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*** Clerk's Note:**

Please be advised that Document No. 61775 had the incorrect filing date on the Clerk's stamp due to an administrative error. The correct filing date is May 05, 2014.

San Diego Unified Port District
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Sunroad Harbor Island Hotel Project &

East Harbor Island Subarea Port Master Plan Amendment

REVISED FINAL ENVIRONMENTAL IMPACT REPORT

Volume 1



On March 4, 2014, the Board of Port Commissioners adopted the Revised Final Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment, with the following two errata:

- Errata to Revised Final EIR (February 2014)
 - Replaces Attachment 1 to Chapter 5 (Responses to Comments). Attachments A, B and C to Attachment 1 do not change.
 - District's responses to California Coastal Commission comment letter received in December 2013 after the public review period for the Revisions to Draft EIR.
- Second Errata to Revised Final EIR, Mitigation Monitoring and Reporting Program, and Findings of Fact (March 2014)
 - Includes modifications to the Revised Final EIR, Mitigation Monitoring and Reporting Program, and Findings of Fact and Statement of Overriding Considerations related to Mitigation Measure MM PARK-1
 - Includes modifications to Revised Final EIR related to the Port Master Plan Amendment

The errata are provided in the following pages.

**Sunroad Harbor Island Hotel Project and
East Harbor Island Subarea
Port Master Plan Amendment**

**ERRATA TO
Revised Final Environmental Impact Report
UPD No. 83356-EIR-783
SCH No. 2006021027**

February 2014

Chapter 5 (Responses to Comments) Attachment 1

The Revisions to Draft EIR were made available for public comment during the period July 10, 2013 through October 7, 2013. Two public comments were received during this period, both from the City of San Diego (City). On November 8, 2013, Port District staff posted the Revised Final Environmental Impact Report (Revised FEIR), including the comments and responses to comments to the Revisions to Draft EIR, on the Port District's website. On the same day, Port District staff notified the commenters by electronic mail that the Revised FEIR, including the comments and responses to comments to the Revisions to Draft EIR, was available for review.

In comment K-5, the City requested that an analysis of existing conditions plus project be added to the traffic analyses already provided in the Revisions to Draft EIR. The analyses already provided complied with the requirements of the City's *Traffic Impact Study Manual*, July 1998, which do not include a requirement that the existing plus project scenario be analyzed.

Nevertheless, in response to this comment, Linscott, Law, & Greenspan (LLG) analyzed the existing plus project scenario in its memorandum dated November 6, 2013, included as an attachment (Attachment 1) to Chapter 5 of the Revised FEIR, Responses to Comments. LLG concluded that no significant impacts result under the existing plus project scenario.

In its November 6, 2013 memorandum, LLG incorrectly described the City's methodology for analyzing street segments currently built to their ultimate classification and erroneously stated that the following roadway segments can be restriped to their ultimate roadway classification: (1) North Harbor Drive between Harbor Island Drive and the Rental Car Access Road; (2) North Harbor Drive between the Rental Access Road and Laurel Street; (3) North Harbor Drive between Laurel Street to Hawthorn Street; (4) Hawthorn Street between North Harbor Drive and Pacific Highway; and (5) Grape Street between North Harbor Drive and Pacific Highway.

Through consultation with the City, LLG clarified the City's methodology for analyzing impacts to street segments currently built to their ultimate classification and confirmed that the five roadway segments listed above already are built to their ultimate classifications designated by the City, providing the maximum number of travel lanes prescribed by each classification. Therefore, LLG has revised its memorandum to clarify the City's methodology and to correct the reference to the five street segments. The revised memorandum, and Table A listing the City's classification of all street segments within the study area, including the five street segments listed above, are attached to these errata. No changes were made to the attachments to LLG's November 6, 2013 memorandum included in the Revised FEIR.

The clarification and correction described above do not change the findings or conclusions of the Revised FEIR and do not provide any significant new information that would require recirculation of the EIR. No changes have been proposed to the project and no changes have occurred with respect to the circumstances under which the project is undertaken. There is no new significant effect not discussed in the Revised FEIR posted to the Port's website on November 8, 2013, no increase in the severity of any previously examined effects, and no new or different mitigation measures are identified or required.

January 8, 2014

LLG Reference: 3-04-1437-3

**Subject: Harbor Island Subarea 23 Port Master Plan Amendment -
Existing + Project Traffic Analysis**

Based on a comment received from the City of San Diego dated October 7, 2013, analysis for the Existing + Project scenario has been conducted for the Harbor Island Subarea 23 Port Master Plan Amendment. This analysis is an addendum to the analyses provided in the Harbor Island Subarea 23 Port Master Plan Amendment Traffic Impact Analysis dated July 8, 2013, and does not take the place of any of the information included in that document.

The Existing + Project analysis presumes the full project under the existing environmental conditions (existing traffic volumes, existing roadway infrastructure, and existing land uses).

The following is a discussion of the results of the intersection, segment, and arterial analyses under Existing + Project conditions for Scenario A (175 "Business" hotel rooms and 325 "Resort" hotel rooms) and Scenario B (500 "Business" hotel rooms).

Figure 1 shows the Existing + Project traffic volumes under Scenario A conditions and **Figure 2** shows the Existing + Project traffic volumes under Scenario B conditions.

Tables 1, 2, and 3 summarize the Existing + Project Intersection Operations, Street Segment Operations, and Arterial Operations, respectively, for Scenario A. **Tables 4, 5, and 6** summarize the Existing + Project Intersection Operations, Street Segment Operations, and Arterial Operations, respectively, for Scenario B.

1.0 Scenario A (175 "Business" Hotel Rooms and 325 "Resort" Hotel Rooms): Existing + Project Analysis

Intersection Analysis

With the addition of the Scenario A project traffic volumes, relatively minor changes in delay at the study intersections are calculated as compared to the Existing scenario. **Table 1** shows that the intersections in the study area network are calculated to continue to operate at an acceptable LOS of D or better.

The project under Scenario A conditions is calculated to have no significant direct impacts to the study intersections under Existing+ Project conditions.

Intersection analysis worksheets for the Existing + Scenario A Project conditions are included in **Attachment A**.

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Segment Operations

With the addition of Scenario A project traffic volumes, relatively minor changes in volume-to-capacity values are calculated as compared to the Existing scenario.

Table 2 shows that the street segments in the study area network are calculated to continue operating at acceptable LOS D or better with the exception of the following:

- N. Harbor Drive, Harbor Island Drive to Rental Car Access Road—LOS F
- N. Harbor Drive, Rental Car Access Road to Laurel Street—LOS F
- N. Harbor Drive, Laurel Street to Hawthorn Street—LOS E
- Laurel Street, N. Harbor Drive to Pacific Highway—LOS E
- Laurel Street, Pacific Highway to Kettner Boulevard—LOS E
- Hawthorn Street, N. Harbor Drive to Pacific Highway—LOS F
- Hawthorn Street, Pacific Highway to Kettner Boulevard—LOS E
- Grape Street, N. Harbor Drive to Pacific Highway—LOS E
- Grape Street, Pacific Highway to Kettner Boulevard—LOS E

The City's significance threshold is exceeded on five of these segments due to the project. However, no significant project impacts are expected since the segments are built to their ultimate roadway classification and the arterials and adjacent intersections are calculated to operate at an acceptable level of service. In addition, field observations reveal that the "failing" street segments operate without major congestion. ***Therefore, no significant direct segment impacts are expected under Scenario A conditions under Existing + Project conditions.***

Arterial Levels of Service

Arterial analysis was performed for the following five street segments where the City's significance threshold was exceeded due to the project under Scenario A conditions in the Near-Term. The results of the analysis are shown in Table 3.

- N. Harbor Drive: Harbor Island Drive to Rental Car Access Road
- N. Harbor Drive: Rental Car Access Road to Laurel Street
- N. Harbor Drive: Laurel Street to Hawthorn Street
- Hawthorn Street: N. Harbor Drive to Pacific Highway
- Grape Street: N. Harbor Drive to Pacific Highway

As shown in Table 3, ***no significant direct arterial impacts were calculated under Scenario A under Existing + Project conditions.***

Arterial analysis worksheets for the Existing + Scenario A Project conditions are included in ***Attachment B.***

2.0 Scenario B (500 "Business" Hotel Rooms): Existing + Project Analysis

Intersection Analysis

With the addition of the Scenario B project traffic volumes, minor changes in delay at the study intersections are calculated as compared to the Existing scenario. Table 4

shows that the intersections in the study area network are calculated to continue to operate at an acceptable LOS of D or better.

The project under Scenario B conditions is calculated to have no significant direct impacts to the study intersections under Existing + Project conditions.

Intersection analysis worksheets for the Existing + Scenario B Project conditions are included in *Attachment A*.

Segment Operations

With the addition of Scenario B project traffic volumes, relatively minor changes in volume-to-capacity values are calculated as compared to the Existing scenario.

Table 5 shows that the street segments in the study area network are calculated to continue operating at acceptable LOS D or better with the exception of the following:

- N. Harbor Drive, Harbor Island Drive to Rental Car Access Road—LOS F
- N. Harbor Drive, Rental Car Access Road to Laurel Street—LOS F
- N. Harbor Drive, Laurel Street to Hawthorn Street—LOS E
- Laurel Street, N. Harbor Drive to Pacific Highway—LOS E
- Laurel Street, Pacific Highway to Kettner Boulevard—LOS E
- Hawthorn Street, N. Harbor Drive to Pacific Highway—LOS F
- Hawthorn Street, Pacific Highway to Kettner Boulevard—LOS E
- Grape Street, N. Harbor Drive to Pacific Highway—LOS E
- Grape Street, Pacific Highway to Kettner Boulevard—LOS E

It should be noted that the street segments that are operating unacceptably under Scenario B conditions are also operating unacceptably under Scenario A conditions.

The City's significance threshold is exceeded on five of these segments due to the project. However, no significant project impacts are expected since the segments are built to their ultimate roadway classification and the arterials and adjacent intersections are calculated to operate at an acceptable level of service. In addition, field observations reveal that the "failing" street segments operate without major congestion. ***Therefore, no significant direct segment impacts are expected under Scenario B conditions under Existing + Project conditions.***

Arterial Levels of Service

Arterial analysis was performed for the following five street segments where the City's significance threshold was exceeded due to the project under Scenario B conditions under Existing + Project conditions. The results of the analysis are shown in *Table 6*.

- N. Harbor Drive: Harbor Island Drive to Rental Car Access Road
- N. Harbor Drive: Rental Car Access Road to Laurel Street
- N. Harbor Drive: Laurel Street to Hawthorn Street
- Hawthorn Street: N. Harbor Drive to Pacific Highway

- Grape Street: N. Harbor Drive to Pacific Highway

As shown in *Table 6*, ***no significant direct arterial impacts were calculated under Scenario B under Existing + Project conditions.***

Arterial analysis worksheets for the Existing + Scenario B Project conditions are included in *Attachment B*.

3.0 Congestion Management Program (CMP) Compliance

The study area CMP arterial segments were analyzed under Existing + Project (Scenario A and Scenario B) conditions. The analysis focuses on peak hour street segment operations using the peak hour volumes used in the intersection analyses. The results of the analysis under Existing + Project (Scenario A) and Existing + Project (Scenario B) conditions are shown in *Tables 7* and *8*, respectively. The capacity analysis worksheets are contained in *Attachment C*.

No significant project impacts are calculated for the identified CMP Arterials under Existing + Project (Scenario A and Scenario B) conditions. The traffic generated by the project does cause reductions in arterial speeds on many segments, but not significantly so.

TABLE 1
EXISTING + PROJECT INTERSECTION OPERATIONS: SCENARIO A

Intersection	Peak Hour	Existing		Existing + Scenario A Project			Sig? ^d
		Delay ^a	LOS ^b	Delay	LOS	Δ ^c	
N. Harbor Drive / Terminal 2 (West Airport Entrance)	AM	34.9	C	39.3	D	4.4	No
	PM	30.2	C	32.7	C	2.5	No
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	AM	32.6	C	33.1	C	0.5	No
	PM	39.0	D	40.4	D	1.4	No
N. Harbor Drive / Rental Car Access Road	AM	41.8	D	43.9	D	2.1	No
	PM	42.2	D	43.5	D	1.3	No
N. Harbor Drive / Laurel Street	AM	36.4	D	38.3	D	1.9	No
	PM	36.7	D	42.6	D	5.9	No
N. Harbor Drive / Hawthorn Street	AM	21.8	C	23.8	C	2.0	No
	PM	18.0	B	18.7	B	0.7	No
N. Harbor Drive / Grape Street	AM	17.5	B	18.4	B	0.9	No
	PM	14.9	B	15.1	B	0.2	No
Pacific Highway / Laurel Street	AM	26.8	C	27.0	C	0.2	No
	PM	29.3	C	29.8	C	0.5	No
Pacific Highway / Hawthorn Street	AM	16.8	B	16.9	B	0.1	No
	PM	23.2	C	23.5	C	0.3	No
Pacific Highway / Grape Street	AM	12.7	B	12.9	B	0.2	No
	PM	28.4	C	28.7	C	0.3	No
Harbor Island Drive / Sheraton Driveway	AM	10.5	B	13.0	B	2.5	No
	PM	17.2	B	17.4	B	0.2	No
Harbor Island Drive / Harbor Island Drive	AM	5.2	A	5.4	A	0.2	No
	PM	5.2	A	5.9	A	0.7	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. Sig? denotes "Significant Impact"

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 2
EXISTING + PROJECT STREET SEGMENT OPERATIONS: SCENARIO A

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Scenario A Project				Sig? ^f
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	Δ ^e	
N. Harbor Drive									
Nimitz Blvd. to Terminal 2 (SDIA)	60,000	27,730	0.462	B	28,305	0.472	B	0.010	No
Terminal 2 (SDIA) to Harbor Island Dr.	60,000	29,750	0.496	B	30,420	0.507	B	0.011	No
Harbor Island Dr. to Rental Car Access Rd.	65,000	81,000	1.246	F	82,915	1.276	F	0.030	No ^g
Rental Car Access Road to Laurel Street	60,000	82,790	1.380	F	84,705	1.412	F	0.032	No ^g
Laurel Street to Hawthorn Street	60,000	54,260	0.904	D	55,600	0.927	E	0.023	No ^g
Hawthorn Street to Grape Street	65,000	37,830	0.582	C	38,595	0.594	C	0.012	No
South of Grape Street	55,000	17,690	0.322	A	17,880	0.325	A	0.003	No
Pacific Highway									
North of Laurel Street	50,000	18,150	0.363	A	18,325	0.367	A	0.004	No
Laurel Street to Hawthorn Street	50,000	9,760	0.195	A	9,760	0.195	A	0.000	No
Hawthorn Street to Grape Street	50,000	18,460	0.369	A	18,650	0.373	A	0.004	No
South of Grape Street	50,000	16,940	0.339	A	17,325	0.347	A	0.008	No
Laurel Street									
N. Harbor Dr. to Pacific Highway	40,000	36,390	0.910	E	36,965	0.924	E	0.014	No
East of Pacific Highway	30,000	27,620	0.921	E	28,005	0.934	E	0.013	No
Hawthorn Street									
N. Harbor Dr. to Pacific Highway	25,000	25,770	1.031	F	26,345	1.054	F	0.023	No ^g
East of Pacific Highway	25,000	23,480	0.939	E	23,865	0.955	E	0.016	No
Grape Street									
N. Harbor Dr. to Pacific Highway	25,000	23,130	0.925	E	23,705	0.948	E	0.023	No ^g
East of Pacific Highway	25,000	20,330	0.813	E	20,715	0.829	E	0.016	No
Harbor Island Drive									
N. Harbor Dr. to Harbor Island Dr.	40,000	16,330	0.408	B	20,155	0.504	B	0.096	No
West of Harbor Island Dr.	30,000	8,610	0.287	A	8,610	0.287	A	0.000	No
East of Harbor Island Dr.	30,000	6,940	0.231	A	10,765	0.359	B	0.128	No

Footnotes:

- a. Capacities based on City of San Diego's Roadway Classification & LOS table.
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio
- f. Sig? denotes "Significant Impact".
- g. Despite the threshold exceeded, no significant impact is expected since the segment is built to its ultimate roadway classification and the arterial and adjacent intersections are calculated to operate at an acceptable level of service.

