>	12,023	2.30	2.74	12,920	1,991	0.38	0.45	2,139
Area Source <sup>3</sup>	1683	--	--	1,683	279	--	--	279
Stationary Source	6808	0.51	0.04	6,831	1,127	0.08	0.01	1,131
<b>Total</b>	<b>20,515</b>	<b>2.80</b>	<b>2.77</b>	<b>21,434</b>	<b>3,396</b>	<b>0.46</b>	<b>0.46</b>	<b>3,549</b>

<sup>1</sup> Global Warming Potential is 21 for CH<sub>4</sub> and 310 for N<sub>2</sub>O; General Reporting Protocol, California Climate Action Registry (CCAR 2009). Calculation: CO<sub>2</sub>e = (CO<sub>2</sub> x 1) + (CH<sub>4</sub> x 21) + (N<sub>2</sub>O x 310)

<sup>2</sup> Mobile Source CO<sub>2</sub> emissions are for summer

<sup>3</sup> Area Source CO<sub>2</sub> emissions are for winter

Emissions calculation worksheets are provided in Appendix F

Source: Air Quality Technical Report (Appendix F of this EIR)

Project construction would also result in approximately 422 metric tons of CO<sub>2</sub> in total over the 18-month construction period. The majority of these emissions would be in 2011, when demolition, site grading, paving, and most of the hotel construction would take place.

In the absence of formally adopted quantitative emission thresholds, a lead agency may choose to use consistency with adopted programs and policies to examine the significance of a project's impact. The California Climate Action Team (CAT, established by Executive Order S-3-05), has recommended strategies to reduce GHG emissions to meet the goals of AB 32. In addition, the California Air Pollution Control Officers Association (CAPCOA) report, "CEQA & Climate Change," includes numerous GHG-reducing measures. The June 2008 OPR technical advisory mentioned above provides a recommended approach for conducting climate change analysis and includes examples of general GHG reduction measures that have been employed by public agencies. The Proposed Project includes numerous GHG-reducing measures, including exceeding Title 24, Part 6 standards by 15%, that are consistent with the strategies proposed by CAT, CAPCOA, and OPR that result in reduced GHG emissions with project construction and operation, as listed in Table 5-6. The design features described in Table 5-6 will be incorporated as conditions of approval of the Proposed Project.

Table 5-6. Proposed Project Design Features and GHG Reductions

Strategy and Design Feature	Reduction	Source
<b>Construction</b>		
Reuse or recycle at least 75% of construction materials (including soil, asphalt, concrete, metal, and lumber)	Tons of CO <sub>2</sub> e saved per ton of recycled material: Steel ( 1.79 CO <sub>2</sub> e ton saved) Wood (2.46) Asphalt (0.03) Concrete ( 0.02)	EPA 2009a
Use 10% of building materials and products that are locally or regionally (or within 500 miles) extracted and manufactured, when available	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Use alternative fuel types for 50% of construction equipment (e.g., biodiesel)	Biodiesel tailpipe emissions are 10% lower than petroleum but lifecycle emissions are 78% lower	EPA 2009a
Implement Green Building Initiatives, including low VOC emitting finishes, adhesives, and sealants	Low GHG reduction <sup>1</sup>	CAPCOA 2008
<b>Building Sustainability</b>		
Install efficient HVAC system with refrigerant with an Ozone Depletion Potential of zero	1.25% reduction	SMAQMD 2007
Install Energy Star, "cool," or light-colored roofing for at least 75% of the roof area, cool pavements, and shade trees	0.5–1% reduction for roofing for Energy Star—Cool Roofs stay 50–60°F cooler	SMAQMD 2007
Use dual pane low-E windows with a minimum of 0.30 solar heat gain coefficient	Energy Star-compliant light bulbs consume up to 450 lbs less CO <sub>2</sub> over lifetime than conventional bulbs	EPA 2009b
Install R-value optimized wall and roof installation	Too generic to specify reduction	N/A
Use better-than-code energy efficient lighting throughout building and site	Reducing indoor lighting energy consumption could reduce approximately 45% of electricity consumption	CEC 2006
Utilize filtered and controlled natural ventilation to reduce heating and air conditioning demand by 10%	Cooling and ventilation comprise almost 40% of electricity use in hotels	CEC 2006
Incorporate engineering design system measures—variable speed chillers, fans, and pumps; boiler and chiller controls; heat recovery; smart auto thermostats; and CO <sub>2</sub> sensors for meeting room	Too generic to specify reduction	N/A
Use only Energy Star appliances for all eligible equipment and fixtures	Energy Star appliances and fixtures use 10–15% and 75%	EPA 2009b

<b>Strategy and Design Feature</b>	<b>Reduction</b>	<b>Source</b>
	less energy, respectively	
Use solar heating, automatic covers, and efficient pumps and motors for pools and spas	20–70% reduction in hot water energy needs	CAPCOA 2008
Install light emitting diodes (LEDs) for 50% of all outdoor lighting (except in parking lots, which would use T-5 lighting or equivalent)	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Limit hours of outdoor lighting for 100% of the site lighting by using photocell controls	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Utilize natural daylight for 75% of the regularly occupied spaces	Low GHG reduction <sup>1</sup>	CAPCOA 2008
<b>Water Conservation and Efficiency</b>		
Install or reuse drought-tolerant landscaping trees and incorporate vines on selected walls to reduce potable water demand for irrigation by at least 50%	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Use low-flow plumbing features on all fixtures and appliances to reduce potable water use by at least 20%	20% reduction in water use will reduce daily water use by approximately 7,000 gallons per day and lower GHG emissions associated with water distribution and treatment	EPA 2009c
Install water-efficient irrigation systems and devices, including drip irrigation, soil moisture-based irrigation controls, and/or drought-tolerant landscaping to reduce potable water use for irrigation by at least 50%	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Install only low-flow (0.125 gallons per flush) or waterless urinals	Will provide 87.5 to 100% water savings versus federal standards for urinals (1 gallon per flush)	EPA 2009c
Install only low-flow toilets (1.28 gallons per flush), faucets (1.0 gallons per minute), and showers (2.0 gallons per minute)	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Install sensor-activated lavatory faucets (0.5 gallons per minute) in public restrooms	Low GHG reduction <sup>1</sup>	CAPCOA 2008
Install moisture sensors that suspend irrigation during unfavorable weather conditions (rain, wind)	Too generic to specify reduction	N/A
Educate patrons about water conservation using interior and exterior signage	Too generic to specify reduction	N/A
<b>Solid Waste</b>		
Provide interior and exterior storage areas for recyclables and green waste, and provide adequate recycling containers on site	Too generic to specify reduction	N/A

Strategy and Design Feature	Reduction	Source
Provide education and publicity about recycling and reducing waste, using signage, and a presenting a case study	Too generic to specify reduction	N/A
<b>Transportation</b>		
Limit idling time for commercial vehicles, including deliveries and construction vehicles to 5 minutes	Reducing idling time to 5 minutes will reduce GHG emissions 75% and save 145 lbs of CO <sub>2</sub> per delivery	EMFAC2007
Install bicycle parking facilities	1–5% reduction	CAPCOA 2008
Provide a shuttle service between the hotel and the airport	Low GHG reduction <sup>1</sup>	CAPCOA 2008

<sup>1</sup> The scoring system in CAPCOA 2008 system entails ratings of high, moderate, and low that refer to the level of the measure to provide a substantive, reasonably certain (e.g., documented emission reductions with proven technologies), and long-term reduction of GHG emissions. Design Features designated as having a low GHG reduction potential are still assumed to have a net-benefit, albeit small, GHG reduction potential.

N/A = Not Applicable

Source: Sunroad 2009; ICF Jones & Stokes 2009

Implementation of the Proposed Project would increase short-term GHG emissions as a result of Project construction and increase long-term GHG emissions as a result of Project operations. The Project design features, listed in Table 5-6, would be consistent with the strategies published by the CAT, CAPCOA, and the OPR Technical Advisory. The Proposed Project would not conflict with or obstruct the goals or strategies of AB 32 or related Executive Order nor would it substantially increase exposure to the potential adverse effects of global warming. Therefore, the cumulative contribution of the Project is less than significant.

### 5.3.8 Noise

Potential cumulative noise impacts would result when projects combine to generate noise levels in excess of the City of San Diego Noise Ordinance standards, either during construction or operation. The primary noise sources in the vicinity of the Project site are related to traffic on the local roadways and aircraft takeoffs and landings at SDIA. Therefore, projects that would combine to increase traffic or air traffic noise received by residences or other receptors in excess of relevant City standards would result in a significant cumulative impact. Neither the Project nor any of the cumulative projects would result in significant increases in air traffic, and as such, this issue is not discussed below.

This section summarizes the cumulative noise analysis provided in the Noise Technical Report prepared by ICF Jones & Stokes, attached as Appendix G to this EIR.

The cumulative noise analysis used the 2030 traffic conditions, as estimated by LLG in the traffic report, to determine the traffic noise that would result from increased cumulative trips. Existing and anticipated noise levels were modeled at

various locations along the roadways affected by Project traffic, including hotels, residences, and recreational areas. These areas are subject to the City's transient residential, residential, or recreational noise standards, respective of the land use—all of which are 65 dBA. Table 5-7 compares the estimated 2030 noise levels at the modeling locations without the Project to the estimated 2030 levels with the addition of Project traffic noise. The project-related increase is also shown. A significant cumulative impact would occur where 2030 conditions would cause noise at a modeling location to exceed the City's 65-dBA threshold. Where ambient noise levels already exceed 65 dBA, the Proposed Project's contribution would be cumulatively considerable where the Proposed Project causes an increase of three dBA or greater at those areas exceeding 65 dBA.

Table 5-7 identifies that two modeling locations subject to the City's 65-dBA residential threshold (M-5 and M-7) are anticipated to exceed the cumulative threshold under 2030 conditions. At these locations, the Proposed Project's contribution is estimated at zero dBA. Because the Proposed Project would not increase noise at these locations by three or more dBA, the Proposed Project's contribution to these significant cumulative impacts is not cumulatively considerable. Therefore, no mitigation is necessary.

As shown in Table 5-7, the Proposed Project would not cause any of the other modeling locations to exceed the 65-dBA threshold or cause an increase of three dBA or greater at those areas exceeding 65 dBA. Thus, the Proposed Project's contribution to cumulative noise at the Project site is not significant and no mitigation is necessary.

**Table 5-7.** Cumulative Traffic Noise Modeling

Receptor	Land Use Type / Noise Standard	2030 Without Project (dBA)	2030 With Project (dBA)	Project-Related Noise Increase (dBA)	Relevant Noise Standard Exceeded?	Project-Related Increase 3 dBA or more?
M-1: Harbor Island Drive Park, West Harbor Island	Recreation / 65	62	62	0	No	No
M-2: Hotel adjacent to Harbor Island Drive	Transient Residential / 65	51	51	0	No	No
M-3: Harbor Island Drive Park, East Harbor Island	Recreation / 65	62	62	0	No	No
M-4: Boat / Marina area, East Harbor Island	Recreation / 65	44	44	0	No	No
M-5: Residences in the vicinity of Laurel Street	Residential / 65	69	69	0	<b>Yes</b>	No
M-6: Residences in the vicinity of Hawthorne Street	Residential / 65	63	63	0	No	No
M-7: Residences in the vicinity of Grape Street	Residential / 65	67	67	0	<b>Yes</b>	No
M-8: Proposed Project site	Transient Residential / 65	58	59	1	No	No

Note: Figure 4.8-3 in Section 4.8, "Noise," identifies the noise receptor sites.

Source: Noise Technical Report (Appendix G of this EIR)

### 5.3.9 Geology and Soils

Potential cumulative geology and soils impacts would result from projects that combine to create unstable geologic conditions or substantially contribute to coastal erosion. The Proposed Project does not entail a water-based component; therefore, cumulative impacts related to dredging of San Diego Bay or other water-based activities are not addressed in this discussion.

Harbor Island's geographic isolation limits the ways in which other projects could combine with the Project to result in cumulative geological impacts. The Reuben E. Lee Restaurant Replacement (cumulative project 1) would be subject to the same liquefiable soil conditions and seismic conditions that affect the Project site. As a result, this cumulative project would be required to comply with the same CBC regulations to which the Project is subject. This cumulative project would observe similar fault setbacks as those identified for the Proposed Project in order to prevent significant geologic hazards or damage to structures and paved areas. This does not constitute a significant cumulative geology and soils impact, as the two projects would have the same effects independent of each other and their combination does not worsen the impact.

Given the distance between the cumulative projects and the Proposed Project, and the nature of geologic impacts, no significant adverse cumulative geology and soils impacts are anticipated.

### 5.3.10 Public Services and Utilities

Cumulative impacts on public services and utilities—including water, sewer, solid waste, police, fire protection, gas and electric, and schools—would result when projects combine to increase demand on public services such that additional services must be constructed or provided. This usually would result from the incremental addition of people occupying an area or incremental construction of new or larger buildings requiring the provision of public services and utilities. As discussed in Section 4.10, “Public Services and Utilities,” the Project would have no impact on schools; therefore, this impact is not discussed below. For a cumulative discussion regarding parks, see Section 5.3.11 below.

As discussed in Section 4.10.4.1, the City Fire Department determined that the Proposed Project would place an increased demand on fire protection and emergency response services from the City of San Diego Fire Department in an area where such services are currently inadequate. Because one of the responding stations is above the current workload capacity, the Fire Department has indicated that a new fire station is necessary in the area. This deficiency is the result of past cumulative development in the area, and primarily due to the removal of the U.S. Navy's fire station on NTC, which previously provided support to the City Fire Department and which was removed as a part of Liberty Station development. This is a significant cumulative impact resulting from past projects, and future implementation of the cumulative projects listed in Table 5-1

will further contribute to this impact. The proposed project's contribution to this significant impact is cumulatively considerable and warrants mitigation.

Most of the cumulative projects listed in Table 5-1 represent new development and redevelopment of old uses within the jurisdiction of the Port District. The Port District's Harbor Police Department patrols activity on land around San Diego Bay. The City of San Diego Police Department also provides law enforcement services for areas in the City, within Port jurisdiction, that generate tax revenue (i.e., hotels, restaurants, etc.). The Proposed Project does not result in a significant environmental impact associated with the law enforcement services provided by the Harbor Police Department. Therefore, there is no significant cumulative impact on the law enforcement services of the Harbor Police.

The cumulative development will increase the scale of activity in the area and result in additional traffic on roads policed by the City Police Department. The City Police Department determined that the Proposed Project would result in a considerable new commercial facility that would require additional law enforcement services from the City of San Diego Police Department. The City of San Diego Police Department has indicated that the Proposed Project would generate a need for an additional 2.5 police officers. Although the Proposed Project would result in the need for new officers, the City Police Department has indicated that current police facilities have the capacity to house these additional officers. Construction of a new police facility is not needed in order to maintain acceptable response times and service ratios. Thus, the Proposed Project would not result in an adverse physical impact by requiring a new or physically altered police facility in order to maintain acceptable response times and service ratios. Therefore, there is no significant cumulative impact on the law enforcement services of the City Police Department.

Because the cumulative impact area is fully developed and the cumulative projects generally consist of infill and redevelopment projects, the cumulative impact on utilities is determined by the ability for existing infrastructure to accommodate the developments. Future development will eventually require upgrades in larger infrastructure for the City's water and sewer conveyance systems, which will be identified by the City as the need arises. As discussed in Chapter 3 and Section 4.10, the Proposed Project includes realignment of existing sewer lines and realignment and enlargement of existing water lines adjacent to the Project site. The construction associated with these realignment activities would result in less-than-significant impacts. The Proposed Project would not result in the need to upgrade other existing facilities. In addition, the Proposed Project's water service and sewer connection/usage fees will help fund future infrastructure upgrades, ensuring that project's contribution to future cumulative demand on utilities infrastructure. Therefore, the Proposed Project would not contribute to an adverse physical impact by requiring that new public utilities be constructed by the City.

The stormwater conveyance facilities serving the Project site are limited to the Project site itself and immediately surrounding areas on East Harbor Island, and none of the cumulative projects would affect these facilities. Therefore, there is no cumulative impact on stormwater facilities.

As discussed above in Section 4.10, solid waste collection at the Project site is provided by City of San Diego Franchised Waste Haulers. These waste haulers can dispose at any of the landfills in San Diego County. The Proposed Project would generate an increased amount of solid waste compared to the existing facilities because there would be increased occupation and activity at the Project site. The Proposed Project and the cumulative projects listed in Table 5-1 would likely utilize San Diego County landfills, further decreasing their capacities. According to the City of San Diego, projects that include the construction, demolition, or renovation of 40,000 square feet or more of building space would generate approximately 60 tons of waste or more, and are considered to have cumulative impacts on solid waste facilities. The Proposed Project includes construction of an approximately 117,000-square-foot hotel. Therefore, in accordance with City significance thresholds, the Proposed Project would contribute to a significant cumulative solid waste impact.