TABLE 3
EXISTING + PROJECT ARTERIAL OPERATIONS: SCENARIO A

Arterial Segment	Period	Direction	Existing		Existing + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	18.3	C	0.0	No
		WB	21.4	B	21.4	B	0.0	No
	PM	EB	14.3	C	14.0	C	0.3	No
		WB	19.3	B	17.6	C	1.7	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.6	C	0.7	No
		WB	13.7	C	12.2	D	1.5	No
	PM	EB	23.3	B	23.2	B	0.1	No
		WB	13.2	C	11.7	D	1.5	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.5	C	0.1	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.2	D	5.5	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.7	C	0.1	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.8	F	0.4	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 4
EXISTING + PROJECT INTERSECTION OPERATIONS: SCENARIO B

Intersection	Peak Hour	Existing		Existing + Scenario B Project			Sig? ^d
		Delay ^a	LOS ^b	Delay	LOS	Δ ^c	
N. Harbor Drive / Terminal 2 (West Airport Entrance)	AM	34.9	C	39.1	D	4.2	No
	PM	30.2	C	32.7	C	2.5	No
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	AM	32.6	C	33.3	C	0.7	No
	PM	39.0	D	40.2	D	1.2	No
N. Harbor Drive / Rental Car Access Road	AM	41.8	D	42.0	D	0.2	No
	PM	42.2	D	43.2	D	1.0	No
N. Harbor Drive / Laurel Street	AM	36.4	D	37.0	D	0.6	No
	PM	36.7	D	40.1	D	3.4	No
N. Harbor Drive / Hawthorn Street	AM	21.8	C	23.1	C	1.3	No
	PM	18.0	B	18.4	B	0.4	No
N. Harbor Drive / Grape Street	AM	17.5	B	18.0	B	0.5	No
	PM	14.9	B	15.1	B	0.2	No
Pacific Highway / Laurel Street	AM	26.8	C	26.9	C	0.1	No
	PM	29.3	C	29.8	C	0.5	No
Pacific Highway / Hawthorn Street	AM	16.8	B	16.9	B	0.1	No
	PM	23.2	C	23.3	C	0.1	No
Pacific Highway / Grape Street	AM	12.7	B	12.8	B	0.1	No
	PM	28.4	C	28.6	C	0.2	No
Harbor Island Drive / Sheraton Driveway	AM	10.5	B	11.4	B	0.9	No
	PM	17.2	B	17.4	B	0.2	No
Harbor Island Drive / Harbor Island Drive	AM	5.2	A	5.3	A	0.1	No
	PM	5.2	A	5.9	A	0.7	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. Sig? denotes "Significant Impact"

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 5
EXISTING + PROJECT STREET SEGMENT OPERATIONS: SCENARIO B

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Scenario B Project				Sig? ^f
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	Δ ^e	
N. Harbor Drive									
Nimitz Blvd. to Terminal 2 (SDIA)	60,000	27,730	0.462	B	28,255	0.471	B	0.009	No
Terminal 2 (SDIA) to Harbor Island Dr.	60,000	29,750	0.496	B	30,365	0.506	B	0.010	No
Harbor Island Dr. to Rental Car Access Rd.	65,000	81,000	1.246	F	82,750	1.273	F	0.027	No ^g
Rental Car Access Road to Laurel Street	60,000	82,790	1.380	F	84,540	1.409	F	0.029	No ^g
Laurel Street to Hawthorn Street	60,000	54,260	0.904	D	55,485	0.925	E	0.021	No ^g
Hawthorn Street to Grape Street	65,000	37,830	0.582	C	38,530	0.593	C	0.011	No
South of Grape Street	55,000	17,690	0.322	A	17,865	0.325	A	0.003	No
Pacific Highway									
North of Laurel Street	50,000	18,150	0.363	A	18,325	0.367	A	0.004	No
Laurel Street to Hawthorn Street	50,000	9,760	0.195	A	9,760	0.195	A	0.000	No
Hawthorn Street to Grape Street	50,000	18,460	0.369	A	18,635	0.373	A	0.004	No
South of Grape Street	50,000	16,940	0.339	A	17,290	0.346	A	0.007	No
Laurel Street									
N. Harbor Dr. to Pacific Highway	40,000	36,390	0.910	E	36,915	0.923	E	0.013	No
East of Pacific Highway	30,000	27,620	0.921	E	27,970	0.932	E	0.011	No
Hawthorn Street									
N. Harbor Dr. to Pacific Highway	25,000	25,770	1.031	F	26,295	1.052	F	0.021	No ^g
East of Pacific Highway	25,000	23,480	0.939	E	23,830	0.953	E	0.014	No
Grape Street									
N. Harbor Dr. to Pacific Highway	25,000	23,130	0.925	E	23,655	0.946	E	0.021	No ^g
East of Pacific Highway	25,000	20,330	0.813	E	20,680	0.827	E	0.014	No
Harbor Island Drive									
N. Harbor Dr. to Harbor Island Dr.	40,000	16,330	0.408	B	19,830	0.496	B	0.088	No
West of Harbor Island Dr.	30,000	8,610	0.287	A	8,610	0.287	A	0.000	No
East of Harbor Island Dr.	30,000	6,940	0.231	A	10,440	0.348	B	0.117	No

Footnotes:

- a. Capacities based on City of San Diego's Roadway Classification & LOS table.
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio
- f. Sig? denotes "Significant Impact".
- g. Despite the threshold exceeded, no significant impact is expected since the segment is built to its ultimate roadway classification and the arterial and adjacent intersections are calculated to operate at an acceptable level of service.

TABLE 6
EXISTING + PROJECT ARTERIAL OPERATIONS: SCENARIO B

Arterial Segment	Period	Direction	Existing		Existing + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	17.8	C	0.5	No
		WB	21.4	B	21.0	B	0.4	No
	PM	EB	14.3	C	14.2	C	0.1	No
		WB	19.3	B	18.0	C	1.3	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.3	C	1.0	No
		WB	13.7	C	12.7	D	1.0	No
	PM	EB	23.3	B	23.3	B	0.0	No
		WB	13.2	C	13.1	C	0.1	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.4	C	0.2	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.7	D	5.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.6	C	0.2	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.9	F	0.3	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 7
EXISTING + PROJECT: PROJECT AREA CMP ARTERIAL ANALYSIS SCENARIO A

Arterial Segment	Period	Direction	Existing		Existing + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive West of Terminal 2 (SDIA)	AM	EB	14.3	C	14.3	C	0.0	No
		WB	16.9	C	16.9	C	0.0	No
	PM	EB	12.6	D	12.5	D	0.1	No
		WB	16.7	C	16.7	C	0.0	No
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8	E	7.8	E	0.0	No
		WB	7.3	E	6.9	F	0.4	No
	PM	EB	7.1	E	6.6	F	0.5	No
		WB	10.6	D	9.7	D	0.9	No
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	18.3	C	0.0	No
		WB	21.4	B	21.4	B	0.0	No
	PM	EB	14.3	C	14.0	C	0.3	No
		WB	19.3	B	17.6	C	1.7	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.6	C	0.7	No
		WB	13.7	C	12.2	D	1.5	No
	PM	EB	23.3	B	23.2	B	0.1	No
		WB	13.2	C	11.7	D	1.5	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.5	C	0.1	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.2	D	5.5	No
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5	C	13.5	C	0.0	No
		WB	6.7	F	6.2	F	0.5	No
	PM	EB	13.5	C	13.5	C	0.0	No
		WB	9.1	D	8.4	D	0.7	No
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6	F	5.6	F	0.0	No
		SB	10.2	E	10.0	E	0.2	No
	PM	NB	7.1	F	6.6	F	0.5	No
		SB	8.3	F	8.3	F	0.0	No
Pacific Highway South of Grape Street	AM	NB	18.0	C	17.8	D	0.2	No
		SB	23.2	C	23.2	C	0.0	No
	PM	NB	9.9	F	9.9	F	0.0	No
		SB	23.2	C	23.2	C	0.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.7	C	0.1	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.8	F	0.4	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 8
EXISTING + PROJECT: PROJECT AREA CMP ARTERIAL ANALYSIS SCENARIO B

Arterial Segment	Period	Direction	Existing		Existing + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive West of Terminal 2 (SDIA)	AM	EB	14.3	C	14.2	C	0.1	No
		WB	16.9	C	16.9	C	0.0	No
	PM	EB	12.6	D	12.3	D	0.3	No
		WB	16.7	C	16.7	C	0.0	No
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8	E	7.6	E	0.2	No
		WB	7.3	E	6.8	F	0.5	No
	PM	EB	7.1	E	6.7	F	0.4	No
		WB	10.6	D	9.1	D	1.5	No
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	17.8	C	0.5	No
		WB	21.4	B	21.0	B	0.4	No
	PM	EB	14.3	C	14.2	C	0.1	No
		WB	19.3	B	18.0	C	1.3	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.3	C	1.0	No
		WB	13.7	C	12.7	D	1.0	No
	PM	EB	23.3	B	23.3	B	0.0	No
		WB	13.2	C	13.1	C	0.1	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.4	C	0.2	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.7	D	5.0	No
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5	C	13.5	C	0.0	No
		WB	6.7	F	6.2	F	0.5	No
	PM	EB	13.5	C	13.5	C	0.0	No
		WB	9.1	D	8.7	E	0.4	No
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6	F	5.6	F	0.0	No
		SB	10.2	E	9.9	F	0.3	No
	PM	NB	7.1	F	6.6	F	0.5	No
		SB	8.3	F	8.3	F	0.0	No
Pacific Highway South of Grape Street	AM	NB	18.0	C	17.9	D	0.1	No
		SB	23.2	C	23.2	C	0.0	No
	PM	NB	9.9	F	9.8	F	0.1	No
		SB	23.2	C	23.2	C	0.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.6	C	0.2	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.9	F	0.3	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

Roadway Classifications as described by the City of San Diego's *Traffic Impact Study Manual, Table 2, July 1998* are comprised of Street Classifications (e.g. Collectors, Majors, Prime Arterials, etc.) and the number of lanes within each Street Classification. Together the Street Classification and the number of lanes establish the Roadway Classifications, which are the City's Ultimate Classification for these roadways. Except for the Downtown Community Plan, the Circulation Element of each Community Plan establishes the Roadway Classifications for each respective community using the nomenclature of the City's *Traffic Impact Study Manual*. The *Downtown Community Plan, March 2006*, and the *Downtown Community Plan Final EIR, March 2006* do not describe roadways using the City's standard Classifications. This discrepancy in Roadway Classification nomenclature required the Traffic Impact Analysis for the Harbor Island Hotel project and the associated Port Master Plan Amendment to extrapolate the Roadway Classification for some segments of streets within the Project TIA study area based upon existing Roadway Classifications established by the surrounding Community Plans and existing roadway configuration (e.g. the number of lanes) of the subject street segments.

Table A
Roadway Classifications
February 7, 2014

Roadway Segment	Roadway Classification & Source(a)		Analyzed Classification (b)	Currently built to Classification
	Classification	Source Document		
N. Harbor Drive				
Nimitz Blvd. to Terminal 2 (West Airport Entrance)	6-Lane Prime Arterial	Peninsula CP	6-Lane Prime Arterial	Yes
Terminal 2 (West Airport Entrance) to Harbor Island Dr	None(c)	-	6-Lane Prime Arterial	Yes
Harbor Island Dr. to Rental Car Access Road	None(c)	-	7-Lane Prime Arterial	Yes
Rental Car Access Road to Laurel Street	None(c)	-	6-Lane Prime Arterial	Yes
Laurel Street to Hawthorn Street	Boulevard / Prime Arterial (d)	Downtown CP / Downtown CP EIR	6-Lane Prime Arterial	Yes
Hawthorn Street to Grape Street	Boulevard / Prime Arterial (d)	Downtown CP / Downtown CP EIR	7-Lane Prime Arterial	Yes
South of Grape Street	Boulevard / Prime Arterial (d)	Downtown CP / Downtown CP EIR	5-Lane Prime Arterial	Yes

Table A
Roadway Classifications
February 7, 2014

Roadway Segment	Roadway Classification & Source(a)		Analyzed Classification (b)	Currently built to Classification
	Classification	Source Document		
Pacific Highway(e)				
North of Laurel Street	Boulevard / Major Arterial	Downtown CP / Downtown CP EIR	6-Lane Major Arterial	Yes
Laurel Street to Hawthorn Street	Boulevard / Major Arterial	Downtown CP / Downtown CP EIR	6-Lane Major Arterial	Yes
Hawthorn Street to Grape Street	Boulevard / Major Arterial	Downtown CP / Downtown CP EIR	6-Lane Major Arterial	Yes
South of Grape Street	Boulevard / Major Arterial	Downtown CP / Downtown CP EIR	6-Lane Major Arterial	Yes
Laurel Street (f)				
N. Harbor Dr. to Pacific Highway	4-Lane Major	Midway/Pacific Hwy CP	4-Lane Major	Yes
East of Pacific Highway	4-Lane Major	Midway/Pacific Hwy CP	4-Lane Collector	Yes
Hawthorn Street(g)				
N. Harbor Dr. to Pacific Highway	Major Gateway / Major Arterial	Downtown CP / Downtown CP EIR	3-Lane Major (one-way)	Yes
East of Pacific Highway	Major Gateway / Major Arterial	Downtown CP / Downtown CP EIR	3-Lane Major (one-way)	Yes
Grape Street(g)				
N. Harbor Dr. to Pacific Highway	Major Gateway / Major Arterial	Downtown CP / Downtown CP EIR	3-Lane Major (one-way)	Yes
East of Pacific Highway	Major Gateway / Major Arterial	Downtown CP / Downtown CP EIR	3-Lane Major (one-way)	Yes
Harbor Island Drive (h)				
N. Harbor Dr. to Harbor Island Dr.	None	-	4-Lane Major	N/A
East & West of Harbor Island Dr.	None	-	4-Lane Collector	N/A

Footnotes:

- a. As explained more fully in the preamble paragraph to this table, Roadway Classifications are defined as the Ultimate Classification of Circulation Element roadways, as listed within a Community Plan.
- b. The Analyzed Classification is defined as the classification under which a roadway is currently operating, i.e. the roadway's existing configuration.

- c. This roadway segment is under the Port of San Diego's jurisdiction. It is not classified in any Port District document or in any of the surrounding Community Plans. The portion of Harbor Drive east of Nimitz Boulevard, west of this segment, is classified as a 6-lane Prime Arterial in the *Peninsula Community Plan, July 14, 1987*. South of Laurel Street, Harbor Drive is classified as a Boulevard on Figure 7-1 of the *Downtown Community Plan, March 2006*, which defines Boulevards as having "ceremonial and symbolic importance, are broad (generally 80 feet), and generously accommodate pedestrians and traffic... Car traffic may be high volume but at moderate speed". The same segment of Harbor Drive, south of Laurel Street, is listed as a Prime Arterial in the *Downtown Community Plan Final EIR, March 2006*. Relying upon the classifications afforded the contiguous segment to the west in the *Peninsula Community Plan, July 14, 1987* and to the south in the *Downtown Community Plan Final EIR, March 2006*, we conclude that this segment's Ultimate Classification is a 6-lane Prime Arterial.
- d. This roadway segment is classified as a Boulevard on Figure 7-1 of the *Downtown Community Plan, March 2006*. This roadway segment is listed as a Prime Arterial in the *Downtown Community Plan Final EIR, March 2006*. This roadway segment is currently constructed to Prime Arterial standards, and therefore is built to its Ultimate Classification.
- e. Pacific Highway within the project study area is classified as a Boulevard on Figure 7-1 of the *Downtown Community Plan, March 2006*. It is listed as a Major Arterial in the *Downtown Community Plan Final EIR, March 2006*. These segments of Pacific Highway are currently constructed to Major Arterial standards, and therefore are built to their Ultimate Classification.
- f. The *Midway/Pacific Highway Community Plan, July 2006*, classifies Laurel Street as a 4-Lane Major roadway. However, in order to provide a conservative analysis to account for the absence of a continuous raised median at the time the analysis was originally conducted, the segment east of Pacific Highway was analyzed as a Collector. This segment has recently been improved to Major roadway standards including the construction of a continuous raised center median. The segment of Laurel Street west of Pacific Highway is built to its Ultimate Classification as a 4-Lane Major roadway.
- g. Hawthorn Street and Grape Street are classified as Major Gateways on Figure 7-1 of the *Downtown Community Plan, March 2006*. They are listed as Major Arterials in the *Downtown Community Plan Final EIR, March 2006*. Hawthorn Street and Grape Street operate as a couplet, with Grape Street providing eastbound travel lanes and Hawthorn Street providing westbound travel lanes. The *San Diego Downtown Design Guidelines, November 2011* document describes Major Gateways as principal couplets, which are one-way 3-lane roadways with parallel parking. The segments are currently built to these standards, and therefore are built to their Ultimate Classification as 3-lane roadways with parking.
- h. Harbor Island Drive is under the Port of San Diego's jurisdiction and is not classified in any of the surrounding Community Plans.

Comment Letter from Coastal Commission

STATE OF CALIFORNIA -- THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7876 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 787-2370



December 2, 2013

Env & Land Use Planning

DEC 04 2013

RECEIVED

Anna Buzaitis
San Diego Unified Port District
P.O. Box 120488
San Diego, CA 92112

Re: Sunroad Harbor Island Hotel and PMPA July 2013 Revised Draft EIR

Dear Ms. Buzaitis:

#1
Staff has reviewed the proposed Draft Environmental Impact Report (DEIR) and Port Master Plan Amendment (PMPA), and offer the following comments. We apologize for missing the deadline to comment on the DEIR. However, Commission staff have submitted written comments on draft Sunroad Harbor Island Hotel and PMPAs three times since 2006, and many of these comments are still relevant to the current proposal. For your convenience, I have attached copies of the previous comment letters.

The DEIR and PMPA provide for the construction of a 175-room, 4-story hotel and ancillary facilities on the east end of the Harbor Island peninsula, and for the future construction of up to two additional hotels in the Easter Harbor Island Subarea, for a total of 500 hotel rooms maximum. The project includes extension of a public promenade along Harbor Island East Basin frontage as the subarea is developed or redeveloped.

Since 2006, the proposed project and PMPA have been revised to include additional public access improvements, including extension of the public promenade on the bayward side of the hotel, a requirement for a public access plan for each hotel project as it develops, and several general policies regarding the provision of new activating uses with each hotel.

#2
However, while these are positive features, the proposed PMPA will set the standard for development on the entire eastern peninsula in one of the few remaining largely undeveloped shoreline areas in the downtown region. As noted in our earlier comment letters, it is essential to establish clear, specific guiding principles in the PMP that ensure that when future development proposals come forward, they will be designed with significant public spaces and uses that ensure the site will be inviting and accessible to a wide range of the public, not just hotel guests and restaurant patrons.

Ideally, these principles would be implemented through policies that apply to development throughout the tidelands, not just on East Harbor Island. However, for the subject PMPA, Commission staff recommends the Port consider incorporating the type of policies that were included in an earlier draft of the PMPA, such as the following:

A multi-modal pedestrian, bicyclist, mass-transit, and automobile-based system shall be provided to allow a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals to, through and around Harbor Island.

Viewing Areas

View corridors and visual and physical linkages from Harbor Island Drive to the marina shall be provided. Designated viewing areas shall be situated at various intervals along the pedestrian promenade to afford viewing opportunities of the downtown skyline, San Diego Bay and the Marina.

Open Space

Open spaces integrated into the hotel complex shall include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.

Low Cost Visitor Serving Uses

To help integrate all publicly accessible areas and provide convenient and low cost services for the general public, the ground floor of the hotel development and associated outdoor areas shall contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the public.

Some of these concepts appear the current plan, but in a somewhat ambiguous or less rigorous form. For example, the proposed amendment states hotels must provide activating uses "proportionate to the type and extent of development." Also, hotels must be sited "to be responsive to views of San Diego Bay," but no public view corridors are identified on the plan.

It is not clear that the design of the proposed 175-room hotel includes the visual, public access and recreational features appropriate for this shoreline location. The areas proposed to accommodate the new hotel are currently sparsely developed parking lots that provide little public access, but do provide views to the marina from the public street and sidewalk. As noted, development of the 175-room hotel would include the extension of the promenade along the shoreline; however, no view corridors have been identified across the site to preserve public views. The proposed parking lots on either side of the new structure could serve this function, but should be specifically identified as such. In addition, it is not clear if there is a public pedestrian corridor linking the street-side sidewalk with the proposed promenade. This should be clearly indicated on the site plan.

The hotel is proposed to have a terrace, fire pit, seating area, fireplace, and pool on the waterside of the project, adjacent to the shoreline. While safety concerns necessitate securing the pool area, the seating area and fireplaces are amenities that could be made available not only to hotel guests, but to members of the public strolling along the water

#2
cont'd

#3

#3
cont'd

and enjoying views of the marina. The Hilton Homewood Suites and Marriott Courtyard hotels in Liberty Station are examples of hotels adjacent to a shoreline promenade that offer public access to seating areas and fireplaces. These types of amenities, along with public accessibility to coffee carts, gift shops, and the hotel's food service, activate the shoreline and provide an energy and excitement that benefits both the public and the commercial uses.

#4

The proposed PMPA indicates that the public promenade that would be extended as various leaseholds redevelop would be located mostly, but not entirely, alongside the water. It would bend inland at the location of the existing marina pool. Any redevelopment of this leasehold must consider how the public promenade will be accommodated on the shoreline side of the structures. In addition, the plan should improve the entire promenade concurrent with any significant improvement.

#5

With regard to transit, the proposed 175-room hotel, along with the up to 325 additional future hotel rooms, represents a significant increase in the intensity of development at the site. The increase in vehicle traffic that will result from these developments appears to be sufficient to trigger the need for the provision of new transit linkages from the development to and along the waterfront, both to address greenhouse gases, and public access and circulation. As part of this PMPA, the Port must address how the Port's existing and/or future shuttle service will be expanded to serve the proposed new hotels.

#6

In addition, it appears likely that the proposed 175-room hotel would be a high-end luxury hotel. When exclusive visitor accommodations are located on the waterfront, they occupy area that would otherwise be available for lower cost visitor and public recreational facilities. The subject site is publicly owned land held in trust by the Port District, and District has the responsibility and ability to ensure the provision of lower-cost overnight facilities. There needs to be a wide range of overnight accommodations available to serve all segments of the population, to ensure the shoreline is available to everyone.

When no lower cost units are proposed as part of a project or plan amendment that involves the construction of new overnight accommodations, the Commission has typically required mitigation to ensure a range of accommodation rates are made available to visitors. If development cannot provide for a range of affordability on-site, the Commission requires off-site mitigation. This mitigation would preferably come in the form of construction of lower-cost overnight accommodations such as hostel, RV park, or campground, or payment of an in-lieu mitigation fee.

Commission staff understand that the Port District is in the process of developing a program to provide and promote lower-cost visitor-serving overnight accommodations. In the meantime, when particular projects or PMPA are proposed, language that addresses the provision of or funding for lower-cost overnight accommodations must be part of any new PMPA.

December 2, 2013

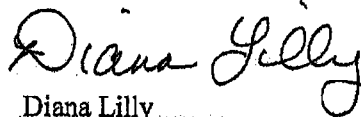
Page 4

#7

The Commission's technical staff is currently reviewing the geologic and sea level rise analysis included in the DEIR. Further comments or questions may be forthcoming when our staff completes this review.

Thank you for the opportunity to comment. We look forward to reviewing the proposed PMPA and working with you to develop a recommendation for the Commission.

Sincerely,



Diana Lilly
Coastal Planner

(G:\San Diego\DIANA\PORT\Sunroad Hotel\Sunroad Harbor Island Hotel PMPA comment letter Dec 2013.docx)

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7876 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2870



February 25, 2009

John Helmer
Director of Land Use Planning
Port of San Diego
P.O. Box 120488
San Diego, CA 92112-0488

Re: Notice of Preparation of Draft Environmental Impact Report Sunroad Harbor Hotel

Dear Mr. Helmer:

#8 We apologize for missing the deadline for comments on the Notice of Preparation for the Sunroad Harbor Hotel Draft EIR, but hope the following comments will still be useful to Port staff in assessing the environmental impact and identifying Coastal Act issues involved in development of the Sunroad Harbor hotel and proposed Port Master Plan Amendment. Our responses are brief at this time, with an expectation of presenting more thorough comments on the DEIR when it is circulated.

#9 The project site is the eastern peninsula of Harbor Island. This area is currently developed with a 600-slip marina, restaurants, and surface parking. The proposed project includes demolition of one existing locker building and some existing parking located east of the existing marina building; construction of a limited service hotel totaling approximately 95,000 sq.ft. feet with up to 210 rooms, limited meeting space and common areas, removal of the traffic circle and realignment of the road and lease lines; relocation of open space use in the middle of the existing traffic circle, reconfigurations of some paved areas to provide ingress and egress to the hotel and surface parking; enhanced public access along the East Harbor Island Basin; and realignment of existing sewer, water and utility lines. As the project description does not include any reference to timeshares or condo-hotels, it is assumed that the development consists of traditional hotel units. If this assumption is incorrect, such specification must explicit and clearly detailed in the land use section of the DEIR. Based on our evaluations of such proposals to date, Commission staff would not support the inclusion of any timeshares, condo hotels, fractional or interval ownership component on public tidelands.

#10 The Coastal Act emphasizes the need to protect and provide for public access to and along the coast, and to provide low-cost recreational facilities, particularly in new development projects. In addition, the subject site is on public trust lands. Because of this, it is particularly important that development on the site provide adequate public access and recreational benefits consistent with the Coastal Act and the certified Port Master Plan.

#11 Staff previously provided comments on an earlier design for a hotel at the subject site (see attached letter dated June 7, 2006). The same concerns previously noted regarding public access, recreational amenities, and public trust uses on the site continue to apply and should be evaluated in the EIR. Staff is particularly concerned that continuous public access around

#11
cont'd

both sides of the peninsula be provided. Given that the site is public land and the Coastal Act mandate to provide and enhance access and high priority visitor-serving uses, development along the promenade should be inviting and accessible to the public by, for example, siting restaurants and terraces adjacent to this area, and/or ensuring that the ground-level of the hotel is publicly available, accessible, and oriented towards the promenade. Development along the promenade, whether retail, visitor-accommodations, or park area, should be open, inviting and available to the general public for visiting, browsing or sightseeing. New development should be designed to allow the public to walk through the site and visit stores, snack and gift shops, etc. Commercial uses should not encroach into the public walkway; and view corridors through the site towards the Bay should be incorporated into the project design. Adequate open space should be provided, whether adjacent to, around, or through the development.

#12

The project would result in an increased demand for parking and result in additional traffic on the roads in the Harbor Drive vicinity. The EIR should examine traffic demand reduction strategies and public transit opportunities that will help offset the public access and energy impacts of the project. The EIR should specifically address how the approved Lane Field shuttle and on-going downtown shuttle efforts could be expanded to include the Sunroad Harbor project.

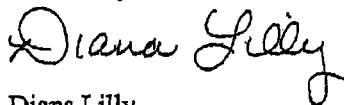
#13

The proposed hotel also appears to be a high-end, or moderately high-end hotel. As you know, pursuant to the public access policies of the Coastal Act, and particularly section 30213, the Commission has the responsibility to both protect existing lower-cost facilities, and to ensure that a range of affordable facilities be provided in new development along the coastline of the state. Thus, the expectation of the Commission is that developers of sites suitable for overnight accommodations will provide facilities which serve people with a range of incomes. If development cannot provide for a range of affordability on-site, the Commission requires off-site mitigation. The EIR should examine how the project might provide lower cost visitor amenities such as a hostel or camping facility on this public land, or contribute to the Port's hostel program established through the Lane Field approval.

#14

Other project issues which should be evaluated include the aesthetic/visual impacts of the development; geologic/seismic stability; and water quality. Thank you for the opportunity to comment. If you have any questions, please feel free to call me

Sincerely,



Diana Lilly
Coastal Planner

cc: Deborah Lee

(G:\San Diego\DIANA\PORT\Sunroad Hotel\Sunroad NOP comments.doc)

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7876 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4421

(619) 787-2370



June 7, 2006

John Helmer
Planning Services Manager
Port of San Diego
P.O. Box 120488
San Diego, CA 92112-0488

Re: Sunroad Harbor Island Hotel Project

Dear Mr. Helmer:

#15 Staff has reviewed the Notice of Preparation for the above-referenced hotel project, and is in receipt of the May 22, 2006 comment letter on the project from Annette Dahl of the Port District, and the May 19, 2006 Sunroad Proposal Commentary from Port staff. We have also received a draft site plan dated May 25, 2006. Commission staff understands that the proposed project is in the early stages of development, and offers these preliminary comments on potential Coastal Act issues.

The project site consists of the eastern peninsula of Harbor Island. This area is currently developed with a 600-slip marina, restaurants, and surface parking. The proposed project includes demolition of the majority of the existing landside structures including the marina support buildings, and construction of a 500-room hotel and new marina support buildings. The Island Prime Restaurant will remain, and the Reuben E. Lee Sternwheeler will eventually be dismantled or relocated.

#16 The Coastal Act emphasizes the need to protect and provide for public access to and along the coast, and to provide low-cost recreational facilities, particularly in new development projects. In addition, the subject site is on public trust lands. Because of this, it is particularly important that development on the site provide adequate public access and recreational benefits consistent with the Coastal Act and the certified Port Master Plan.

#17 In general, Commission staff agrees with the concerns outlined by Port staff regarding public access, public views, and connectivity. Although there are few public amenities currently on the site, almost the entire site is currently accessible to the public. In contrast, as proposed, it appears that the hotel development would limit public access on the site to a walkway along only one side of the peninsula, and a small landscaped space at the east end of the site. There are no identified view corridors provided across the site to preserve public views. In addition, although difficult to tell from a site plan, there appears to be little almost no interaction between the hotel space and the limited public spaces.

#18

The proposed project would occupy the entire eastern peninsula of the island, and significant amounts of public access and recreational amenities must be an integral part of the project. A continuous, pedestrian-friendly promenade must be provided around the entire site. The ground floor of the hotel should contain a variety of activating uses such as restaurants, newspaper stands, outdoor cafes with sit down and walkup service, or gift shops easily accessible to the public. Rather than present a wall of private uses adjacent to the public walkways, the hotel should strive for a "permeable" building design, that is, one that emphasize contains multiple entrances that allow people to pass in and out of the buildings gracefully and enjoyably, promoting connectivity between the public spaces and the hotel.

#19

As proposed, the hotel design includes a parking structure for hotel guests on the western portion of the site that physically and psychologically blocks off the public just at the point where there should be an inviting front door to the rest of the site. There are no obvious public amenities provided within or along the development that would draw the pedestrians or bicyclists through and around the site, or down to the small green area at the very eastern end of the site, and these uses must be provided. Attractions such as moveable kiosks, a clock, interactive art and water features, and amenities such as drinking fountains, dog fountains, and interpretive signage might serve to draw the public around the peninsula and throughout the proposed hotel buildings.

#20

Hotel gardens, courtyards, and plazas open and attractive to the public should be distributed throughout the site, not just at one end. Where feasible, these spaces could be designed to serve a dual purpose of being an area for small hotel events and a space for the public to use during the daytime when not in use by the hotel.

#21

Commission staff agree with Port staff's comments that blocking off vehicular access to the existing restaurants will adversely impact these visitor-serving uses. Overall, parking on the site should be made available for both hotel guests and visitors, and clearly marked as open to the public. A parking study should be done to assure that adequate parking is provided for hotel, restaurant, and marina users, but in addition, the potential for providing alternative methods of transportation within the Port tidelands/Embarcadero area of downtown San Diego, and an assessment of the costs and mechanisms involved in developing a public shuttle/transit opportunity to serve this area, should be provided.

#22

As noted by Port staff, new uses extending over the water could result in environmental impacts, and would not likely be supported by Commission staff.

#23

The proposed project may include timeshare units in the hotel development. The Coastal Act promotes and preserves a full range of public access opportunities along the shoreline, including the provision of lower cost visitor-serving facilities that serve and support coastal visitors. Timeshares and/or other multiple ownership arrangements typically involve the selling of units, and therefore, involve an initial investment that may be exclusionary to broad segments of the population. Such ownership also tends to encourage longer, rather than more transient-oriented, stays. Given those factors, this

#23
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agency does not view timeshares and other fractional ownerships as high priority uses. Given that the subject site is on public property in a prime visitor-serving location, staff may not be able to support the use of timeshares at this location.

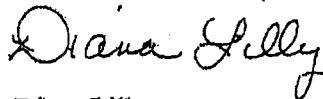
#24

In summary, hotels and restaurants are considered to be public trust uses, even though they may be privately owned and operated, because they draw large numbers of people to the shoreline and provide facilities for them to enjoy the shoreline once they are there. But a well-designed waterfront development opens up access to the water for wide range of individuals, not just paying hotel guests and restaurant patrons. It provides large, signature open spaces where people can eat, shop, people watch, play games, stroll, or bring a picnic and spend long Sunday afternoons. With its prime waterfront location, the subject site must be developed with significant public spaces and must provide for significant public accessibility and permeability, with walkways, viewing areas and public spaces throughout. Buildings containing uses that would animate the space both during the day and at night should be provided. It is not sufficient to provide public access only along the waterside of one side of the site, but rather, the entire site must be activated and accessible to the public. Private uses should not encroach into the public walkway, and view corridors through the site towards the Bay should be incorporated into the project design.

As a final note, late this afternoon I received by email an updated environmental assessment for the project, which contains additional information. Commission staff will review this latest information and any new information as it becomes available in the course of the development process; however, this letter does not include comments on the updated environmental assessment received today.

Thank you for the opportunity to comment. If you have any questions, please feel free to call me.

Sincerely,



Diana Lilly
Coastal Planner

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MEMORANDUM

DATE: October 22, 2009

TO: Anna Buzaitis, Port of San Diego

CC: Deborah Lee; Sherilyn Sarb

FROM: Diana Lilly

SUBJECT: Proposed Sunroad Harbor Hotel PMPA

Thank you for arranging a meeting with Commission staff to discuss the upcoming PMPA for the Sunroad Hotel. I thought it might be useful to give you some of staff's preliminary comments on the draft PMPA before we meet, to help focus our discussion.