It is anticipated that electrical and gas connections would be made with an existing 12-kV power line and 2-inch high pressure gas lines located within Harbor Island Drive. SDG&E provided a “will serve” letter stating that the site would be served by SDG&E for electric and gas service. SDG&E indicated that the existing substation has electrical capacity to handle the Proposed Project (Jones 2009). SDG&E also concluded that the proposed 500 cfh would not exceed the available supply of natural gas for the area or require the construction of new or expanded natural gas facilities other than those directly installed to provide service to the facility or any pipe that may need to be relocated due to any road realignment (Saunders 2009). Therefore, the Proposed Project would not contribute to an adverse physical impact by requiring that new gas or electric utilities be constructed by SDG&E.

The Proposed Project will incorporate various sustainability and energy conservation measures that will reduce the Project’s consumption of water and energy consumption. As described in Chapter 3, “Project Description,” these include construction, energy conservation, water conservation, solid waste, and transportation measures that would reduce the Project’s consumption of electricity, natural gas, and gasoline. With implementation of these measures, the Proposed Project would be conserving energy in accordance with the intent of the Title 24 goal of reducing energy consumption statewide and with the intent of the SDG&E Resource Plan to reduce demand for energy associated with individual projects within San Diego County. As discussed in Section 4.10, to address long-term energy needs of San Diego County, SDG&E has filed a resource plan with the CPUC, which proposes a mix of conservation, demand response, generation, and transmission to provide reliable energy for the next 20 years. Considering the project would implement measures consistent with the statewide Title 24 goals and with the Countywide goals of the SDG&E resource plan, the increase in demand associated with the Proposed Project would not result in a significant cumulative impact on energy supply.

### 5.3.11 Recreation

Potential cumulative recreation impacts would result when projects combine to place limitations on existing recreational facilities, or substantially increase demand on existing recreational facilities such that expansion of those facilities would be necessary.

Several of the cumulative projects listed in Table 5-1, in addition to recent past projects located around the bay, include recreation facilities such as parks or promenade components that represent a cumulative benefit on recreation by increasing the amount of recreational area available to the public. This has occurred and will continue to occur in compliance with requirements of the California Coastal Act, and compliance with the PMP. The PMP identifies construction of parks, plazas, public shoreline access, and vista points to enhance the recreational experience around San Diego Bay, and calls for the provision of “a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year.” Therefore, there is no adverse cumulative recreation impact to which the Project would contribute. There is a cumulative benefit on recreation, and the Project would contribute to this by constructing a public promenade along the northern side of the Project site.

## 5.4 Significant Cumulative Impacts

The Proposed Project would contribute to significant cumulative impacts with respect to transportation, traffic, and parking; and public services and utilities. The significant impacts are presented below.

### 5.4.1 Transportation, Traffic, and Parking

**TR-C1:** Project traffic would contribute to the degradation of operations at the North Harbor Drive/Harbor Island Drive/Terminal 1 intersection in excess of City of San Diego thresholds during the AM and PM peak hours.

**TR-C2:** Project traffic would contribute to the degradation of operations at the North Harbor Drive/Rental Car Access Road intersection in excess of City of San Diego thresholds during the PM peak hours.

**TR-C3:** Project traffic would contribute to the degradation of operations at the North Harbor Drive/Laurel Street intersection in excess of City of San Diego thresholds during the PM peak hours.

## 5.4.2 Public Services and Utilities

### Fire Protection

**PUB-C1:** The Proposed Project would contribute to cumulative demands on the fire protection and emergency response service of the City of San Diego Fire Department. Due to one of the responding fire stations being above its annual workload capacity, the Fire Department has indicated that a new fire station is necessary in the area. The increased demand for fire protection service associated with the Proposed Project would contribute to the need for the City to construct an additional fire station.

### Solid Waste

**PUB-C2:** The Proposed Project involves commercial construction of more than 40,000 square feet; therefore, it would contribute to a significant cumulative impact on solid waste facilities.

## 5.5 Mitigation Measures

### 5.5.1 Transportation, Traffic, and Parking

The affected intersections are under the exclusive jurisdiction of the City of San Diego. As such, the following measures can and should be implemented under the direction of the City to reduce traffic impacts to less-than-significant levels.

#### **MM TR-C1: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance).**

The Project Applicant shall contribute a fair share percentage of 8.9% towards restriping the northbound approach to provide a left-turn lane, a shared left-turn/thru lane, a thru lane, and a right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. The improvements at this intersection shall include the following: remove the northbound right-turn lane's "free" movement and introduce right-turn "overlap" phasing; retain the north/south "split" signal phasing; and restripe the eastbound approach to convert the right-turn lane to a shared/thru right-turn lane. Modifications to the triangular median in the southeast portion of the intersection are expected.

#### **MM TR-C2: North Harbor Drive / Rental Car Access Road intersection.**

The Project Applicant shall contribute a fair share percentage of 1.8% towards the reconfiguration of the westbound approach to provide an additional thru lane. To accommodate the additional lane, widening and modifications to the median / roadway shall be required. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

**MM TR-C3: North Harbor Drive / Laurel Street intersection.**

The Project Applicant shall contribute a fair share percentage of 1.8% towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the south-bound approach to provide a single shared left-turn/right-turn lane. To accommodate the additional lane, widening and modifications to the median/roadway shall be required. All three eastbound lanes on Laurel Street shall continue to Pacific Highway, where the number 1 lane would trap into the left-turn lane(s). An overhead sign bridge(s) shall be implemented to instruct drivers of the trap lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

## 5.5.2 Public Services and Utilities

### Fire Protection

Significant cumulative impact PUB-C1, the Proposed Project's contribution of demand to the City Fire Department's fire protection and emergency response services, is similar to its project-level impact (see Section 4.10, "Public Services and Utilities"). The Proposed Project would place demand on a fire station that is above its annual response workload capacity—conditions that are likely to worsen further with the addition of cumulative development. Implementation of Mitigation Measure MM PUB-1 could mitigate the Proposed Project's contribution to this cumulative impact to a less-than-significant level.

### Solid Waste

**MM PUB-C1:** Prior to the issuance of any demolition, grading, or construction permits, the Project Applicant shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department. The plan shall include the following, as applicable:

- Tons of waste anticipated to be generated
- Material type of waste to be generated
- Source separation techniques for waste generated
- How materials will be reused on site
- Name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on site
- A "buy-recycled" program for green construction products, including mulch and compost
- How the project will aim to reduce the generation of construction/ demolition debris
- How waste reduction and recycling goals will be communicated to subcontractors

- A timeline for each of the three main phases of the Project (demolition, construction, and occupancy)
- How the Refuse and Recyclable Materials Storage Regulations will be incorporated into construction design of building’s waste area
- How compliance with the Recycling Ordinance will be incorporated into the operational phase
- International Standards of Operations, or other certification, if any

In addition, as discussed in Section 3.2.6, “Design Features,” the Project Applicant has committed to implement the following recycling measures. These measures shall be included in the Waste Management Plan:

- Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site.
- Provide education and publicity about recycling and reducing waste, using signage and a case study.

## 5.6 Significance of Impacts after Mitigation

### 5.6.1 Transportation, Traffic, and Parking

A summary of the impacts after implementation of the improvements described in Mitigation Measures MM TR-C1, MM TR-C2, and MM TR-C3 is provided in Table 5-8.

**Table 5-8.** Cumulative (Year 2030) Intersection Mitigation Analysis

Intersection	Peak Hour	Year 2030 with Project and Mitigation		Mitigation
		Delay <sup>1</sup>	LOS <sup>2</sup>	
North Harbor Drive / Harbor Island Drive / Terminal 1	AM	24.5	C	Restripe NB approach and change RT movement from “free to “overlap” (LT, LT/Thru, Thru, RT)  Restripe EB approach (LT, 3 Thru, Thru/RT)
	PM	55.9	E	
North Harbor Drive / Rental Car Access Road	AM	96.5	F	Add 1 WB Thru Lane
	PM	97.6	F	
North Harbor Drive / Laurel Street	AM	49.8	D	EB Triple LT and Restripe SB

Intersection	Peak Hour	Year 2030 with Project and Mitigation		Mitigation
		Delay <sup>1</sup>	LOS <sup>2</sup>	
	PM	49.2	D	approach (Shared LT/RT)

<sup>1</sup> Average delay expressed in seconds per vehicle  
<sup>2</sup> LOS = Level of Service  
 RT = right turn; LT = left turn; WB = westbound; EB = eastbound; NB = northbound; SB = southbound  
 Source: LLG 2009

Implementation of Mitigation Measures MM TR-C1, MM TR-C2, and MM TR-C3 would mitigate impacts of the Proposed Project to less-than-significant levels. However, the intersections to be improved are within the jurisdiction of the City of San Diego. The mitigation measures are, therefore, contingent upon the action of the City of San Diego and are outside of the jurisdiction of the Port District. In addition, the City does not have an adopted plan or program that lists these intersection improvements. Therefore, the Port District cannot assure that these measures would be implemented, and the impacts would remain significant and unmitigated until the mitigation is implemented.

## 5.6.2 Public Services and Utilities

### Fire Protection

Implementation of Mitigation Measure MM PUB-1 could mitigate the Proposed Project’s impacts on fire services to a less-than-significant level. However, this mitigation measure entails establishment by the City Fire Marshal of a development impact fee program, by which the Project Applicant would pay impact fees for its demand on fire services. This mitigation measure is contingent upon action of the City of San Diego, is outside of the jurisdiction of the Port District, and may not be feasible. The City has identified the construction of the fire station at Liberty Station (former Naval Training Center) as a Tier-2, low priority, project. The City has also not identified any financing plans that will assure that the station is constructed. Because the construction of this fire station is not identified as a high priority by the City, the Port District cannot assure that this mitigation measure would be implemented, and the cumulative impact would remain significant and unmitigated.

### Solid Waste

Implementation of Mitigation Measure MM PUB-C1 would mitigate the Project’s cumulative impact solid waste facilities to below a level of significance.

## Chapter 6 Alternatives

In accordance with Section 15126.6 of the State CEQA Guidelines, EIRs are required to evaluate the “comparative merits” of a “...range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The lead agency is responsible for determining the “reasonable range of potentially feasible alternatives” with the intent of fostering “informed decisionmaking [*sic*] and public participation.” The discussion of alternatives is to focus on “alternatives...capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” CEQA Guidelines define “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (State CEQA Guidelines Section 15364).

The inclusion of an alternative in an EIR does not mean that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision-maker for a given project who must make the necessary findings addressing the potential feasibility of reducing the severity of significant environmental effects (PRC Section 21081; see also CEQA Guidelines Section 15091).

Two alternatives to the Proposed Project are described below and discussed in terms of their merits comparative to the Project. These include the (1) No Project Alternative and (2) Reduced Project Alternative. The No Project Alternative is a required element of an EIR pursuant to Section 15126.6(e) of the State CEQA Guidelines that examines the environmental effects that would occur if the project were not to proceed. The other alternative is discussed in this chapter as part of the “reasonable range of alternatives” selected by the Port District. The following discussion also presents information on various alternatives to the Proposed Project that were considered but rejected by the Port District, and that are not discussed in further detail.

## 6.1 Alternatives Considered but Rejected

CEQA Guidelines Section 15126.6(f)(2) suggests that an EIR's alternatives analysis identify alternative locations for the project, and that only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered. For purposes of this alternatives analysis, the Port District has examined its inventory of land within its jurisdiction and identified 31 Port District parcels, as identified on Table 6-1, that could theoretically accommodate the Proposed Project. The Port District determined that none of these sites are feasible alternative sites because they either (a) already have a project proposal pending; (b) already have a tenant currently occupying the site; or (c) are not a feasible site due to size, physical constraints, and/or location, as indicated in the table.

**Table 6-1.** Port District Parcel Potential Alternative Locations

<b>District Parcel Number(s)</b>	<b>Existing Tenant and/or Occupant</b>	<b>Reason Site Is Infeasible<sup>1</sup></b>
<b>Planning District 1: Shelter Island/La Playa</b>		
001-024	Shelter Pointe	a, b
002-019	Best Western	b
002-018	Silvergate Yacht Club	b, c
002-017	Bay Club Hotel & Marina	b, c
003-010	Bartell Hotels—Humphrey's by the Bay	b
003-020	Bali Hai	b, c
<b>Planning District 2: Lindbergh Field/Harbor Island</b>		
005-001	Shelter Island, Inc. – Tom Ham's Lighthouse Restaurant	b
005-002	Harbor Island West Marina	b
005-007	San Diego Airport Hilton	b
006-001, 003	Sheraton Harbor Island Hotel	b
007-020	San Diego County Regional Airport Authority	b
005-008	Marina Cortez/Woodfin Suite Hotels, Inc.	a, b
007-017	Sunroad Asset Management – Island Prime Restaurant, former Reuben E. Lee Restaurant	b
<b>Planning District 3: Centre City Embarcadero</b>		
018-002	Five-Star Parking/Lane Field	a
018-054, 076	San Diego Seaport Village Ltd.	a, b
019-001	Hyatt Regency Hotel	b
019-003	Pacific Gateway Ltd./Marriott San Diego	b
019-005, 017	San Diego Convention Center	b
019-015	Fifth Avenue Landing Spinnaker Hotel	a
019-044	Hilton San Diego Convention Center Hotel	b

<b>District Parcel Number(s)</b>	<b>Existing Tenant and/or Occupant</b>	<b>Reason Site Is Infeasible<sup>1</sup></b>
<b>Planning District 5: National City Bayfront</b>		
028-010	National City Marina	b
028-007	Pasha Automotive	c
<b>Planning District 6: Coronado Bayfront</b>		
058-007	Port Coronado Associates – Coronado Ferry Landing	b
057-002	Ferry Landing Associates – Il Fornaio/Arthur’s Steakhouse	a, b
057-011	Coronado Marriott Resort	b
055-001	Coronado Yacht Club	b
<b>Planning District 7: Chula Vista Bayfront</b>		
031-019	Chula Vista Marina/RV Park	b
032-017	California Yacht Marina	b, c
032-019	Port District	c
<b>Planning District 8: Silver Strand South</b>		
046-001	Grand Caribe, Inc.	c
046-006	Port District/Grand Caribe Isle South	c
<b>Planning District 9: South Bay Saltlands</b>		
034-002	Pond 20	c

<sup>1</sup> Reasons for determining the Project to be infeasible in the alternative location:

a = site has a pending project proposal

b = site has a tenant currently occupying the site

c = site is not feasible due to size, physical constraints, and/or location

Source: San Diego Unified Port District 2009

Because no alternative locations have been identified that would avoid or substantially lessen impacts associated with the Project site, these potential alternatives have been rejected from further consideration, and no alternative sites are further analyzed in this Draft EIR.

The Port District has no authority for project approval on land outside its jurisdictional boundaries. Thus, non-Port District lands are not feasible sites for consideration as Project alternatives, and no additional alternative locations are discussed in detail below.

The existing PMP indicates that a 500-room hotel would be constructed on the parcel located west of the Project site. The Project proposes a smaller hotel with fewer rooms. The Port District considered an alternative that would achieve strict compliance with the PMP by constructing a hotel as suggested in the PMP. This “larger-hotel alternative” was rejected as a Project alternative and is not discussed in detail below because such an alternative would not avoid or substantially reduce any of the impacts assessed for the Proposed Project and the

parcel is under a long-term lease with the existing tenant. In fact, this potential PMP-based alternative would increase Project-related impacts because it would entail a greater construction effort and operate a larger facility than under the Proposed Project. The larger-scale construction effort would increase impacts on air quality due to pollutant emissions, noise due to construction activity, and water quality due to the greater potential for construction-related polluted runoff entering San Diego Bay. Operating a larger hotel would increase impacts on traffic, noise, and air quality due to generation of a higher number of traffic trips; would increase water quality impacts due to the greater potential for polluted runoff on a larger site; would increase public services demand due to the larger facilities and higher level of onsite activity; and has the potential to result in an aesthetics impact due to a larger, taller building. The larger-hotel alternative would not meet the intent of Project alternatives as indicated in Section 15126.6(b) of the State CEQA Guidelines, which states that the alternatives discussion “shall focus on alternatives...which are capable of avoiding or substantially lessening any significant effects of the project,” and is not necessary for consideration as an alternative for CEQA purposes.

In past iterations of the Project, the Project Applicant considered including an alternative whereby a larger hotel with more units would be built and an allotment of the units would be made available as timeshares. The Coastal Commission has generally expressed opposition to similar projects within their jurisdiction due to the potential limitation on public coastal access that can result from an ownership element in coastal hotel projects. Because of this opposition and because the Project now proposes a smaller hotel whose size would be sufficient as a rental-only facility, the timeshare alternative is considered infeasible for legal and economic reasons, and has been eliminated from further consideration in this Draft EIR.