#25

The proposed PMPA would plan for the development of the east end of Harbor Island, which is currently mostly undeveloped. The existing PMPA indicates that an approximately 500 room hotel with supporting facilities would be located in this subarea. The proposed amendment would add text indicating that development could consist of more than one hotel, still totaling approximately 500 rooms, and that the existing promenade along Harbor Island Drive will be extended, designed to provide views, and will include public access signage and benches and overlooks that do not obstruct pedestrians. Redevelopment may include resizing and realigning Harbor Island Drive and existing utilities. The land and water use tables would be revised. Changes to the project list would clarify that multiple hotels may be constructed, along with the public promenade, and the existing Harbor Island Drive traffic circle would be modified. Changes to the Precise Plan graphics would be limited to adding the promenade all around the east side of the peninsula, and eliminating the traffic circle.

#26

The inclusion of the promenade around the peninsula is a significant improvement in the development plans. However, some of the previous public access improvement policies the Port had been considering in past PMPA drafts for the area have been removed. For example an earlier draft included the following language:

A multi-modal pedestrian, bicyclist, mass-transit, and automobile-based system shall be provided to allow a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals to, through and around Harbor Island.

#26
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This language is clearly preliminary in nature, as it doesn't identify who, how, or when such a system would be provided, but the concept is strongly supported by the Coastal Act. Commission staff believes expansion and/or creation of a shuttle service serving Harbor Island should be a part of any redevelopment plans for the area, and strongly recommends policies to this end be included in the proposed amendment.

Earlier drafts also included the following text additions:

Public Access Plan

Subarea 23 shall be developed with significant open spaces, public accessibility and viewing areas proportionate to new development and redevelopment. The goals for subarea 23 will be detailed through the preparation of a Public Access Plan (PAP) in association with any future hotel development program.

Viewing Areas

View corridors and visual and physical linkages from Harbor Island Drive to the marina shall be provided. Designated viewing areas shall be situated at various intervals along the pedestrian promenade to afford viewing opportunities of the downtown skyline, San Diego Bay and the Marina.

Open Space

Open spaces integrated into the hotel complex shall include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.

Promenade

The PAP will maintain the existing Class 1 public promenade that parallels the active ship channel of the bay and insures continued pedestrian coastal access. A new Class 3 promenade shall be extended to wrap in front of the existing restaurant, around the eastern tip of the Island, and extend along the north side of the Island adjacent to the existing marina and weaving in front of the buildings. The promenade would create visual and physical linkages to the Bay and the marina and provide continuous pedestrian-friendly public access around the entire eastern end of the Island. The public promenade shall connect the hotel development, marina, restaurants, and public spaces to the rest of the Island and the Port's bay-wide public access system. Private uses shall not obstruct the public promenades.

Signage

Public access and other path-finding signage shall be placed at strategic locations throughout the hotel complex and along the promenade to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities.

Low Cost Visitor Serving Uses

To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel development and

#27

#27
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associated outdoor areas shall contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATM's, public art or gift shops easily accessible to the public.

No similar language has been included in the current proposal.

#28

East Harbor Island is of one of the few remaining underdeveloped areas in the downtown waterfront region. This amendment should include both broad and specific policy language similar to the above, including goals and objectives for visual quality, public access, and public recreation to guide whatever particular development project eventually moves forward on the site. The proposed amendment should include language requiring consideration of view corridors for any new development, development of a public access program for any future hotel development projects, specifics on the size and type of promenade, goals for how the public and private spaces will interact and connect, goals for public amenities and art to be provided in new development, and so forth.

#29

As you know, Commission staff is committed to implementing the Coastal Act policies that support the provision of lower-cost overnight accommodations. Policy language that addresses the affordability of the hotels on the site and the impact that high cost overnight accommodations have on public access should be included, and the provision of or funding for lower-cost overnight accommodations should be part of any new project.

#30

With regard to the proposed text changes, it is not clear what is envisioned by the proposed text that states "Harbor Island Drive and the existing utilities may be resized and realigned to optimize use of the existing and proposed facilities." I sense this is intended to accommodate some specific future project beyond simply upgrading electric and cable lines, but I don't know what it does refer to, or why it is included in the proposed plan language.

#31

How much of the changes to the amounts of land and water are just adjustments to reflect what is actually on the ground versus changes as a result of the proposed new development?

Thank you very much for the opportunity to provide early comments, and to meet and discuss this project with you.

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Responses to Coastal Commission Comment Letter

Comment #	Response
1	<p>This comment summarizes the project analyzed in the Draft EIR and Revisions to Draft EIR. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
2	<p>This comment addresses the design of the proposed project and the content of the PMPA. The comment acknowledges that the project has been revised since 2006 to include additional public access improvements, but suggests that additional policies and guiding principles are needed in the PMPA. The comment recommends adding policies that were part of the 2006 PMPA.</p> <p>The project that was the subject of the PMPA proposed in 2006 was withdrawn by Sunroad Enterprises in 2007. Subsequently, the project, and its environmental review and draft PMPA were abandoned. Thus, the previous PMPA language was specific to a different and larger scale redevelopment project.</p> <p>Since review on the current proposed project and PMPA began in 2008, the PMPA has evolved to add more development standards for hotels on Harbor Island as they are developed or redeveloped. These development standards, as listed on Page 3 of the draft PMPA, include:</p> <ul style="list-style-type: none"> - Preparation and implementation of public access programs; - Participation in a shuttle to and from the airport and information on other transit opportunities; and - Preparation of parking management plans. <p>In addition, the pedestrian promenade along Harbor Island East Basin will be extended and enhanced (i.e., benches, viewing decks, signage) as hotels on East Harbor Island are developed, as indicated in the draft PMPA. Also, as indicated in the draft PMPA, proportionate to the type and extent of the hotel development or redevelopment on East Harbor Island, future hotel projects may include activating ancillary uses such as restaurants, outdoor seating and dining areas, and retail shops that would be open to the public. The only hotel proposed at this time is the 175-room limited service hotel proposed by Sunroad Marina Partners, LP. Due to the limited service nature of the hotel, no restaurants or retail are proposed as part of the 175-room Sunroad Hotel project.</p> <p>The existing and proposed PMPA indicate that the future hotels on East Harbor Island will be sited to be responsive to views of San Diego Bay, the downtown San Diego skyline, and the Harbor Island East Basin. No designated view corridors exist or are proposed across the site of the Sunroad Hotel project. The draft PMPA text includes the following language regarding access and viewing areas:</p> <p><i>"The promenade will provide pedestrian access around East Harbor Island and will connect the hotel developments, marina and restaurants with 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."</i></p> <p>In addition, the proposed 175-room hotel will include public pedestrian corridor linkages</p>

Responses to Coastal Commission Comment Letter

	<p>on both sides of the building. These corridors will be specifically identified in the public access program that is prepared by the project applicant.</p> <p>The EIR analyzed the Proposed Project and determined that it was not inconsistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access or public views is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access and public views. As the EIR did not identify an inconsistency with the California Coastal Act, the inclusion of additional public access or public view enhancements is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. Since the comment does not raise an environmental issue concerning the adequacy or completeness of the EIR, no further response is required.</p>
3	<p>This comment indicates that the proposed 175-room hotel's terrace, fire pit, seating area, and fireplaces should be made available to not only hotel guests but also members of the public. Due to public safety, security concerns and potential liability, fire pit/fireplace and pool amenities will be located within the guest-only portion of the site. Continuous public access will be provided along the extended shoreline promenade and the public will be provided with access to all amenities of the hotel, except those limited to hotel guests only due to safety, security or liability concerns. As the EIR did not identify any significant land use impacts regarding the consistency with the California Coastal Act, the inclusion of additional public access amenities is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. Since the comment does not raise an environmental issue concerning the adequacy or completeness of the EIR, no further response is required.</p>
4	<p>This comment indicates that the public promenade would be mostly located along the water, with the exception of where the promenade bends around the existing marina pool. The comment further indicates that any redevelopment of the marina should consider how the public promenade can be accommodated on the shoreline-side of the structures. No marina development is proposed at this time and the Proposed Project will preserve the existing alignment of the public promenade at the location of the existing marina pool. Improvements to and extensions of the waterside promenade will be implemented as a site is developed or redeveloped. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
5	<p>This comment states that future hotel development on East Harbor Island will increase vehicle traffic and trigger the need for the provision of new transit linkages along the waterfront. The comment also requests that the Port address how the existing shuttle and/or future shuttle service will be expanded to serve the future East Harbor Island hotels.</p> <p>The PMPA includes the following text related to shuttle service:</p> <p><i>"All hotel developments on Harbor Island shall provide or participate in shuttle service to and from the airport. All development shall provide information regarding other transit opportunities."</i></p>

Responses to Coastal Commission Comment Letter

	<p>The EIR analyzed the Proposed Project and determined that it was consistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access amenities is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access amenities. The inclusion of additional public access amenities is not required to reduce impacts to below a level of significant. However, the comment will be forwarded to the Board of Port Commissioners for its consideration as to whether additional project features should be adopted as part of the Proposed Project. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
6	<p>This comment indicates that it appears that the proposed 175-room hotel would be a high-end luxury hotel. This comment also contains a general statement that indicates that when no lower cost units are included in a project or plan amendment that involves the construction of new overnight accommodations, the Coastal Commission has typically required on-site or off-site lower-cost accommodations mitigation in the form of construction of lower-cost overnight accommodations or payment of an in-lieu mitigation fee. The comment concludes that until the Port District develops a district-wide program to provide and promote lower-cost visitor-serving overnight accommodations, PMPAs need to include language that addresses the provision of or funding for lower-cost overnight accommodations on a case-by-case basis.</p> <p>The Sunroad Harbor Island Hotel project has been revised to respond to this comment. In 2006, the Applicant proposed a hotel project of 600 rooms, structured parking, and off-site improvements, large onsite meeting space and all of the amenities typically associated with a large full service hotel. The costs associated with this proposal resulted in an inflation adjusted Average Daily Rate (ADR) of \$220. This 2006 project was abandoned, in part as a response to Coastal Commission staff concerns.</p> <p>The Proposed Project includes a 175 room limited service hotel with surface parking, limited meeting space, no on-site restaurants and very limited amenities. The per 'key' costs savings to construct a smaller limited service hotel means that the current projected inflation adjusted ADR is \$165. With an inflation-adjusted ADR of \$ 165, this project is below the comparable market average ADR of \$ 176 and substantially below the average ADR of hotels in the vicinity (including downtown San Diego).</p> <p>Previous Coastal Commission staff reports have defined "lower-cost overnight facilities as any facility with room rates that are below 75% of the Statewide average room rate, and higher-cost facilities as any facility with room rates that are 125% above the Statewide average room rate. The Statewide average daily room rate in California in 2012 for the month of August was \$130.69, and 75% of \$130.69 is \$98.01 according to Smith Travel Research done for visitcalifornia.com" (Agenda Item Th13b ("Grover Beach Lodge") from April 2013 Coastal Commission meeting). Thus, based on previously accepted Coastal Commission methodology for defining overnight accommodation affordability, the proposed 175-room hotel is anticipated to have an ADR that is considered to be a "moderate cost." As no other hotels are proposed at this time, the costs of the up to two other hotels on East Harbor Island are unknown.</p>

Responses to Coastal Commission Comment Letter

	<p>Consistent with the 2013 CDP issued for the Shelter Pointe Hotel (Kona Kai Resort) Expansion Project, the future CDP for the proposed 175-room hotel, if inclusive of high-end rooms, will include a special condition to develop or designate its fair-share of on-site or off-site lower cost visitor accommodations or pay an in-lieu fee based on a study conducted by the District. As noted above, at this time there are no other hotels proposed on East Harbor Island; however, at the time that the other hotel(s) is proposed, it will be designed and/or required to address the Coastal Commission's concern regarding lower cost visitor accommodations.</p> <p>The EIR analyzed the Proposed Project and determined that it was consistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access amenities is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access amenities. The inclusion of additional public access amenities is not required to reduce a significant impact to below a level of significant. However, this comment will be forwarded to the Board of Port Commissioners for its consideration as to whether additional project features should be adopted as part of the Proposed Project.</p> <p>As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
7	<p>This comment indicates that Coastal Commission staff is currently reviewing the geologic and sea level rise analyses included in the Draft EIR and that additional comments or questions about these analyses may be forthcoming. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
8	<p>This is an introductory statement to the comment letter dated February 25, 2009. The comment also indicates that Coastal Commission staff expected to present additional comments on the Draft EIR when it was circulated for public review. Although outside of the Draft EIR public review periods, additional comments were submitted by Coastal Commission staff. The comments are provided within this comment letter. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>
9	<p>This comment summarizes Coastal Commission staff's understanding of the project analyzed in the Draft EIR and Revisions to Draft EIR. At the time of the Notice of Preparation, the Sunroad Harbor Island Hotel was proposed to be 210 rooms, but was changed to be a proposed 175-room hotel. The Draft EIR included an analysis of a 175-room hotel. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Further, no timeshares or condo hotels are included in the proposed project.</p>
10	<p>The comment states that the Coastal Act emphasizes the need to protect and provide for public access to and along the coast, and the importance of development providing public access and recreational benefits that are consistent with the Coastal Act and certified Port Master Plan. See response to comment #2 above. As this comment does not address the accuracy or adequacy of the EIR, no further response is warranted.</p>

Responses to Coastal Commission Comment Letter

11	<p>This comment states that the commenter provided comments on an earlier design of the project in 2006 and that the same concerns regarding public access, recreational amenities and public trust uses on the site continue to apply. The project which was proposed in 2006 was substantially different than the Proposed Project and was abandoned in 2007.</p> <p>The comment also describes various amenities and other general recommendations for enhancing public access along the shoreline. The EIR analyzed the Proposed Project and determined that it was consistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access amenities is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access and public views. As the EIR did not identify an inconsistency with the California Coastal Act, the inclusion of additional public access or public view enhancements is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. Since the comment does not raise an environmental issue concerning the adequacy or completeness of the EIR, no further response is required. See also response to comment #2 above.</p>
12	<p>This comment states that the project will increase the demand for parking and result in additional traffic on the roads in the Harbor Drive vicinity. The comment also recommends that the EIR should evaluate traffic demand reduction strategies and public transit opportunities that will help offset the project's impacts to public access. The comment also requests that the EIR address how the downtown shuttle could be expanded to include the Sunroad Harbor Island Hotel project.</p> <p>The Draft EIR and Revisions to Draft EIR include analyses regarding "transportation, traffic and parking" and "public services and utilities" (including energy). The nearest public transit opportunities to the site are located north of the project site, on North Harbor Drive. The project will not result in a significant adverse impact to these public transit opportunities. The Draft EIR and the Revisions to Draft EIR do not identify any significant adverse impacts to public access. In addition, as described in response to comment #5 above, the PMPA includes the following text related to shuttle service:</p> <p><i>"All hotel developments on Harbor Island shall provide or participate in shuttle service to and from the airport. All development shall provide information regarding other transit opportunities."</i></p> <p>The EIR analyzed the Proposed Project and determined that it was not inconsistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access amenities is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access amenities. The inclusion of additional public access amenities is not required to reduce a significant impact to below a level of significant. However, this comment will be forwarded to the Board of Port Commissioners for its consideration as to whether additional project features should be adopted as part of the Proposed Project.</p> <p>As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.</p>

Responses to Coastal Commission Comment Letter

13	<p>This comment indicates that it appears that the proposed 175-room hotel would be a high-end luxury hotel. The comment also indicates that the Coastal Commission has the expectation that sites developed with overnight accommodations should serve people with a range of incomes, and if not, provide off-site mitigation. The comment concludes that the EIR should examine how the project might provide lower cost visitor amenities such as a hostel or camping facility, or contribute to the Port's hostel program that was evaluated through the Lane Field approval. Please see response to comment #6 above.</p> <p>The EIR analyzed the Proposed Project and determined that it was not inconsistent with applicable land use plans, including the California Coastal Act. The comment does not indicate that the EIR's analysis of potential impacts on public access amenities is inadequate or incomplete, but instead recommends additional improvements which would further enhance public access amenities. The inclusion of additional public access amenities is not required to reduce a significant impact to below a level of significant. However, this comment will be forwarded to the Board of Port Commissioners for its consideration as to whether additional project features should be adopted as part of the Proposed Project.</p>
14	<p>This comment suggests some potential issue areas that should be evaluated in the EIR. Analysis of these issue areas was included in the EIR. Specifically, aesthetic/visual impacts are evaluated in Sections 4.1 and 9.2.1 of the EIR; geology/seismic stability are evaluated in Sections 4.9 and 9.2.9 of the EIR; and water quality is evaluated in Sections 4.5 and 9.2.5 of the EIR. Since the comment does not identify any way in which the EIR's analysis of these issues is inadequate or incomplete, no further response is warranted.</p>
15	<p>This comment describes a hotel development project that was proposed in 2006. The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007. Subsequently, the project, and its environmental review and draft PMPA were abandoned. Thus, the previous PMPA language was specific to a different and larger scale redevelopment project. As this comment does not address the Proposed Project or the adequacy of the EIR, no further response is warranted.</p>
16	<p>The comment states that the Coastal Act emphasizes the need to protect and provide for public access to and along the coast, and the importance of development providing public access and recreational benefits that are consistent with the Coastal Act and certified Port Master Plan. As this comment does not address the adequacy or completeness of the EIR, no further response is warranted.</p>
17	<p>This comment identifies concerns regarding a hotel development project that was proposed in 2006. The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007.</p> <p>Please see responses to comments #2 and #4 regarding the Proposed Project's public access, public views, and connectivity. As this comment does not address the Proposed Project or the adequacy or completeness of the EIR, no further response is warranted.</p>
18	<p>This comment indicates that public access and recreational amenities must be an integral part of the 2006 project, including a continuous promenade, and activating uses such as</p>