## 6.2 Analysis of Alternatives under Consideration

This section discusses the merits of each of the project alternatives, in comparison to those of the Proposed Project, including an examination of whether the alternatives would avoid or substantially reduce the significant impacts identified for the Proposed Project in Chapter 4 of this Draft EIR, identification of any additional impacts resulting from the alternatives that would not result from the Proposed Project, and consideration of the alternatives’ respective relationships to the Project’s basic objectives, as listed in Chapter 2, “Introduction,” of this Draft EIR.

### 6.2.1 No Project Alternative

The No Project Alternative is a CEQA-required alternative that assumes no Project development would occur and none of the Project’s other components would be implemented. Under the No Project Alternative, the Port District would maintain existing conditions with the Project site, with the existing facilities and parking areas left intact. No new development or alterations would

be implemented on this portion of East Harbor Island, including structures, parking lots, landscaping, and extension of the public promenade. The PMP would not be amended to account for the Proposed Project, but would remain as is, with its current plan to construct a 500-room hotel on the parcel immediately west of the Project site (currently a SDIA employee parking lot).

Because it would entail no physical modification of the Project site, the No Project Alternative would avoid the Project-related significant impacts to Biological Resources; Hazards and Hazardous Materials; Transportation, Traffic, and Parking (Cumulative); Noise; Geology and Soils; and Public Services and Utilities (Direct and Cumulative) that were assessed for the Proposed Project. It would not, however, meet any of the Project objectives. This alternative would also preclude the Proposed Project's beneficial effects on public access because there would be no enhancement and extension of the promenade behind the proposed hotel.

## **Land Use, Water Use, and Coastal Access**

The No Project Alternative would not avoid or reduce a significant land use, water use, or coastal access impact as no significant impact associated with the Proposed Project has been identified. Under the No Project Alternative, the Port District would not amend the PMP. The existing plan and land use designations for the East Harbor Island Subarea (Subarea 23) would remain, though the Port District would have the ability to amend this in the future as part of another project. The public promenade would not be extended along the basin side of the hotel, thereby precluding the benefits on coastal access associated with the Proposed Project. The No Project Alternative would not conflict with surrounding land uses and water uses, as it would not modify the Project site from its existing conditions, and uses would remain the same.

In summary, the No Project Alternative would not result in any additional land use or water use impacts not anticipated for the Proposed Project, but this alternative would preclude the coastal access benefits resulting from the Project-related promenade extension.

## **Biological Resources**

The No Project Alternative would avoid the significant biological resources impact assessed for the Proposed Project. Under this alternative, no trees or other vegetation would be removed from the Project site, thereby avoiding impacts on raptors or migratory birds that may be nesting on or adjacent to the Project site (Significant Impact BIO-1). The No Project Alternative would not result in impacts on biological resources, and the associated mitigation measure would not be required if the No Project Alternative were selected.

## **Aesthetics**

The No Project Alternative would not avoid or reduce a significant aesthetics impact as no significant impact associated with the Proposed Project has been identified. Under this alternative the Project site would remain in its existing condition with the marina locker building and parking lot. The Proposed Project would introduce a new source of light and glare into the area; however, this is not anticipated to be substantial nor is it anticipated to adversely affect day or nighttime views in the area. However, under the No Project Alternative, no new sources of light or glare would be introduced into the area.

## **Hazards and Hazardous Materials**

The No Project Alternative would avoid the Proposed Project's significant hazardous materials impact. Because this alternative would not entail grading work, there would be no potential for workers to encounter contaminated soils, but, any potentially hazardous soil conditions would remain in place and may be encountered during future construction activities. Therefore, the No Project Alternative would avoid Significant Impact HZ-1. The No Project Alternative would not result in any other impacts related to hazards or hazardous materials, and no mitigation would be required.

## **Hydrology and Water Quality**

The No Project Alternative would not avoid or reduce a significant hydrology and water quality impact as no significant impact associated with the Proposed Project has been identified. The Proposed Project would improve the onsite storm drains and would be required to implement long-term (operational) BMPs (as identified in a USMP). These improvements would increase the treatment of stormwater from the Proposed Project site beyond the existing conditions. Thus, implementation of the Proposed Project would result in a slight water quality benefit.

## **Transportation, Traffic, and Parking**

The No Project Alternative would avoid the significant cumulative traffic impacts assessed for the Proposed Project. This alternative proposes no new development and, therefore, no increase in traffic generated on the Project site, which would avoid the Project-related increases in congestion at the intersections where significant impacts were assessed for the Proposed Project, including North Harbor Drive/Harbor Island Drive/Terminal 1 (TR-C1), North Harbor Drive/Rental Car Access Road (TR-C2), and North Harbor Drive/Laurel Street (TR-C3).

Under the No Project Alternative, traffic would continue to increase in the vicinity of the Project site as a result of local and regional growth. By 2012, one studied street segment (North Harbor Drive from Rental Car Access Road to Laurel Street) is anticipated to degrade to unacceptable conditions due to this growth, as shown in Table 4.6-5. By 2030, this growth is anticipated to degrade conditions at the following street segments to unacceptable conditions: two consecutive segments of North Harbor Drive between Harbor Island Drive and Laurel Street; one segment of Pacific Highway north of Laurel Street; two consecutive segments of Laurel Street from North Harbor Drive to east of Pacific Highway; and one segment of Grape Street east of Pacific Highway (see Table 5-2). Seven studied intersections are also anticipated to degrade to unacceptable conditions by 2030 (with or without the Proposed Project), including North Harbor Drive/Harbor Island Drive/Terminal 1; North Harbor Drive/Rental Car Access Road; North Harbor Drive/Laurel Street; North Harbor Drive/Hawthorn Street; Pacific Highway/Laurel Street; Pacific Highway/Hawthorn Street; and Pacific Highway/Grape Street (see Table 5-3). Therefore, although this alternative would avoid a cumulatively considerable contribution of Project-related traffic at the three intersections listed in Significant Impacts TR-C1, TR-C2, and TR-C3, the No Project Alternative would not completely avoid significant cumulative impacts on the circulation system attributed to anticipated growth.

## Air Quality

The No Project Alternative would not avoid or reduce a significant air quality impact as no significant impact associated with the Proposed Project has been identified. The No Project Alternative would have no impact on air quality, as it would entail no construction activity, no increased traffic, and no other pollutant generators. This alternative would have a lesser impact on air quality than would the Proposed Project.

## Noise

The No Project Alternative would avoid the significant noise impacts assessed for operation of the Proposed Project. Because the No Project Alternative would not construct the onsite hotel, this alternative would not result in interior noise levels exceeding relevant standards, and would thereby avoid Significant Impact NOI-1. The mitigation measures required for the Proposed Project to reduce noise impacts associated with interior levels at the hotel would not be required if the No Project Alternative were selected. The No Project Alternative would not result in additional noise impacts not identified for the Proposed Project. Therefore, the No Project Alternative would result in reduced noise impacts compared to the Proposed Project.

## Geology and Soils

The No Project Alternative would avoid the significant geological impact assessed for the Proposed Project. This alternative would avoid new construction on land with the potential for liquefaction in the vicinity of the seismic faults, thereby avoiding Significant Impact GEO-1. The mitigation measures required for the Proposed Project to reduce geology impacts associated with existing soil conditions and location of fault lines would not be required if the No Project Alternative were selected, as no new construction would occur. However, any potentially hazardous geological conditions would remain in place and may be encountered during future construction activities. The No Project Alternative would not result in additional Geology and Soils impacts not identified for the Proposed Project. Therefore, the No Project Alternative would avoid the geology and soils impacts associated with the Proposed Project.

## Public Services and Utilities

The No Project Alternative would avoid the significant public services and utilities impacts assessed for the Proposed Project. This alternative would not construct new structures on the Project site or increase the intensity of use, thereby avoiding the increase in demand placed on fire and emergency response services of the City Fire Department (Significant Impacts PUB-1 and PUB-C1). Under this alternative, there is no impact related to fire and emergency response services and thus, mitigation would not be required. However, even under the No Project Alternative, the City Fire Department facilities serving the Project site are above their workload capacity and a new fire station in the area is still needed.

In addition, because this alternative proposes no new development, it would generate no solid waste, and therefore would avoid the cumulative solid waste impact attributed to the Proposed Project (Significant Impact PUB-C2) and preclude preparation of a waste management plan for submittal to the City. The No Project Alternative would not result in additional public services and utilities impacts not identified for the Proposed Project. Therefore, the No Project Alternative would avoid the public services and utilities impacts associated with the Proposed Project.

## Recreation

The No Project Alternative would not avoid or reduce a significant recreation impact as no significant impact associated with the Proposed Project has been identified. The No Project Alternative would not substantially increase use of existing recreational facilities on the Project site or in the vicinity. Under this alternative, the promenade would not be extended along the basin side of the hotel, and public access would not be enhanced on the Project site.

## Feasibility and Relationship to Project Objectives

The No Project Alternative is a feasible alternative, as defined by CEQA, because it could be “accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (State CEQA Guidelines Section 15364). However, the No Project Alternative does not meet any of the Project objectives. It would not entail any improvements that would promote East Harbor Island as a public waterfront destination nor would the commercial recreational uses on East Harbor Island be diversified. By omitting the aesthetic improvements of the Project site and the extension of the promenade behind the hotel, the No Project Alternative would not improve or promote public access to the coast.

## Summary

None of the significant impacts assessed for the Proposed Project would occur under the No Project Alternative because the alternative would not conduct any of the Project-related construction activity and would not implement any of the features of the Proposed Project. Although this alternative would avoid the Proposed Project’s significant impacts, implementing the No Project Alternative would also omit the improvements to coastal access and recreation associated with the Proposed Project. Furthermore, the No Project Alternative would not achieve any of the objectives of the Project, as outlined in Chapter 2, “Introduction,” of this EIR.

### 6.2.2 Reduced Project Alternative

The Reduced Project Alternative entails construction and operation of a smaller hotel than in the Proposed Project. This alternative was selected for analysis because a reduction in the scale of project construction—and the related reduction in onsite activity—would avoid significant cumulative traffic impacts identified for the Proposed Project. Under this alternative, the Project site would still undergo redevelopment, with construction of a hotel and parking areas and extension of the promenade behind the hotel, but the scale of project construction would be smaller than that of the Proposed Project. The development footprint would be identical to that of the Proposed Project. The Reduced Project Alternative would entail a reduction in the number of rooms in the onsite hotel by 60%, from a total of 175 rooms described for the Proposed Project to 69 rooms, but would retain the same amount of meeting space and common areas set forth in the Proposed Project. The reduction in rooms would be accomplished by reducing the height of the hotel building. The parking areas and promenade improvements would be the same as in the Proposed Project.

## Land Use, Water Use, and Coastal Access

The Reduced Project Alternative would not avoid or reduce a significant land use, water use, or coastal access impact as no significant impact associated with the Proposed Project has been identified. As with the Proposed Project, the Reduced Project Alternative would require a PMP Amendment to realign the roadway and traffic circle and to allow a total of 500 hotel rooms in multiple hotels to be allowed across all of East Harbor Island. Because the Reduced Project Alternative would consist of all the components of the Proposed Project, its land and water use impacts would be similar to the Proposed Project. The Reduced Project Alternative would entail construction of a promenade along the basin side of the hotel, and as such would have the same coastal access benefits as the Proposed Project.

The hotel facility that would be constructed and operated under the Reduced Project Alternative would consist of fewer hotel rooms than the Proposed Project. With approval by the BPC and certification by the California Coastal Commission of the proposed PMP Amendment, multiple hotels would be allowed on East Harbor Island totaling 500 rooms. Therefore, the reduction in hotel rooms allowed under this alternative would not create an additional conflict with the PMP and Precise Plan because if the number of hotel rooms were reduced, it is reasonable to assume that additional rooms would be developed on another portion of East Harbor Island in accordance with the PMP Amendment.

## Biological Resources

The Reduced Project Alternative would not avoid the significant biological resources impact identified for the Proposed Project. Because this alternative would entail the same clearing of trees and other vegetation present on the Project site as the Proposed Project, this alternative could also have a significant impact on any nesting raptors or migratory birds (Significant Impact BIO-1). The slightly smaller scale and shorter duration of construction associated with a smaller hotel building would represent a slight reduction in the potential for impacts on nesting birds, but this impact would not be eliminated and this alternative would require implementation of the mitigation measures identified for the Proposed Project to avoid impacts on birds, including preconstruction surveys and, if necessary, constraints on construction.

The Reduced Project Alternative would not entail any impacts on biological resources that were not identified for the Proposed Project. Therefore, no additional mitigation would be required to reduce impacts to less-than-significant levels.

## Aesthetics

The Reduced Project Alternative would not avoid or reduce a significant aesthetics impact as no significant impact associated with the Proposed Project has been identified. The alternative would entail construction of a multi-level hotel structure similar in appearance to that of the Proposed Project and in a similar location, though slightly smaller in scale due to the decrease in the number of rooms.

## Hazards and Hazardous Materials

The Reduced Project Alternative would not avoid or substantially reduce the significant hazardous materials impact identified for the Proposed Project (Significant Impact HZ-1). Reduction in the scale of Project construction does not reduce the hazardous materials impacts because they are related to conditions that currently exist on the Project site. Similar to the Proposed Project, this alternative would entail grading of soil that is potentially contaminated. The alternative would have the potential to expose workers to those materials during work. Therefore, this alternative would require the mitigation measures identified for the Proposed Project calling for implementation of safety procedures with respect to discovery of contaminated soil. If such materials are discovered, remediation prior to the commencement of onsite work would be required. These mitigation measures would reduce Significant Impact HZ-1 to a less-than-significant level. The Reduced Project Alternative would not result in any additional impacts not identified for the Proposed Project.

## Hydrology and Water Quality

The Reduced Project Alternative would not avoid or reduce a significant hydrology and water quality impact as no significant impact associated with the Proposed Project has been identified. The Reduced Project Alternative consists of constructing a smaller hotel than the Proposed Project, and as such, the scale of construction would be smaller, as would permanent onsite activity. As with the Proposed Project, this alternative would require the Project Applicant to develop and implement a project-specific SWPPP and a project-specific USMP consistent with Port District requirements. The SWPPP and USMP would identify BMPs that would be implemented to minimize or avoid pollutants and/or sediment entering runoff during construction and operations, respectively.

The Reduced Project Alternative would not result in any additional impacts that were not attributed to the Proposed Project and would require no additional mitigation.

## Transportation, Traffic, and Parking

The Reduced Project Alternative would eliminate the significant cumulative traffic impacts assessed for the Proposed Project. This alternative would avoid traffic impacts because it would reduce the capacity of the hotel by 106 rooms so that a significantly smaller number of people would travel to and from the Project site. Table 6-2 compares the Long-Term (Year 2030) intersection operations of the Proposed Project and the Reduced Project Alternative. The analysis for the Reduced Project Alternative follows the same methodology as analysis for the Proposed Project (see Section 4.6, “Transportation, Traffic, and Parking,” of this EIR), and compares the alternative’s trip estimates to those of the Proposed Project.

The Reduced Project Alternative would reduce the total number of trips generated on the Project site by 742 ADT when compared to the Proposed Project. This equates to a total reduction in traffic of approximately 61%.

As shown on Table 6-2, the alternative would reduce the number of inbound AM peak-hour trips by 24 and the number of outbound AM peak-hour trips by 36, while reducing the inbound and outbound PM peak-hour trips by 40 and 27, respectively.

This reduction in trips is considerable and would eliminate the significant long-term cumulative intersection impacts attributed to the Proposed Project. The three affected intersections—North Harbor Drive/Harbor Island Drive/Terminal 1, North Harbor Drive/Rental Car Access Road, and North Harbor Drive/Laurel Street—would all operate at LOS F during both AM and PM peak hours in the long-term (year 2030), with the exception of North Harbor Drive/Harbor Island Drive/Terminal 1, which would operate at LOS D during AM peak hours. The Proposed Project would add 5.7 and 2.5 seconds of delay to the AM and PM peak hours, respectively, at the North Harbor Drive/Harbor Island Drive/Terminal 1 intersection. The Reduced Project Alternative would add reduced delays of 2.3 and 0.6 seconds for AM and PM peak-hours, respectively, for the same intersection thus eliminating Significant Impact TR-C1. Similarly, this alternative would reduce the PM peak hour delay at the North Harbor Drive/Rental Car Access Road intersection from 4.7 to 1.8 seconds thereby avoiding Significant Impact TR-C2. Finally, this alternative would also reduce the PM peak-hour delay at the North Harbor Drive/Laurel Street intersection from 2.9 to 1.9 seconds thus eliminating Significant Impact TR-C3. Therefore, the Reduced Project Alternative would result in less-than-significant long-term (cumulative) impacts on the three intersections assessed for the Proposed Project and would not require implementation of the mitigation measures identified for Significant Impacts TR C1–C3. The reduction in trips associated with the Reduced Project Alternative would avoid the significant cumulative impacts attributed to the Proposed Project.