Responses to Coastal Commission Comment Letter

	<p>restaurants, newspaper stands, or gift shops. . The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007. .</p> <p>Please see response to comment #2 regarding the Proposed Project's public access and recreational amenities. In addition, as indicated in the draft PMPA, the <i>"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 frontage as the subarea is developed or redeveloped."</i></p> <p>As this comment does not address the Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.</p>
19	<p>This comment refers to a parking structure and the alleged lack of public amenities associated with the previously proposed 2006 project and its associated PMPA. The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007.</p> <p>The Proposed Project does not include a parking structure. Please see response to comment #2 regarding the currently proposed project's public amenities. In addition, as indicated in the draft PMPA, 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.</p> <p>As this comment does not address the Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.</p>
20	<p>This comment refers to the location of hotel gardens, courtyards and plazas associated with the previously proposed 2006 project. The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007. As this comment does not identify concerns associated with the Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.</p>
21	<p>This comment refers to vehicular access to existing restaurants, parking and public transit issues associated with the previously proposed 2006 project. The 2006 proposal was substantially different than the Proposed Project and was withdrawn in 2007. The Proposed Project does not interfere with vehicular access to the existing restaurants and the EIR includes a thorough analysis of the potential impacts of the Proposed Project on parking. As this comment does not identify any concerns associated with the Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.</p>
22	<p>This comment indicates that new uses extending over the water could result in environmental impacts and would likely not be supported by Coastal Commission staff.</p> <p>This comment indicates Coastal Commission staff's position on a component of the previously proposed 2006 project and its associated PMPA. The 2006 project was withdrawn in 2007. The Proposed Project does not propose any new use extending over the water. As this comment does not address Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.</p>

Responses to Coastal Commission Comment Letter

23	This comment summarizes the Coastal Commission's position on timeshares on public property. No timeshares or any multiple ownership arrangements are included in the Proposed Project. As this comment does not address Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.
24	This comment provides a summary of the characteristics which the commenter believes will open up access to the shoreline to large numbers of people and will provide facilities for them to enjoy the shoreline once they are there. This summary does not refer to any specific aspect of the Proposed Project or to the public access and amenities which are incorporated into the Proposed Project. As this comment does not identify any concerns associated with the Proposed Project or the accuracy or adequacy of the EIR, no further response is warranted.
25	This is a general statement summarizing the previous version of the draft PMPA, the approval of which was rescinded by the Board of Port Commissioners in compliance with the writ of mandate issued by the San Diego Superior Court. The PMPA as described in the October 22, 2009 comment letter from Coastal Commission staff has been revised in connection with the Proposed Project. A copy of the proposed PMPA is provided in Appendix B of the Revisions to Draft EIR. As this comment does not address the accuracy or adequacy of the EIR, no further response is warranted.
26	<p>This comment indicates that commenter's support for the promenade around the peninsula which is part of the Proposed Project, an excerpt from an earlier draft of the PMPA concerning a multi-modal transportation system which is not contained in the proposed PMPA, and Coastal Commission staff's recommendation that the Proposed Project include a shuttle service serving Harbor Island. The Proposed Project includes various features and amenities for public access. The EIR analyzed the potential impacts of the Proposed Project and determined the Proposed Project was not inconsistent with applicable land use plans, including the California Coastal Act.</p> <p>As the EIR did not identify an inconsistency with the California Coastal Act, the inclusion of additional public access features and amenities is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. As this comment does not address the accuracy or adequacy of the EIR, no further response is warranted.</p>
27	<p>This comment provides some of the text that was included in earlier drafts of the PMPA. The earlier drafts of the PMPA were associated with a project that proposed in 2006 and was withdrawn in 2007. Thus, the previous PMPA language was specific to a different and larger scale redevelopment project.</p> <p>The Proposed Project includes various features and amenities for public access. The EIR analyzed the potential impacts of the Proposed Project and determined the Proposed Project was not inconsistent with applicable land use plans, including the California Coastal Act. As the EIR did not identify an inconsistency with the California Coastal Act, the inclusion of additional public access features and amenities is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. Please also see response to comment #2. As this comment does not address the accuracy or adequacy of the EIR, no further response is warranted.</p>

Responses to Coastal Commission Comment Letter

28	This comment indicates that the PMPA should include policy language related to visual quality, public access, public recreation, view corridors, public access programs, etc. The proposed PMPA text does address these topics. The Proposed Project includes various features and amenities for public access. The EIR analyzed the potential impacts of the Proposed Project and determined the Proposed Project was not inconsistent with applicable land use plans, including the California Coastal Act. As the EIR did not identify an inconsistency with the California Coastal Act, the inclusion of additional public access features and amenities is not necessary to avoid or substantially reduce a potential significant impact of the Proposed Project. Please also see response to comment #2. As this comment does not address the accuracy or adequacy of the EIR, no further response is warranted.
29	This comment indicates that Coastal Commission staff is committed to implementing the Coastal Act policies that support the provision of lower-cost overnight accommodations. Please see response to comment # 6 above.
30	This comment asks for clarification on text that was part of a previous draft of the PMPA. The referenced PMPA text has been deleted and is not contained in the proposed PMPA. As this comment does not otherwise address the accuracy or adequacy of the EIR, no further response is warranted.
31	This comment asks for clarification on which proposed PMPA changes are just adjustments to reflect what is actually on the ground versus changes as a result of the proposed new development. The changes in acreage reflect the proposed new development. The proposed revisions in the acreages of land uses are not ground-truthed because the PMPA's Precise Plan was not prepared with the Geographical Information Systems (GIS). As indicated in the existing certified Port Master Plan, the Precise Plans are "for illustrative purposes only..." The acreage changes included in the proposed PMPA are estimates of the proposed land use configuration.

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Second Errata to Revised Final Environmental Impact Report, Mitigation Monitoring and Reporting Program, and Findings of Fact

This second errata to the Sunroad Harbor Island Hotel Project & East Harbor Island Subarea Port Master Plan Amendment (PMPA) (herein referred to as "Project" or "Proposed Project") Revised Final Environmental Impact Report (EIR), Mitigation Monitoring and Reporting Program (MMRP), and Findings of Fact (Findings) reflects the additional clarifying and/or amplifying information proposed by Port District staff to the staff's original recommendation to certify the Revised Final EIR and adopt the MMRP, Findings, and Statement of Overriding Considerations (SOC) at the Board of Port Commissioners' (Board) hearing held on Tuesday, March 4, 2014. The Board approved District staff's recommendation with District staff's additional revisions, as well as revisions requested by the Board, certifying the Revised Final EIR and adopting the MMRP, Findings, and SOC. The revisions to staff's original recommendation, which were presented orally (and on a slide during the presentation) by staff, and the additional revisions made by the Board, at the March 4th hearing, are provided below.

Any additions to the Revised Final EIR are indicated as double underlined text. These modifications do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. The modifications are provided by chapter and indicated with the page number from the Revised Final EIR and/or Findings of Fact that they would replace.

Revised Final EIR Chapter/Section Changes

Changes to Chapter 2.0, "Executive Summary"

Page 2-26

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
Parking (Section 9.2.6)		
PARK-1: An inadequate parking supply may result if future hotel development occurs on the western marina parking lot.	MM PARK-1: Inadequate Parking. a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the design of the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel <u>and shall include a Parking Management Plan which shall include, but not be limited to,</u>	Less than significant

parking reduction strategies including subsidized employee mass transit program, provision of bicycle parking racks, provision of off-site employee parking, and alternative transportation modes such as participation in an airport shuttle and/or the Port District's bayside shuttle system; and

b. Prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

Changes to Chapter 6.0, "Mitigation Monitoring and Reporting Program"

Pages 6-25 and 6-26

PARKING

MM PARK-1:

a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the design of the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel and shall include a Parking Management Plan which shall include, but not be limited to, parking reduction strategies including subsidized employee mass transit program, provision of bicycle parking racks, provision of off-site employee parking, and alternative transportation modes such as participation in an airport shuttle and/or the Port District's bayside shuttle system.

Future Project Applicant for Additional Hotel(s) Prior to approval of Coastal Development Permit

The Project Applicant shall submit a Site Plan showing demonstrating adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

b. Prior to demolition or removal of any parking

Future Project Applicant for demolition or

The Project Applicant shall submit to the Port

spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

Additional
Hotel(s)

removal of
parking space
in the existing
west marina
parking lot

District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

Changes to Appendix B – Port Master Plan Amendment

Page 3

Development of ~~unleased~~ parcels on Harbor Island is expected to be completed with the construction of the hotels on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

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

All hotel developments on Harbor Island shall provide or participate in shuttle service to and

from the airport. All development shall provide information regarding other transit opportunities. All hotel developments or redevelopments on Harbor Island shall participate on a fair share basis in the cost of the District's implementation of its transportation system. The fair share will be determined by the District according to the nature, size and scope of the proposed development or redevelopment and the District's transportation system in operation at the time an application for a coastal development permit is submitted.

A parking management plan will be prepared for each hotel development on Harbor Island as the hotels are developed or redeveloped.

As a special condition of the coastal development permit for any hotel development or redevelopment that adds hotel rooms to Harbor Island, the hotel developer or redeveloper will develop or designate its fair-share of on-site or off-site lower cost visitor accommodations or pay an in-lieu fee based on a study conducted by the District.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996

Changes to "Findings of Fact and Statement of Overriding Considerations"

Page 17

4.8 Parking

Potentially Significant Impact: The EIR identifies potentially significant impacts to Parking (Inadequate Parking) associated with the PMP Amendment in that an inadequate parking supply may result if future hotel development occurs on the western marina parking lot. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.6 (Transportation, Traffic and Parking) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Parking (Inadequate Parking) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Parking (Inadequate Parking) will be mitigated to a level less than significant by requiring: (a) prior to the approval of a Coastal Development Permit, the design of any future hotel development on the west marina parking lot shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the Sunroad Hotel Project and shall include a Parking Management Plan which shall include, but not be limited to, parking reduction strategies including subsidized employee mass transit program, provision of bicycle parking racks, provision of off-site employee parking, and alternative transportation modes such as participation in an airport shuttle and/or the Port District's bayside shuttle system; and (b) prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the Sunroad Hotel Project, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the Sunroad Hotel Project during construction of the new hotel and replacement parking spaces. These measures are described in Mitigation Measure PARK-1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.6.4 (Transportation, Traffic and Parking Mitigation Measures) of the EIR. Implementation of these mitigation measures will reduce the potential impact to Parking (Inadequate Parking) to a level less than significant.

**Sunroad Harbor Island Hotel Project and
East Harbor Island Subarea
Port Master Plan Amendment
Revised Final Environmental Impact Report
UPD No. 83356-EIR-783
SCH No. 2006021027**

Volume 1 of 6

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Volume 5: Recirculated Portions of the Draft EIR

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Prologue

This Revised Final Environmental Impact Report (Revised Final EIR) analyzes the potential environmental impacts that could result from implementation of the proposed Sunroad Harbor Island Hotel Project (“175-room Hotel Project”) and the East Harbor Island Subarea Port Master Plan (PMP) Amendment (“PMP Amendment”). Together, the 175-room Hotel Project and the PMP Amendment constitute the “Proposed Project.” **This Revised Final EIR supersedes the Final EIR that was certified by the Board of Port Commissioners on June 14, 2011 and subsequently was rescinded on August 14, 2012** in compliance with a writ of mandate issued by the San Diego Superior Court in a lawsuit entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, San Diego Superior Court Case No. 37-2011000094537-CU-TT-CTL (“Lawsuit”).

The Lawsuit challenged the adequacy of the EIR for the Proposed Project. Although it found the EIR was adequate with respect to the 175-room Hotel Project, the Superior Court held that the EIR was not adequate with respect to the PMP Amendment. In compliance with the writ of mandate, therefore, the Port District undertook additional environmental review of the potential impacts of the PMP Amendment. This additional environmental review of the PMP Amendment is contained primarily in a new Chapter 9.0 of the EIR, which was circulated for public review and comment as required by CEQA in a document entitled “Revisions to Draft EIR.” The Revisions to Draft EIR is included in this Revised Final EIR as Volume 6.

Revisions Made to the Previous Final EIR

Volume 1 of the original Final EIR has been revised in this Volume 1 of the Revised Final EIR to reflect the additional environmental review of the PMP Amendment required by the writ of mandate. For ease of reading, the following is a summary of the main revisions made to Volume 1 of the original Final EIR:

Chapter 1: Introduction

This chapter includes minor modifications to the original Final EIR (Volume 1). The minor modifications clarify references to “Proposed Project” and “175-room Hotel Project,” and indicate that there are no proposals to develop any of the remaining 325 rooms allowed under the proposed PMP Amendment.

Chapter 2: Executive Summary

This chapter includes modifications to the original Final EIR (Volume 1). The modifications primarily clarify references to “Proposed Project” and “175-room Hotel Project,” remove the figures and add references to the figures within the Draft EIR, revise the PMP Amendment text to the version that is in Appendix B of the Revisions to Draft EIR, which supersedes all previous versions; and add Table 2-4 to summarize the significant impacts and mitigation measures associated with the PMP Amendment.

Chapter 3: Errata and Revisions

This chapter has been revised to also include the errata and revisions associated with the Revisions to Draft EIR.

Chapter 4: Public Review Distribution List

Minor modifications to this chapter were made to add references to the Revisions to Draft EIR and to correct the order of the agencies and organizations which received copies of the EIR and the agencies and organizations that received a postcard notice of availability.

Chapter 5: Responses to Comments

This chapter was revised to add reference to the Revisions to Draft EIR. In addition, the comment letters received on the Revisions to Draft EIR (Comment Letters J, K and L), and the District's responses to those comment letters, have been added to this chapter.

Chapter 6: Mitigation Monitoring and Reporting Program

This chapter was revised to add "sea level rise" to one of the subject categories that is covered in the Mitigation Monitoring and Reporting Program (MMRP). A cumulative sea level rise impact was identified for the PMP Amendment. In addition, this chapter has also been revised to include the mitigation measures, responsible party, timing, and monitoring and reporting procedures for each mitigation measure associated with the PMP Amendment.

Chapter 1

Introduction

This document is a Revised Final Environmental Impact Report ("Revised Final EIR"), which provides a review and analysis of the potential environmental impacts that could result from implementation of the proposed Sunroad Harbor Island Hotel Project ("Proposed 175-room Hotel Project") and the East Harbor Island Subarea Port Master Plan (PMP) Amendment ("PMP Amendment"). Together, the Proposed 175-room Hotel Project and the proposed PMP Amendment constitute the "Proposed Project."

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15002(f), an EIR "is the public document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify the alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage." The EIR itself does not control the way in which a project can be developed or constructed; rather, the governmental agency must respond to the information contained in the EIR by one of more of the seven methods outlined in Section 15002(h) which include:

- Changing a proposed project;
- Imposing conditions on the approval of the project;
- Adopting plans or ordinances to control a broader class of projects to avoid the adverse changes;
- Choosing an alternative way to meet the same need;
- Disapproving the project;
- Finding that changing or altering the project is not feasible;
- Finding that the unavoidable significant environmental damage is acceptable as provided in Section 15093.

The Revised Final EIR is an informational document only. The Revised Final EIR will be used by the Board of Port Commissioners, San Diego Unified Port District (SDUPD) staff, and decision-makers of other affected agencies or responsible agencies as an informational document for the Proposed Project. The Revised Final EIR is anticipated to cover the following discretionary actions:

- SDUPD approval of proposed PMP Amendment and the Proposed 175-room Hotel Project.
- California Coastal Commission certification of PMP Amendment.
- SDUPD issuance of a coastal development permit for the Proposed 175-room Hotel Project.

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

Other agencies may use the information contained in this EIR when considering issuance or authorization of the requisite permits for construction of the Proposed 175-room Hotel Project.

Although there is no proposal to develop any of the remaining 325 hotel rooms allowed under the proposed PMP Amendment, the Port District and other agencies may consider the information contained in this EIR if and when future hotel development(s) associated with the PMP Amendment is proposed.

The Revised Final EIR, in compliance with Section 15132 of the State CEQA guidelines, includes the following six volumes, all of which are included on the enclosed CD:

Volume 1: Revised Final EIR

Chapter 1 – Introduction

This chapter provides background on, and the procedural compliance of, the Proposed Project and the Revised Final EIR.

Chapter 2 – Executive Summary

This summary includes a brief description of the Proposed Project, including the Proposed 175-room Hotel Project and the proposed PMP Amendment; a brief summary of significant impacts and mitigation measures; a brief summary of project alternatives; and issues to be resolved by Board of Port Commissioners.

Chapter 3 – Errata and Revisions

This chapter includes the errata and revisions to the Draft EIR, the Recirculated Portions of the Draft EIR, and the Revisions to Draft EIR, which were developed in response to comments received during the public review periods for the Draft EIR, the Recirculated Portion of the Draft EIR, and the Revisions to Draft EIR.

Chapter 4 – Public Review Distribution List

This chapter presents a list of agencies, individuals, and organizations that were provided a copy of the Draft EIR, the Recirculated Portions of the Draft EIR, and the Revisions to Draft EIR, or notice of the document's availability.

Chapter 5 – Responses to Comments

This chapter includes a list of those that provided comments on the Draft EIR, the Recirculated Portions of the Draft EIR, and the Revisions to Draft EIR during the public review periods. This chapter also includes the comments received on environmental issues raised during the public review process for the

Draft EIR, the Recirculated Portions of the Draft EIR, and the Revisions to Draft EIR, as well as the SDUPD's responses to these comments. Each comment is assigned a comment number, which corresponds to a response number and response that appear on the same page.

Chapter 6 – Mitigation Monitoring and Reporting Program

This chapter of the Revised Final EIR provides the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project. The MMRP is presented in table format and identifies mitigation measures for the Proposed Project, the party responsible for implementing the mitigation measures, the timing of implementing the mitigation measures, and the monitoring and reporting procedures for each mitigation measure.

Volume 2: Draft EIR

The Draft EIR that was previously circulated for public review is an integral part of the Revised Final EIR. The Draft EIR was not reprinted due to its size; however, a CD copy of the Draft EIR, including its two volumes of appendices, is enclosed within this Revised Final EIR. A paper copy of the Draft EIR, including its two volumes of appendices, is available at the SDUPD's Clerk office located at 3165 Pacific Highway, San Diego, during regular business hours, which are Monday through Friday, 8 a.m. to 5 p.m.

Volume 3: Draft EIR Technical Appendices A-D

The appendices to the Draft EIR that were previously circulated for public review are integral parts of the Revised Final EIR. Volume 3 of the Revised Final EIR consists of Appendices A through D of the Draft EIR.

Volume 4: Draft EIR Technical Appendices E-I

The appendices to the Recirculated Portion of the Draft EIR that were previously circulated for public review are an integral part of the Revised Final EIR. Volume 4 of the Revised Final EIR consists of Appendices E through I of the Draft EIR.

Volume 5: Recirculated Portions of the Draft EIR

The Recirculated Portions of the Draft EIR that was previously circulated for public review are an integral part of the Revised Final EIR. The Recirculated Portions of the Draft EIR was not reprinted due to its size; however, it is available at the SDUPD's Clerk office located at 3165 Pacific Highway, San Diego, and during regular business hours, which are Monday through Friday, 8 a.m. to 5 p.m. The Recirculated Portions of the Draft EIR and its technical appendices were included in one volume. The Draft EIR sections, including Appendices B and E, that were revised and recirculated as part of the Recirculated Portions of the Draft EIR are superseded by the versions in the Recirculated Portions of the Draft EIR.

Volume 6: Revisions to Draft EIR

The Revisions to Draft EIR that was previously circulated for public review are an integral part of the Revised Final EIR. The Revisions to Draft EIR was not reprinted due to its size; however, it is available at the SDUPD's Clerk office located at 3165 Pacific Highway, San Diego, and during regular business hours, which are Monday through Friday, 8 a.m. to 5 p.m. The Revisions to Draft EIR and its technical appendices were included in one volume. Components of the Draft EIR and Recirculated Portions of the Draft EIR, including Chapters 1 and 2, and Appendix B, are superseded by the versions in the Revisions to Draft EIR.

Chapter 2

Executive Summary

Project Description

The Proposed Project is comprised of the proposed Sunroad Harbor Island Hotel Project ("Proposed 175-room Hotel Project") and the East Harbor Island Subarea Port Master Plan (PMP) Amendment ("PMP Amendment").

Proposed 175-room Hotel Project

The Proposed 175-room Hotel 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 is also included in the proposed redevelopment. The proposed components of the 175-room hotel Project are shown in Figures 2-1 and 2-2 of the Draft EIR.

The proposed 175-room hotel Project includes the following physical changes to East Harbor Island:

- 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 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 floor area of the proposed 175-room 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 (see Figures 2-3 and 2-4 of the Draft EIR). 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 175-room hotel 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 proposed 175-room hotel 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.

Open Areas, Promenade, and Landscaping

The 175-room hotel project proposes enhanced public access within East Harbor Island. The proposed 175-room hotel 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.

As part of the 175-room hotel project, 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 as part of the 175-room hotel project 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.

Parking

The proposed 175-room hotel project would include a total of 457 parking spaces for shared use with the hotel and marina guests. 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 proposed 175-room hotel, and a 101-space lot would be located west of the proposed 175-room 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 175-room hotel. 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 175-room hotel project site is not a part of the proposed 175-room hotel. The existing parking available on the proposed 175-room hotel 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 175-room hotel.

Roadway and Infrastructure Realignment

Roadway Realignment

The section of Harbor Island Drive located immediately south of the proposed 175-room 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 175-room hotel would increase demands on existing infrastructure systems including water supply and wastewater treatment. Water and sewer pipelines currently extend through the site of the proposed 175-room hotel. The Project Utility Plan (see Figures 2-5 and 2-6 of the Draft EIR) for the 175-room hotel proposes that certain existing facilities be removed and new facilities would be placed underneath Harbor Island Drive. Water and sewer pipelines serving the proposed 175-room 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 proposed 175-room hotel 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 proposed 175-room hotel site. From this connection point the redundant loop would extend within Harbor Island Drive to the proposed 175-room hotel 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 proposed 175-room hotel site. A stormwater drainage system would be connected with these existing facilities to collect stormwater runoff from the proposed 175-room hotel 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.

Construction Activities

Demolition

Demolition associated with the proposed 175-room hotel 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 vicinity of the proposed 175-room hotel 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 175-room hotel 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 proposed 175-room hotel 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 175-room hotel would not utilize pile driving.

Design Features

Energy conservation and sustainability features would be incorporated into the design and construction of the proposed 175-room hotel. 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 proposed 175-room hotel project.

Port Master Plan Amendment

The Project proposes an amendment to the PMP to address the proposed 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-room hotel currently allowed in the PMP to be located in up to three hotels in up to two locations of the East Harbor Island Subarea, with a combined maximum of not more than 500 rooms. The proposed 175-room hotel 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 EIR as Appendix B.

The hotel referenced in the existing certified PMP was proposed for the westernmost parcel of East Harbor Island (the parcel located west of the proposed 175-room hotel site). This parcel was previously used by San Diego International Airport (SDIA) for employee parking and is currently temporarily used to park overflow rental cars. Although the Proposed Project generally includes those uses outlined in this description, the PMP would need to be amended to allow those uses, including the proposed 175-room hotel project, on all of East Harbor Island. The portion of the 175-room hotel project site that the hotel would be constructed on, as well as other areas within East Harbor Island where other hotels could occur, 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 and are part of the proposed 175-room hotel project.

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

The east end of Harbor Island, subarea 23, ~~has been~~ is the last subarea to complete phased development and is designated for Commercial Recreation uses. The last project, a Future development in this subarea includes up to three hotels with a combined total of no more than high quality hotel of approximately 500 rooms. The hotels would be located on the marina parcel or west of the marina parcel (former airport employee parking lot); no hotels would be sited on the restaurant parcel on the easternmost end of the island. These hotels is will be sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights will be establish consistently with adopted aircraft approach paths and Federal Aviation Administration (FAA) regulations. The hotel-Hotels complex may includes typical supporting facilities and ancillary uses such as swimming pools, spas, commercial retail shops, restaurants, cocktail lounges, meeting and conference space, and 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 frontage 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. When the promenade is located within a private leasehold or on a Port development site, improvements and the promenade will be sited to allow uninterrupted pedestrian flow. Benches and viewing decks adjacent to the promenade will be sited to provide multiple viewing opportunities in a manner that does not obstruct pedestrian flow. Public access and other path-finding signage, as well as signage identifying that the promenade is open to the public, 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.

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 type and extent of development or redevelopment, activating uses such as restaurants, outdoor seating and dining areas, and retail shops open to the public will 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" inter-section. 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 no more than three hotels with a cumulative total of 500 rooms on two sites and include the traffic circle/road realignment;
- updating the land use acreage tables within the PMP to reflect increased promenade acreage, decreased street acreage, reduced open space acreage, and increased commercial recreation acreage; and
- adding language to the introductory Planning District 2 text that indicates that as each hotel development on Harbor Island is developed or redeveloped it will: (1) prepare and implement a public access plan; (2) provide or participate in shuttle service to and from the airport; and (3) prepare a parking management program.

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

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

Land Use	Acres	
	Existing	Revised
Commercial	90.6	<u>91.3</u>
Airport-related Commercial	38.0	
Commercial Recreation	52.6	<u>53.3</u>
Industrial	631.8	
Aviation-related Industrial	130.6	
Industrial Business Park	33.1	
International Airport	468.1	
Public Recreation	26.2	<u>25.6</u>
Open Space	7.5	<u>6.1</u>
Park	16.4	
Promenade	2.3	<u>3.1</u>
Public Facilities	66.8	<u>66.7</u>
Harbor Services	1.3	
Streets	65.5	<u>65.4</u>
Total		815.4
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 2013		

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. 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 existing Class I promenade, identified in the PMP, includes pedestrian access south (along the bay) of Harbor Island Drive; this promenade would not be altered as a part of the Proposed Project. The promenade proposed along the northern portion of the proposed 175-room hotel project site, as well as along the basin side of future hotels that could occur under the proposed PMP Amendment, 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 proposed 175-room hotel project site and requiring that a public promenade be included on the basin side of future hotels. The public promenade associated would further enhance physical and visual access to the San Diego Bay.

Project Alternatives for the 175-room Hotel

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 175-room Hotel Project with respect to traffic.

No Project Alternative

The No Project Alternative is a CEQA-required alternative that assumes no project development would occur and none of the 175-room Hotel Project's other components would be implemented. Under the No Project Alternative, the Port District would maintain existing conditions within the proposed 175-room hotel 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 continue to allow one 500-room hotel on the westernmost portion of East Harbor Island; the PMP would not be amended to allow for the development of three hotels in up to two locations of the East Harbor Island Subarea, with a combined maximum of not more than 500 rooms and to incorporate the other changes to the PMP.

Reduced Project Alternative

The Reduced Project Alternative entails construction and operation of a smaller hotel than that proposed for the 175-room hotel. This alternative was selected for analysis because a reduction in the scale of the proposed 175-room hotel would substantially lessen the significant cumulative traffic impacts identified for the proposed 175-room hotel. 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 hotel would have fewer hotel rooms than that of the proposed 175-room hotel project. The Reduced Project Alternative would entail a reduction in the number of rooms in the proposed hotel from a total of 175 rooms to 69 rooms and 123 rooms, but would retain the same amount of meeting space associated with the 175-room hotel. The reduction in rooms would be accomplished by reducing the height of the hotel building from four stories to two stories (69 rooms) and three stories (123 rooms), respectively. Although a smaller hotel would result in fewer patron and employee vehicles than the proposed 175-room hotel, the parking areas under this alternative would be similar in size to the parking lots proposed under the proposed 175-room hotel project. The promenade improvements and roadway, traffic circle, and utility realignments would be the same as proposed for the 175-room hotel project.

Table 2-2 presents the impacts associated with the proposed 175-room hotel project compared with the alternatives.

Table 2-2. Impact and Level of Significance Comparison of Proposed 175-room Hotel Project and Alternatives

Issue Area/Impact	Proposed Project	No Project Alternative	Reduced Project Alternative
Land/Water Use and Coastal Access	NS	NI	NS
Biological Resources	SM	NI	SM
Aesthetics	NS	NI	NS
Hazards and Hazardous 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	SM	NI	SM
Public Services/Utilities	SU	NI	SU
Recreation	NS	NI	NS
Cumulative			
--Traffic (intersections & street segments)	SU	NI	SU
--Public Services (Fire service)			
--Public Services (Solid Waste)	SU	NI	SU
	SM	NI	SM

Issue Area/Impact	Proposed Project	No Project Alternative	Reduced Project Alternative
Notes:			
NS = Not Significant			
NI = No Impact			
SM = Significant and Mitigable			
SU = Significant and Unavoidable			

Impact Summary

The proposed 175-room hotel project would result in significant project impacts on Biological Resources; Hazards and Hazardous Materials; Geology and Soils; Noise; and Public Services and Utilities. The proposed 175-room hotel 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," of the Draft EIR, and are not discussed in further detail (CEQA Guidelines, Section 15128). Table 2-3 presents the significant impacts and proposed mitigation measures associated with the proposed 175-room hotel.

The proposed PMP Amendment would result in significant impacts on Biological Resources, Hazards and Hazardous Materials, Parking, Noise, Geology and Soils, and Public Services and Utilities. The proposed PMP Amendment would contribute to cumulative impacts related to Transportation and Traffic; Noise; and Public Services and Utilities. Table 2-4 presents the significant impacts and proposed mitigation measures associated with the PMP Amendment.

The text denoted in a ~~strikeout~~ and underline format in Tables 2-3 and 2-4 reflects the text changes shown in Chapter 3 (Errata and Revisions) of this Revised Final EIR.

Table 2-3. Matrix of Significant Impacts and Mitigation Measures for the Proposed 175-room Hotel

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
Project Level Impacts for 175-room Hotel Project		
Biological Resources (Section 4.2)		
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.	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: <ol style="list-style-type: none"> 1. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31). <p>OR</p> <ol style="list-style-type: none"> 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). <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>	Less than significant.

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	confirmed that no new nests have been established.	
Hazards and Hazardous Materials (Section 4.4)		
HZ-1: Construction crews could encounter undocumented areas of contamination and other construction-related hazards.	<p>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.</p> <p>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.</p>	Less than significant

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
Noise (Section 4.8)		
NOI-1: The proposed hotel would be constructed within an area that could result in interior noise levels exceeding the 45 dBA 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>MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</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"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <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"> ■ 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 	Less than significant
Geology and Soils (Section 4.9)		
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	<p>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 H1 of the EIR) including the following site design criteria:</p> <ol style="list-style-type: none"> I. Except for stone columns and HEAT Anchor methods, dewatering shall be 	Less than significant

Significant Impact	Proposed Mitigation			Level of Significance After Mitigation																																
adverse effects on proposed structures in a seismic event.	<p>undertaken for excavations below an elevation of 5 feet above mean sea level (MSL).</p> <p>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:</p> <p>Site Design Criteria</p> <table> <tr> <th>Parameter</th> <th>Ground Improvements</th> <th>Deep Foundations</th> <th>CBC Reference</th> </tr> <tr> <td>Seismic Zone Factor</td> <td>0.40</td> <td>0.40</td> <td>Table 16-I</td> </tr> <tr> <td>Soil Profile</td> <td>S_D</td> <td>S_F</td> <td>Table 16-J</td> </tr> <tr> <td>Seismic Coefficient, C_a</td> <td>0.57</td> <td>0.57</td> <td>Table 16-Q</td> </tr> <tr> <td>Seismic Coefficient, C_v</td> <td>1.02</td> <td>1.87</td> <td>Table 16-R</td> </tr> <tr> <td>Near-Source Factor, N_a</td> <td>1.3</td> <td>1.3</td> <td>Table 16-S</td> </tr> <tr> <td>Near-Source Factor, N_v</td> <td>1.6</td> <td>1.6</td> <td>Table 16-T</td> </tr> <tr> <td>Seismic Source</td> <td>B</td> <td>B</td> <td>Table 16-U</td> </tr> </table> <p>Notes:</p> <p>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.</p> <p>S_F is the soil profile type that contains dense granular soil or stiff cohesive soil.</p> <p>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</p>			Parameter	Ground Improvements	Deep Foundations	CBC Reference	Seismic Zone Factor	0.40	0.40	Table 16-I	Soil Profile	S _D	S _F	Table 16-J	Seismic Coefficient, C _a	0.57	0.57	Table 16-Q	Seismic Coefficient, C _v	1.02	1.87	Table 16-R	Near-Source Factor, N _a	1.3	1.3	Table 16-S	Near-Source Factor, N _v	1.6	1.6	Table 16-T	Seismic Source	B	B	Table 16-U	
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Near-Source Factor, N _v	1.6	1.6	Table 16-T																																	
Seismic Source	B	B	Table 16-U																																	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>using Table 16-Q of the CBC.</p> <p>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.</p> <p>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.</p> <p>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.</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
	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 recompact.	
	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.	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
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.		
Public Services and Utilities (Section 4.10)		
PUB-1: 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.	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 <u>at in the vicinity of Liberty Station</u> in the amount determined by the City of San Diego. <u>This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636.</u> 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 <u>at in the vicinity of Liberty Station</u> 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.	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 <u>at the in the vicinity of Liberty Station</u> (former Naval Training Center) as a Tier-2, low priority project. <u>This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project. The</u>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
		<u>fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. 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, Although implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant</u>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
		level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented when needed, and the impacts would remain is considered significant and unmitigated.