**Table 6-2. Reduced Project Alternative—Long-Term (Year 2030) Intersection Operations**

Intersection	Peak Hour	Year 2030 <sup>1</sup>		Year 2030 + Original Project <i>(175-room hotel with 600 slip marina)</i>				Year 2030 + Significance Avoidance Project Alternative <i>(69-room hotel with 600 slip marina)</i>			
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	Δ <sup>4</sup>	Sig? <sup>5</sup>	Delay	LOS	Δ <sup>4</sup>	Sig? <sup>5</sup>
N. Harbor Dr./Harbor Island Dr./Terminal 1 (East Airport Entrance)	AM	51.2	D	56.9	E	5.7	Yes	53.5	D	2.3	No
	PM	86.6	F	89.1	F	2.5	Yes	87.2	F	0.6	No
N. Harbor Drive/Rental Car Access Rd.	AM	169.8	F	171.8	F	2.0	No	170.6	F	0.8	No
	PM	159.0	F	163.7	F	4.7	Yes	160.8	F	1.8	No
N. Harbor Drive/Laurel Street	AM	98.1	F	98.9	F	0.8	No	98.2	F	0.1	No
	PM	124.1	F	127.0	F	2.9	Yes	126.0	F	1.9	No

<sup>1</sup> Year 2030 traffic volumes obtained from original Traffic Study dated January 16, 2009

<sup>2</sup> Average delay expressed in seconds per vehicle

<sup>3</sup> Level of Service

<sup>4</sup> Increase in delay due to project

<sup>5</sup> Sig? denotes "Significant Impact"

Source: Linscott, Law and Greenspan 2009

## Air Quality

The Reduced Project Alternative would not avoid or reduce a significant air quality impact as no significant impact associated with the Proposed Project has been identified. In general, air quality impacts of the Reduced Project Alternative would be less than those of the Proposed Project because the smaller scale of construction would reduce the amount of pollutants emitted by Project construction and because the reduction in size of the operation would reduce the number of Project-related vehicle trips that would emit pollutants. The Reduced Project Alternative does not propose any facilities or uses that would generate emissions not identified for the Proposed Project and would not result in additional impacts beyond those identified for the Proposed Project. Therefore, as under the Proposed Project, these impacts are less than significant and no mitigation would be required.

## Noise

The Reduced Project Alternative would reduce the amount of noise generated by Project construction (on a temporary basis) but would not avoid or substantially reduce the significant impacts identified for the Proposed Project. As discussed in Section 4.8, "Noise," the Proposed Project is anticipated to result in a significant impacts related to traffic noise levels affecting interior noise levels at the hotel. Reducing the number of trips generated by the Project would also reduce these received noise levels, but not to the extent that it would eliminate this impact. Reducing the number of hotel rooms would reduce the number of guests that could be exposed to excessive interior noise levels, but this would not avoid or substantially reduce the impact (Significant Impact NOI-1). The mitigation measure required for the Proposed Project to reduce interior noise levels in the hotel would still be required if the Reduced Project Alternative were selected.

A smaller hotel would mean fewer daily trips to or from the Project site, meaning that traffic noise (the main noise source generated during the operational phase) would also be reduced when compared to the Proposed Project. As discussed in Section 4.8, "Noise," of this Draft EIR, the Proposed Project is anticipated to result in less-than-significant impacts related to Project-generated traffic noise. Implementing the Reduced Project Alternative would further reduce these impacts. The Reduced Project Alternative would not result in any impacts that were not identified for the Proposed Project; therefore, no additional mitigation would be required.

## Geology and Soils

The Reduced Project Alternative would not avoid or substantially reduce the significant impacts assessed for the Proposed Project because, like the Proposed Project, this alternative would entail construction on an area of East Harbor

Island that may be subject to liquefaction conditions in seismic events (Significant Impact GEO-1). The configuration of the hotel in relation to the fault lines beneath the eastern end of the peninsula and the soils underlying the Project site would be similar to the Proposed Project, and, therefore, this alternative would similarly erect structures in a hazardous geological area. The mitigation measures required for the Proposed Project to reduce geology impacts associated with existing soil conditions and location of fault lines would also be required if the Reduced Project Alternative were selected. The Reduced Project Alternative would not result in any additional Geology and Soils impacts not identified for the Proposed Project, and no additional mitigation would be required.

## Public Services and Utilities

The Reduced Project Alternative would reduce public services and utilities demands when compared to the Proposed Project, but it would not avoid or substantially reduce the significant impacts identified for the Proposed Project. This alternative proposes a smaller hotel and, accordingly, fewer hotel guests and a lesser amount of on-site activity than the Proposed Project, thereby reducing the demand on fire and emergency response services of the City Fire Department. As discussed in Section 4.10 and Chapter 5, "Cumulative Impacts," the Proposed Project's significant fire services impact is largely a product of the City Fire Department's existing difficulties in meeting response goals in the vicinity of the Project site, and their inadequate coverage of the area due to a lack of fire stations. As such, any increase in demand on this already overburdened agency, including that of the Reduced Project Alternative, would constitute significant direct and cumulative impacts (Significant Impacts PUB-1 and PUB-C1) and would warrant mitigation. Mitigation Measure MM PUB-1 calls for establishment of a development impact fee program by the City Fire Department; however, because implementation of this measure is outside of the jurisdiction of the Port District, the impact was noted as significant and unmitigated. The Reduced Project Alternative would reduce the Project's monetary contribution to this prospective impact fee program, but would generally not change this mitigation or its disposition outside of the Port District's jurisdiction. Therefore, this alternative would also result in a significant and unmitigated impact.

The Reduced Project Alternative would reduce the demand on law enforcement services of the City Police Department when compared to the Proposed Project. Although no significant environmental impact was identified for the increased demand on the City Police Department's law enforcement services, the Reduced Project Alternative would reduce demand and thus the monetary contribution to the Police Department when compared to the Proposed Project.

Like the Proposed Project, the Reduced Project Alternative involves commercial development exceeding 40,000 square feet and would be served by the same landfills as the Proposed Project. By the City's standards, this alternative's development would generate enough solid waste to constitute a potentially significant cumulative solid waste impact, as identified for the Proposed Project (Significant Impact PUB-C2). This alternative would require preparation of a

waste management plan for submittal to the City's Environmental Services Department to mitigate this solid waste impact, similar to the Proposed Project, which would reduce this impact to a less-than-significant level.

By operating a smaller-scale hotel on the Project site, this alternative would reduce demand on the City's water and wastewater facilities, as well as reduce the energy consumed on site. These impacts were determined to be less than significant for the Proposed Project; therefore, this alternative would also result in a less-than-significant impact. The Reduced Project Alternative would not result in any additional Public Services and Utilities impacts not identified for the Proposed Project, and no additional mitigation would be required.

## Recreation

The Reduced Project Alternative would not avoid or reduce a significant recreation impact as no significant impact associated with the Proposed Project has been identified. The Reduced Project Alternative would include all of the recreational components of the Proposed Project, including the extended and enhanced promenade along the basin side of the proposed hotel. Like the Proposed Project, this alternative would enhance public access at the Project site.

## Feasibility and Relationship to Project Objectives

The Reduced Project Alternative may not be a feasible alternative in terms of CEQA because there is an economic factor that would impair the ability of the Project Applicant to accomplish the Project in a successful manner (see State CEQA Guidelines Section 15364). According to the Project Applicant, operating a smaller hotel on the Project site would not constitute a viable commercial enterprise, as the facility would need enough rooms to generate a profit and keep the operation in business. Therefore, this alternative may not be a feasible alternative in terms of CEQA. This alternative meets all of the Project objectives, with the exception of the "financially viable operation" objective, because it proposes improvements that are similar to those of the Proposed Project, which would promote East Harbor Island as a public waterfront destination and provide the promenade enhancement that would promote coastal public access.

## Summary

The Reduced Project Alternative would avoid the Project's contribution of trips to significant cumulative traffic impacts at intersections listed as Significant Impacts TR-C1, TR-C2, and TR-C3. Implementing this alternative would not require mitigation for these impacts. This alternative would not reduce or substantially avoid any of the other significant impacts identified for the Project, and would require all other mitigation measures to reduce the impacts to a less-than-significant level. As with the Proposed Project, this alternative would result

in significant impacts related to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, and Public Services. Mitigation would be required to reduce these impacts to a less-than-significant level. As with the Proposed Project, the mitigation identified for impacts on the City Fire Department may not be feasible, and the Reduced Project Alternative may result in a significant and unmitigated impact related to fire protection facilities.

By reducing the size of the proposed hotel and the scale of construction, the Reduced Project Alternative would reduce many of the less-than-significant impacts attributed to the Proposed Project, including construction- and traffic-related noise and air pollution emissions.

The Reduced Project Alternative would achieve most of the Project objectives, as stated in Section 2.2 of this EIR; however, this alternative may not be feasible for economic reasons, as defined in Section 15364 of the State CEQA Guidelines.

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# Chapter 7

## Other Required Considerations

### 7.1 Growth-Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that an EIR include discussion of the ways in which the Proposed Project could either directly or indirectly foster economic or population growth. Direct growth-inducing impacts are commonly attributed to projects that provide or extend public services, utilities, and roads to a previously undeveloped area. The provision of infrastructure and services to a site can foster growth by reducing development constraints for nearby areas, thereby inducing other landowners in the area to convert their property to more intense land uses. Direct impacts can also result from a particular development increasing the pace or density of existing surrounding developments over that anticipated in relevant land use plans. Indirect growth-inducing impacts would be attributed to a project that, while not directly extending services or infrastructure into a certain area, would increase demand for housing, services, or infrastructure by increasing population or activity in an undeveloped area.

The Project proposes redevelopment of an area that has been developed and adequately served by infrastructure and public services for decades. Expanded infrastructure, although required to facilitate the Project, would not be capable of serving future developments because of the geographical constraints of Harbor Island. The new hotel portion of the Project would accommodate existing demand in the San Diego region's hospitality industry and would create jobs that would be filled by area residents. Therefore, the Proposed Project is not expected to induce population growth or to create a need for additional area housing. The Proposed Project would not result in growth-inducing impacts.

As shown in Figure 3-10, sewer and water lines are proposed to extend to the east of the Project site. These lines would serve the Reuben E. Lee and Island Prime restaurants. The Port District approved the redevelopment of the Reuben E. Lee in 2008. That approval anticipated that the Reuben E. Lee redevelopment could be connected with existing utilities. Therefore, the proposed sewer and water connections are not necessary to allow for redevelopment of the Reuben E. Lee site and would only be constructed if the proposed hotel is built. As a result, extension of the sewer and water lines outside of the Project site is not considered to be growth inducing.

The PMP Amendment would not involve a change in land use designation to accommodate the total allotment of 500 hotel rooms by way of several small hotels across East Harbor Island; the Project site already has the proper land use designation to accommodate a hotel use. Because the PMP Amendment would not involve a change in land use or increase the number of hotel rooms anticipated for the Precise Plan, the PMP Amendment would not be growth inducing.

## 7.2 Unavoidable and Irreversible Significant Environmental Effects

Section 15126.2(b) of the CEQA Guidelines requires that an EIR identify any significant environmental effects that cannot be avoided by alternatives or mitigation. The potential for significant environmental impacts was analyzed for 11 issue areas, as discussed in Chapters 4 and 5 of this Draft EIR. All of the significant impacts identified as environmental effects can be mitigated to below a level of significance by implementing mitigation measures presented in the various sections of Chapters 4 and 5, with the exception of cumulative traffic and public services impacts for which no feasible mitigation is currently available. Therefore, the Proposed Project would result in potentially significant and unavoidable environmental impacts on traffic and public services; the significance of these impacts would need to be weighed against the relative benefits of the Project and a Statement of Overriding Considerations would need to be adopted if the Project were to be approved.

Section 15126.2(c) of the CEQA Guidelines requires that an EIR identify any irreversible environmental changes resulting from a project, such as the utilization of non-renewable resources. The Proposed Project would use building materials for the proposed structures and non-renewable petroleum resources for the operation of construction equipment. Wherever possible, the Project would use recycled construction materials to limit consumption and wastefulness. Due to the scale of the Project, the use of construction materials and non-renewable resources is not unusual or extraordinary, and, as a result, there would be no significant irreversible environmental effects related to resources consumption during construction.

On a permanent, long-term basis, the Proposed Project would consume energy and use resources common to similar facilities existing worldwide. Operation would use non-renewable resources by consuming petroleum products, including that used by employees and patrons for transportation to and from the site and by consuming electricity, which is often generated by non-renewable resources. Such use is standard for similar commercial development, and would not be considered a significant environmental impact. In addition, the Proposed Project would incorporate various sustainability and energy conservation measures that would reduce the Project's water and energy consumption. As described in Section 3.2.6, "Design Features," these measures include construction, energy conservation, water conservation, solid waste, and transportation measures that

would reduce the Project's consumption of water, electricity, natural gas, and gasoline. Many of these design features would result in a substantial decrease in energy consumption.

## 7.3 Effects Found Not To Be Significant

This section discusses CEQA environmental issue areas that were found not to be significant during the EIR process. The Port District determined that the Proposed Project would not have a significant impact on the following areas: agricultural resources, cultural resources, mineral resources, or population and housing.

### 7.3.1 Agricultural Resources

The Project site is fully developed and is not used for agricultural purposes. The land surrounding the Project site is similarly developed, and there are no agricultural uses near the Project site. No agricultural land exists within the Port District's jurisdiction. The Project site and its surroundings are shown as Urban and Built Up Land on the Farmland Mapping and Monitoring Program maps published by the California Department of Conservation, which means that they are not identified as potential agricultural resources. The Project site is not subject to agricultural zoning or Williamson Act contracts (agreements between a land owner and the relevant jurisdiction that designate land as an agricultural preserve in exchange for reduced property tax obligations on the subject land). The Proposed Project would not convert any agricultural land to non-agricultural uses, and would not otherwise affect agriculture in any way. Therefore, there would be no impact on agricultural resources.

### 7.3.2 Cultural Resources

The Project site is located on filled land that does not contain subsurface archaeological resources. Harbor Island was created in the 1960s, and the onsite buildings were constructed in the following decades. The onsite structures, and the Project site in general, are not considered historical resources. No other cultural resources are located on or adjacent to the Project site. Therefore, the Project would not have an impact on cultural resources.

### 7.3.3 Mineral Resources

The Project site is located on filled land that does not contain mineral resources and that is not identified as a mineral resource recovery site in any land use plan. The Proposed Project would not utilize mineral resources or prevent the future

use of any mineral resources. Therefore, the Project would not have an impact on mineral resources.

### **7.3.4 Population and Housing**

As discussed above in Section 7.1, the Proposed Project would not induce growth by constructing new housing or extending infrastructure to previously undeveloped areas. The Proposed Project would also not displace existing housing or existing residents. Therefore, the Project would not result in impacts on population and housing.

## Chapter 8

# Citations, Consultations, and List of Preparers

### 8.1 Citations

Copies of all documents or portions of documents referenced below are available for review at the Port District located at 3165 Pacific Highway.

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## 8.2 Agencies, Organizations, and Persons Contacted

### 8.2.1 City of San Diego

Bobbi Salvini, Senior Civil Engineer, San Diego Metropolitan Wastewater Department

Carey Brooks, Acting Capitan, Police Department

Chuck Samples, Metropolitan Wastewater Department/  
Operations & Maintenance Division

Dan Sayasane, Officer, Police Department

Dave Glanville, Civil Engineer, City of San Diego Utilities Department

Huy Nguyen, Metropolitan Wastewater Department/  
Operations & Maintenance Division

Ken Barnes, Chief, Fire Department

Leonard Wilson, Water Department

Libby Day, Redevelopment Agency

Mike Benoit, Assistant Fire Marshall, Fire-Rescue Department

Oscar Galvez, Facilities Financing Department

Rudy Benidez, Water Department

Samuel L. Oates, Fire Department

### 8.2.2 San Diego Unified Port District

Lieutenant Jim Andrecht, Harbor Police

Randy Benton, Harbor Police Homeland Security Unit

### 8.2.3 San Diego Gas & Electric/Sempra Utilities

Ellis A. Jones, Principal Engineer

Maricela Leon

Steve Kussman, Customer Project Planner

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I confirm to the best of my knowledge that the statements and information contained in this report are correct and true, and that all known information concerning the potentially significant environmental effects of the proposed action has been included and addressed in this Environmental Impact Report.



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Bob Stark  
Principal in Charge

December 7, 2009

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Date

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