Cumulative Impacts for 175-room Hotel Project

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.	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 9.0% 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.	Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the Proposed Project to less-than-significant levels. However, the intersections and street segments to be improved are within the jurisdiction of the City of San Diego. The mitigation measures are,
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	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	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
Diego thresholds during the AM and PM peak hours.	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.	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 or street segment 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.
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.	MM TR-C3: North Harbor Drive / Laurel Street intersection. The Project Applicant shall contribute a fair share percentage of 2.2% 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.	
TR-C4: Project traffic would contribute to the degradation of operations at the Pacific Highway/Hawthorn Street intersection in excess of City of San Diego thresholds during the AM peak hours.	MM TR-C4: Pacific Highway/Hawthorn Street intersection. The Project Applicant shall contribute a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C5: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Harbor Island Drive and Rental Car Access Road' street segment in excess of City of San Diego thresholds.	MM TR-C5: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment. The Project Applicant shall contribute a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C6: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Rental Car Access Road and Laurel Street' street	MM TR-C6: North Harbor Drive between Rental Car Access Road and Laurel Street street segment. The Project Applicant shall contribute a fair share percentage of 0.9% towards the addition	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
segment in excess of City of San Diego thresholds.	of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
Public Services and Utilities		
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.	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.	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 <u>Marshal of San Diego</u> 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, <u>and is</u> outside of the jurisdiction of the Port District, <u>and may not be feasible.</u> The City has identified the construction of the fire station at Liberty

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> ■ 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 	<p>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 when needed, and the cumulative impact would remain is considered 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">■ 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 <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">■ 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.	

Table 2-4. Matrix of Significant Impacts and Mitigation Measures for PMP Amendment

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
Project Level Impacts for PMP Amendment		
Biological Resources (Section 9.2.2)		
BIO-2: Removal of the mature trees during construction of future hotels, as well as noise from construction activity, could impede the use of bird breeding sites on and adjacent to the East Harbor Island Subarea. 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>MM BIO-2: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys</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"> 3. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31). <p>OR</p> <ol style="list-style-type: none"> 4. 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). <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 survey 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>	Less than significant.

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	confirmed that no new nests have been established.	
Hazards and Hazardous Materials (Section 9.2.4)		
HZ-2: Construction crews could encounter undocumented areas of contamination and other construction-related hazards during construction of future hotels within the East Harbor Island Subarea.	<p>MM HZ-2a: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare and submit to the Port District's Environmental and Land Use Management 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>MM HZ-2b: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare a Site Safety Plan to address possible hazardous materials present within the East Harbor Island Subarea 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 hotel development 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
Parking (Section 9.2.6)		
PARK-1: An inadequate parking supply may result if future hotel development occurs on the western marina parking lot.	<p>MM PARK-1: Inadequate Parking.</p> <p>a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the design of the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel; and</p> <p>b. Prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.</p>	Less than significant
Noise (Section 9.2.8)		
NOI-2: Future hotels allowed under the proposed PMP Amendment would be constructed within an area that could result in interior noise levels exceeding the 45dBA CNEL threshold due to single-event aircraft noise. 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>MM NOI-2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</p> <p>Future hotels 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"> Acoustically rated dual pane windows and sliding glass door assemblies Heavy-weight drapes and thick carpets for sound absorption <p>The following minimal performance requirements shall be adhered to as they pertain to interior/exterior sound transmission loss:</p>	Less than significant

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<ul style="list-style-type: none"> ■ 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 	

Geology and Soils (Section 9.2.9)

GEO-2: Future hotel development could be subject to liquefaction, and foundations and structures could be damaged by ground settlement.	<p>MM GEO-2: 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> <p>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).</p> <p>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:</p> <p>Site Design Criteria</p>	Less than significant
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Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S _D	S _F	Table 16-J
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q
Seismic Coefficient, C _v	1.02	1.87	Table 16-R

Significant Impact	Proposed Mitigation			Level of Significance After Mitigation
Near-Source Factor, N_a	1.3	1.3	Table 16-S	
Near-Source Factor, N_v	1.6	1.6	Table 16-T	
Seismic Source	B	B	Table 16-U	

Notes:

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.

- 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

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>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> <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>	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<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> <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 9.2.10)

PUB-2: 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 PMP Amendment may contribute to the need for the City to provide additional facilities and/or expanded services.

MM PUB-2: Prior to the issuance of a certificate of occupancy for future hotels allowed by the PMP Amendment, the Project Applicant(s) shall pay its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. In the event the City of San Diego has not determined the amount of the fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel project requests issuance of a certificate of occupancy, the Project Applicant(s) 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.

Implementation of mitigation measure MM PUB-2 could mitigate impacts of the PMP Amendment 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

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
		fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to future hotels that could be located within the PMP Amendment area. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. Although implementation of mitigation measure MM-PUB-2 could

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
		mitigate impacts of the PMP Amendment on fire services to a less-than-significant level; the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented when needed, and the impact is considered significant and unmitigated.
PUB-3: The downstream sewer system does not have capacity to incorporate the added demand resulting from the additional 325 hotel rooms that could occur under the proposed PMP Amendment.	MM PUB-3: Prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1, to the satisfaction of the City of San Diego Engineer.	Less than significant

Cumulative Impacts for PMP Amendment (Section 9.3)

Transportation, Traffic, and Parking

TR-C7: 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	MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance). The Project Applicant shall contribute a fair share percentage of 19.9% <u>20.7% for Scenario A</u> or <u>22.4% for Scenario B</u> towards restriping the northbound approach to	Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of
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Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
AM and PM peak hours.	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 from a "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. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended.	the proposed PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.
TR-C8: 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 AM and PM peak hours.	MM TR-C8: North Harbor Drive / Rental Car Access Road intersection. The Project Applicant shall contribute a fair share percentage of 3.6% <u>4.0%</u> for <u>Scenario A</u> or <u>4.3%</u> for <u>Scenario B</u> 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C9: 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 AM and PM peak hours.	MM TR-C9: North Harbor Drive / Laurel Street intersection. The Project Applicant shall contribute a fair share percentage of 4.6% <u>5.2%</u> for <u>Scenario A</u> or <u>5.3%</u> for <u>Scenario B</u> towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C10: Project traffic would contribute to the degradation of operations at the Pacific Highway/Laurel Street intersection in excess of City of San Diego thresholds during the AM and PM	MM TR-C10: Pacific Highway/Laurel Street intersection. Dual southbound right-turn and eastbound left-turn lanes are needed to accommodate the anticipated traffic volumes, but do not appear feasible due to right-of-way constraints on	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
peak hours.	at least three of the corners of the intersection.	
TR-C11: Project traffic would contribute to the degradation of operations at the Pacific Highway/Grape Street intersection in excess of City of San Diego thresholds during the PM peak hours.	MM TR-C11: Pacific Highway/Grape Street intersection. A northbound right-turn lane is needed to accommodate the anticipated traffic volumes, but may not be feasible due to right-of-way constraints.	
TR-C12: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Harbor Island Drive and Rental Car Access Road' street segment in excess of City of San Diego thresholds.	MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment. The Project Applicant shall contribute a fair share percentage of 5.8% <u>for Scenario A or 5.3% for Scenario B</u> towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C13: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Rental Car Access Road and Laurel Street' street segment in excess of City of San Diego thresholds.	MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment. The Project Applicant shall contribute a fair share percentage of 2.4% <u>for Scenario A or 2.2% for Scenario B</u> towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C14: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Laurel Street and Hawthorn Street' street segment in excess of City of San Diego thresholds.	MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment. The Project Applicant shall contribute a fair share percentage of 7.1% <u>for Scenario A or 6.5% for Scenario B</u> towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
TR-C15: Project traffic would contribute to the degradation of operations on the 'Laurel Street between North Harbor Drive and Pacific Highway' street segment in excess of City of San Diego thresholds.	MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment. The Project Applicant shall contribute a fair share percentage of 1.4% <u>for Scenario A</u> or 1.3% <u>for Scenario B</u> towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C16: Project traffic would contribute to the degradation of operations on the 'Laurel Street between Pacific Highway and Kettner Boulevard' street segment in excess of City of San Diego thresholds.	MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment. The Project Applicant shall contribute a fair share percentage of 2.7% <u>for Scenario A</u> or 2.5% <u>for Scenario B</u> towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	

Noise

NOI-C1: If exterior usable areas, such as pool decks, patios, balconies, and outdoor eating areas, are located in areas where greater than 65-dBA CNEL noise levels would occur, then a significant impact would result.	MM NOI-C1: <u>Reduction of exterior noise impacts.</u> <u>The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</u>	Less than significant
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Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<p>NOI-C2: Because building facades on the project site would be exposed to noise levels exceeding 60 dBA CNEL, the potential for an interior noise impact would exist.</p>	<p><u>Reduction of interior noise levels below 45 dBA (CNEL) interior noise requirement.</u></p> <p>Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building facades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.</p> <p><u>MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</u></p> <p>Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building facades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.</p> <p><u>Reduction of exterior noise impacts.</u></p> <p>The plans and specifications for future hotel development shall provide that all exterior noise sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the</p>	Less than significant

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<p>receiver to the barrier, and the relative height of the barrier above the line of sight between the source and receiver. Noise barriers incorporated into project design shall block this line of sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p>	
Public Services and Utilities		
<p>PUB-C3: The proposed PMP Amendment 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-C3, the PMP Amendment'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 9.2.10, "Public Services and Utilities"). The PMP Amendment 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-2 could mitigate the PMP Amendment's contribution to this cumulative impact to a less-than-significant level.</p>	<p>Implementation of Mitigation Measure MM PUB-2 could mitigate potential impacts associated with future hotel development allowed under the proposed PMP Amendment on fire services to a less-than-significant level. However, this mitigation measure entails establishment by the City of San Diego 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</p>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
<p>PUB-C4: The PMP Amendment 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>MM PUB-C2: Prior to the issuance of any demolition, grading, or construction permits for hotels within the PMP Amendment area, the Project Applicant(s) 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"> ■ 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) 	<p>San Diego and is outside of the jurisdiction of the Port District. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the cumulative impact is considered significant and unmitigated until the mitigation is implemented.</p> <p>Implementation of Mitigation Measure MM PUB-C2 would mitigate the cumulative impact on solid waste facilities associated with future hotel development that could occur under the proposed PMP Amendment to below a level of significance.</p>

Significant Impact	Proposed Mitigation	Level of Significance After Mitigation
	<ul style="list-style-type: none"> ■ 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. 	
Air Quality		
<p>SLR-C1: Sea level rise projected to occur by the year 2100 is assumed to have the potential to result in a significant impact on future hotel development allowed under the proposed PMP Amendment. Mitigation would be required to ensure that, when such future hotel development is proposed, it will take into account the updated information regarding future sea level rise available at that time and its design will include the adaptive strategies, if any, necessary to accommodate potential sea level rise.</p>	<p>MM SLR-C1: Prior to the approval of a Coastal Development Permit for future hotel development that could occur under the proposed PMP Amendment, the project applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The report shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development.</p>	<p>The implementation of mitigation measure MM SLR-C1 would mitigate the potential significant impacts of sea level rise by the year 2100 to below a level of significance.</p>

Issues to be Resolved by Board of Port Commissioners

Statement of Overriding Considerations

As discussed in Section 4.10.7 of the Draft EIR, Section 5.6.2 of the Recirculated Portions of the Draft EIR, and Sections 9.2.10.5 and 9.3.6.3 of the Revisions to Draft EIR, implementation of Mitigation Measures MM PUB-1, MM PUB-C1, MM PUB-2, and MM PUB-C3 could mitigate the Proposed Project's impacts on fire services to a less-than-significant level. However, these mitigation measures entail establishment by the City of San Diego of a development impact fee program, by which the Project Applicant(s) would pay impact fees for its demand on fire services. These mitigation measures are contingent upon 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 in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department to ensure compliance with National Response time standards. Although implementation of mitigation measures MM PUB-1, MM PUB-C1, MM PUB-2, and MM PUB-C3 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level, the mitigation measures are within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that these mitigation measures would be implemented when needed and the direct and cumulative impacts are considered significant and unmitigated. The Board of Port Commissioners will determine whether or not to adopt a Statement of Overriding Considerations for approval of the Project identifying the benefits of the Project that outweigh the significant and unmitigated impacts related to fire protection service.

As discussed in Section 5.6.1 of the Recirculated Portions of the Draft EIR and Section 9.3.6.1 of the Revisions to Draft EIR, implementation of Mitigation Measures MM TR-C1 through MM TR-C16 would mitigate the Proposed Project's cumulative traffic impacts to less-than-significant levels. However, the intersections and street segments 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 or street segment improvements. Therefore, the Port District cannot assure that these mitigation measures would be implemented, and the impacts would remain significant and unmitigated until the mitigation is implemented. The Board of Port Commissioners will determine whether or not to adopt a Statement of Overriding Considerations for approval of the Project identifying the benefits of the Project that outweigh the significant and unmitigated impacts related to traffic.

Chapter 3

Errata and Revisions

The text of the Draft EIR, Recirculated Portions of the Draft EIR, or Revisions to Draft EIR has been modified to reflect typographical errors or to make minor clarifications. The following errata pages detail the changes made to the Draft EIR, the Recirculated Portions of the Draft EIR, or the Revisions to Draft EIR. These changes are denoted in a ~~strikeout~~ and underline format. The errata sheets include minor modifications to the text of the draft document as reflected in response to the comment letters.

The following is a list of pages requiring text changes, indicating the EIR section and page in which the changes are to be included in this Revised Final EIR. All changes on the listed page numbers are discussed in further detail in this errata.

EIR SECTION	PAGE NUMBER
1.0 - Executive Summary	1-24
1.0 - Executive Summary	1-27
1.0 - Executive Summary	1-30
1.0 - Executive Summary	1-39 through 1-43
4.10 - Public Services and Utilities	4.10-18
5.0 - Cumulative Impacts	5-41
9.3 - Cumulative Impacts	9.3-53 through 9.3-57

Chapter 1.0 – Executive Summary

Page 1-24

Revised Table 1-2 to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR. *Please note that this revision was reflected in the Executive Summary chapter that was included in the Revisions to Draft EIR.*

Public Services and Utilities (Section 4.10)		
PUB-1: 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	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 <u>in the vicinity of</u> at Liberty Station in the amount determined by the City of San Diego. <u>This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No.</u>	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

<p>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><u>200636.</u> 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 <u>in the vicinity of</u> 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>outside of the jurisdiction of the Port District. The City has identified the construction of the fire station at the <u>in the vicinity of Liberty Station</u> (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, This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. Although implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented when needed, and the</p>
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		impacts would remain <u>is considered</u> significant and unmitigated.
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Page 1-27

Revised the Public Services and Utilities Cumulative Impact summary on Table 1-2 to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR. *Please note that this revision was reflected in the Executive Summary chapter that was included in the Revisions to Draft EIR.*

Public Services and Utilities		
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.	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.	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 San Diego 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, and is outside of the jurisdiction of the Port District, and may not be feasible. The City has

		<p>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 <u>when needed</u>, and the cumulative impact <u>would remain is considered</u> significant and unmitigated.</p>
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Page 1-30

Revised Table 1-3 as follows to clarify that the cumulative traffic impact also includes "street segments." Please note that this revision was reflected in the Executive Summary chapter that was included in the Revisions to Draft EIR.

Issue Area/Impact	Proposed Project	No Project Alternative	Reduced Project Alternative
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			

Issue Area/Impact	Proposed Project	No Project Alternative	Reduced Project Alternative
--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 & street segments)	SU	NI	SU
--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

Pages 1-39 through 1-42

Revised the fair share calculations in mitigation measures MM TR-C7 through MM TR-C9, and MM TR-C12 through MM TR-C16 based on the higher AM or PM peak hour impact, as requested by the City of San Diego.

Cumulative Impacts for PMP Amendment (Section 9.3)		
Transportation, Traffic, and Parking		
TR-C7: 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.	MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance). The Project Applicant shall contribute a fair share percentage of 19.9% <u>20.7% for Scenario A</u> or <u>22.4% for Scenario B</u> 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 from a "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	Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the proposed PMP Amendment to less-than-significant levels. However, the intersections

	triangular median in the southeast portion of the intersection are expected. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended.	and street segments 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 or street segment 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.
TR-C8: 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 AM and PM peak hours.	MM TR-C8: North Harbor Drive / Rental Car Access Road intersection. The Project Applicant shall contribute a fair share percentage of <u>3.6% 4.0% for Scenario A or 4.3% for Scenario B</u> 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C9: 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 AM and PM peak hours.	MM TR-C9: North Harbor Drive / Laurel Street intersection. The Project Applicant shall contribute a fair share percentage of <u>4.6% 5.2% for Scenario A or 5.3% for Scenario B</u> towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.	
TR-C10: Project traffic would contribute to the degradation of operations at the Pacific Highway/Laurel Street intersection in excess of City of San Diego thresholds during the AM and PM peak hours.	MM TR-C10: Pacific Highway/Laurel Street intersection. Dual southbound right-turn and eastbound left-turn lanes are needed to accommodate the anticipated traffic volumes, but do not appear feasible due to right-of-way constraints on at least three of the corners of the intersection.	
TR-C11: Project traffic would contribute to the degradation of operations at the Pacific Highway/Grape Street intersection in excess of City of San Diego thresholds during the PM peak hours.	MM TR-C11: Pacific Highway/Grape Street intersection. A northbound right-turn lane is needed to accommodate the anticipated traffic volumes, but may not be feasible due to right-of-way constraints.	

<p>TR-C12: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Harbor Island Drive and Rental Car Access Road' street segment in excess of City of San Diego thresholds.</p>	<p>MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of <u>5.8% for Scenario A or 5.3% for Scenario B</u> towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>TR-C13: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Rental Car Access Road and Laurel Street' street segment in excess of City of San Diego thresholds.</p>	<p>MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of <u>2.4% for Scenario A or 2.2% for Scenario B</u> towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>TR-C14: Project traffic would contribute to the degradation of operations on the 'North Harbor Drive between Laurel Street and Hawthorn Street' street segment in excess of City of San Diego thresholds.</p>	<p>MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of <u>7.1% for Scenario A or 6.5% for Scenario B</u> towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>TR-C15: Project traffic would contribute to the degradation of operations on the 'Laurel Street between North Harbor Drive and Pacific Highway' street segment in excess of City of San Diego thresholds.</p>	<p>MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of <u>1.4% for Scenario A or 1.3% for Scenario B</u> towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>TR-C16: Project traffic would contribute to the degradation of operations on the 'Laurel Street between Pacific Highway and Kettner Boulevard' street segment in excess of City of San Diego thresholds.</p>	<p>MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of <u>2.7% for Scenario A or 2.5% for Scenario B</u> towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>

Pages 1-42 and 1-43

Revised Table 1-4 to correct the incorrect placement of the text of Mitigation Measures MM NOI-C1 and MM NOI-C2. Cumulative Noise Impact NOI-C1, an impact for exterior noise, incorrectly referenced MM NOI-C1, which is related to an interior noise impact; and Cumulative Noise Impact NOI-C2, an

impact for interior noise, incorrectly referenced MM NOI-C2, which is related to an exterior noise impact. *The mitigation measure text has not been revised.*

Noise		
<p>NOI-C1: If exterior usable areas, such as pool decks, patios, balconies, and outdoor eating areas, are located in areas where greater than 65-dBA CNEL noise levels would occur, then a significant impact would result.</p>	<p>MM NOI-C1: <u>Reduction of interior noise levels below 45 dBA (CNEL) interior noise requirement.</u></p> <p>Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building facades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound rated windows, a closed windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.</p> <p><u>Reduction of exterior noise impacts.</u></p> <p>The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p>	<p>Less than significant</p>
<p>NOI-C2: Because building facades on the</p>	<p>MM NOI-C2: <u>Reduction of exterior noise impacts.</u></p>	

<p>project site would be exposed to noise levels exceeding 60 dBA CNEL, the potential for an interior noise impact would exist.</p>	<p>The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line of sight between the source and receiver. Noise barriers incorporated into project design shall block this line of sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p> <p><u>Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</u></p> <p><u>Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.</u></p>	
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Section 4.10 – Public Services and Utilities

Page 4.10-18

Revised Sections 4.10.6 and 4.10.7 as follows to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR:

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 in the vicinity of at-Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. 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 in the vicinity of 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 in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. 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, Although implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented when needed, and the impacts would remain is considered significant and unmitigated.~~

Section 5.0 – Cumulative Impacts

Page 5-41

Revised Section 5.6.2 as follows to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR:

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 San Diego~~ 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, and 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 when needed, and the cumulative impact ~~would remain~~ is considered significant and unmitigated.

Section 9.3 – Cumulative Impacts

Pages 9.3-53 through 9.3-56

Revised the fair share calculations in mitigation measures MM TR-C7 through MM TR-C9, and MM TR-C12 through MM TR-C16, and Tables 9.3-11 and 9.3-12 based on the higher AM or PM peak hour impact, as requested by the City of San Diego.

MM TR-C7: N. Harbor Dr./Harbor Island Drive/Terminal 1 (East Airport Entrance).

- Contribute a fair share as outlined in Tables 9.3-11 and 9.3-12 of ~~19.9%~~ 20.7% for Scenario A or 22.4% for Scenario B 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.
- Remove the northbound right-turn lane from a “free” movement and introduce right-turn “overlap” phasing.
- Retain the north/south “split” signal phasing. 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. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended.

MM TR-C8: N. Harbor Drive/Rental Car Access Road.

- Contribute a fair share as outlined in Tables 9.3-11 and 9.3-12 of ~~3.6%~~ 4.0% for Scenario A or 4.3% for Scenario B 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 will be required. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended.

MM TR-C9: N. Harbor Drive/Laurel Street: The following measures would likely mitigate the significant impact.

- Contribute a fair share of ~~4.6%~~ 5.2% for Scenario A or 5.3% for Scenario B as outlined in Tables 9.3-11 and 9.3-12 towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. To accommodate the additional lane, widening and modifications to the median/roadway will be required. It is recommended that all three eastbound lanes on Laurel Street continue to Pacific Highway, where the number one lane would trap into the left-turn lane(s). An overhead sign bridge(s) may be needed to instruct drivers of the trap lane. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended.

MM TR-C12: N. Harbor Drive between Harbor Island Drive and Rental Car Access Road.

Contributing a fair share of 5.8% for Scenario A or 5.3% for Scenario B as outlined in Tables 9.3-11 and 9.3-12 towards the addition of one westbound lane along the street segment would mitigate the significant impact.

MM TR-C13: N. Harbor Drive between Rental Car Access Road and Laurel Street.

Contributing a fair share as outlined in Tables 9.3-11 and 9.3-12 of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment would mitigate the significant impact.

MM TR-C14: N. Harbor Drive, Laurel Street to Hawthorn Street.

Contributing a fair share of 7.1% for Scenario A or 6.5% for Scenario B as outlined in Tables 9.3-11 and 9.3-12 towards the addition of one southbound lane along the street segment would mitigate the significant impact.

MM TR-C15: Laurel Street, N. Harbor Drive to Pacific Highway.

Contributing a fair share of 1.4% for Scenario A or 1.3% for Scenario B as outlined in Tables 9.3-11 and 9.3-12 towards the addition of one eastbound lane along the street segment would likely mitigate the significant impact.

MM TR-C16: Laurel Street, Pacific Highway to Kettner Boulevard.

Contributing a fair share of 2.7% for Scenario A or 2.5% for Scenario B as outlined in Tables 9.3-11 and 9.3-12 towards the addition of one eastbound lane along the street segment would mitigate the significant impact.

Table 9.3-11. "Year 2030" Fair-Share Contribution Calculations: Scenario A

Impacted Locations	Year 2030 Scenario A Project Traffic	Year 2030 + Scenario A Project Traffic	Existing Traffic	% Fair Share ^c
Intersections ^a				
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	520,292	8,765,468	6,153,270	19.920.7%
N. Harbor Dr. / Rental Car Access Road	261,147	46,881,532	9,709,893	2.64.0%
N. Harbor Dr. / Laurel Street	222,126	12,622,436	7,811,995	4.65.2%
Segments ^b				
N. Harbor Dr.: Harbor Island Dr. to Rental Car Access Rd.	1,915	113,935	81,000	5.8%
N. Harbor Dr.: Rental Car Access Rd. to Laurel St.	1,915	163,535	82,790	2.4%
N. Harbor Dr.: Laurel St. to Hawthorn St.	1,340	73,250	54,260	7.1%
Laurel St.: N. Harbor Dr. to Pacific Highway	575	76,785	36,390	1.4%
Laurel St.: East of Pacific Highway	385	41,935	27,620	2.7%

Footnotes:

- a. Intersection fair share contributions are calculated using combined based on the higher AM and/or PM peak hour volumes impact.
b. Segment fair share contributions are calculated using ADT volumes.
c. Fair share percentages calculated as

$$\frac{\text{Project Traffic}}{(\text{Year 2030} + \text{Project Traffic}) - (\text{Existing Traffic})}$$

Table 9.3-12. "Year 2030" Fair-Share Contribution Calculations: Scenario B

Impacted Locations	Year 2030 Scenario B Project Traffic	Year 2030 + Scenario B Project Traffic	Existing Traffic	% Fair Share ^c
Intersections^a				
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	595,280	8,840,135	6,153,283	22.44%
N. Harbor Dr. / Rental Car Access Road	297,157	16,917,542	9,709,893	4.13%
N. Harbor Dr. / Laurel Street	252,129	12,652,439	7,811,995	5.23%
Segments^b				
N. Harbor Dr.: Harbor Island Dr. to Rental Car Access Rd.	1,750	113,770	81,000	5.3%
N. Harbor Dr.: Rental Car Access Rd. to Laurel St.	1,750	163,370	82,790	2.2%
N. Harbor Dr.: Laurel St. to Hawthorn St.	1,225	73,135	54,260	6.5%
Laurel St.: N. Harbor Dr. to Pacific Highway	525	76,735	36,390	1.3%
Laurel St.: East of Pacific Highway	350	41,900	27,620	2.5%
Footnotes: a. Intersection fair share contributions are calculated using combined based on the higher AM and/or PM peak hour volumes impact. b. Segment fair share contributions are calculated using ADT volumes. c. Fair share percentages calculated as $\frac{\text{Project Traffic}}{(\text{Year 2030} + \text{Project Traffic}) - (\text{Existing Traffic})}$				

Pages 9.3-56 and 9.3-57

Correct the incorrect placement of the text of Mitigation Measures MM NOI-C1 and MM NOI-C2. Cumulative Noise Impact NOI-C1, an impact for exterior noise, incorrectly referenced MM NOI-C1, which is related to an interior noise impact; and Cumulative Noise Impact NOI-C2, an impact for interior noise, incorrectly referenced MM NOI-C2, which is related to an exterior noise impact. This correction is also reflected in the corrections to Table 1-4. *The mitigation measure text has not been revised.*

MM NOI-C1: Reduction of exterior noise impacts.

The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.

Reduction of interior noise levels below 45 dBA (CNEL) interior noise requirement.

~~Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.~~

MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.

Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.

Reduction of exterior noise impacts.

~~The plans and specifications for future hotel development shall provide that all exterior noise sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line of sight between the source and receiver. Noise barriers incorporated into project design shall block this line of sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.~~

Chapter 4 Public Review Distribution List

The Draft EIR was made available for public review on December 10, 2009, for the standard 45-day public review period that concluded on January 25, 2010. A Notice of Availability was published in the San Diego Daily Transcript and San Diego Union-Tribune on December 10, 2009. The Recirculated Portions of the Draft EIR was made available for a 45-day public review period from November 24, 2010 through January 10, 2011. A Notice of Availability was published in the San Diego Daily Transcript and San Diego Union-Tribune on November 24, 2010. The Revisions to Draft EIR was made available for a 45-day public review period from July 10, 2013 through August 26, 2013. A Notice of Availability was published in the San Diego Daily Transcript and UT San Diego on July 10, 2013. On August 23, 2013, the Public Review period was extended an additional 45 days, ending on October 7, 2013. Below is a listing of those agencies that received a copy of the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR.

Federal Agencies

U.S. Army Corps of Engineers: Los Angeles District; San Diego Field Office
U.S. Department of Commerce, National Marine Fisheries Service, Southwest Region
U.S. Fish and Wildlife Services, Carlsbad Office
Federal Aviation Administration, San Diego Flight Standards District Office

State Agencies

California Air Resources Board
California Coastal Commission: San Diego Coast District Office
California Department of Fish and Game, San Diego Office
California Department of Toxic Substances Control
California Department of Transportation, Division of Aeronautics
California State Lands Commission
State Water Resources Control Board

Local Agencies

County of San Diego, Air Pollution Control District
San Diego Regional Water Quality Control Board
City of San Diego: Development Services; Central Library; Mission Hills Library; Point Loma Library

In addition, the following agencies and organizations received a postcard noticing the availability of the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR.

Federal Agencies

U.S. Navy, Southwest Division
U.S. Coast Guard, San Diego Marine Safety Office
U.S. Environmental Protection Agency, Pacific Southwest Region
Federal Aviation Administration: Air Traffic Airspace Branch; Western-Pacific Region

State Agencies

California Department of Boating and Waterways
California Department of Health Services
California Department of Transportation: District 11 Office
California Department of Toxic Substances Control
California Integrated Waste Management Board
California Public Utilities Commission
California Resources Agency
California Native American Heritage Commission
California Highway Patrol, San Diego
Office of Planning and Research, State Clearinghouse

Local Agencies

City of San Diego: Transportation Division; Metropolitan Wastewater; Water Department; City Planning & Community Investment
County of San Diego: Board of Supervisors; County Clerk; Department of Environmental Health; Department of Planning and Land Use; Land Use and Environmental Group
San Diego County Water Authority
San Diego Metropolitan Transit System
City of San Diego: Mayor's Office; City Council; City Clerk; Engineering & Capital Projects
City of National City: Mayor's Office; City Manager; Community Development Department
City of Chula Vista: Mayor's Office; City Manager; Planning Department
City of Coronado: Mayor's Office; City Manager; Community Development Department
City of Imperial Beach: Mayor's Office; City Manager; Community Development Department
San Diego Association of Governments (SANDAG): Land Use & Transportation; Planning Department
San Diego County Regional Airport Authority
San Diego Gas & Electric

Organizations

Accessible San Diego
Port Tenants Association
Centre City Development Corporation (CCDC) / Civic San Diego
Citizens Coordinate for Century 3 (C-3)
Downtown San Diego Partnership
Environmental Health Coalition
I Love a Clean San Diego
North Bay Community Planning Group
San Diego Archaeological Society
San Diego Audubon Society

San Diego Chamber of Commerce
San Diego Coastkeeper
San Diego Convention Center Corporation
San Diego Convention & Visitors Bureau
San Diego Regional Economic Development Corporation
Save Our Bay Inc.
Save Our Heritage Organisation
Sierra Club, San Diego Chapter
Surfrider Foundation, San Diego Chapter
Unite Here Local 30 Union

Other Interested Individuals and Groups received a postcard noticing the availability of the Draft EIR, Recirculated Portions of the Draft EIR, and the Revisions to Draft EIR.

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Chapter 5

Responses to Comments

Under CEQA, an agency must solicit and respond to comments from the public and from other agencies concerned with the project. The Draft EIR (DEIR) was made available by the San Diego Unified Port District (SDUPD) for public review from December 10, 2009 through January 25, 2010. The Recirculated Portions of the Draft EIR was made available for a 45-day public review period from November 24, 2010 through January 10, 2011. The Revisions to Draft EIR was made available for a 45-day public review period from July 10, 2013 through August 26, 2013, with a 45-day extension from August 23, 2013, ending the public review period on October 7, 2013. The DEIR, Recirculated Portions of the DEIR, and the Revisions to Draft EIR have undergone an extensive public and agency review process, including submittal to the California State Clearinghouse. Comments received on the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea PMP Amendment EIR were from state and local agencies, and organizations. The comments addressed concerns with transportation/traffic, cultural resources, visual resources, hazardous materials, and public services and utilities.

The following interested parties submitted letters during the public review periods for the Draft EIR and/or Recirculated Portions of the DEIR and/or Revisions to Draft EIR:

State Agencies

- Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan, State Clearinghouse Director
- Department of Toxic Substances Control, Greg Holmes, Unit Chief
- California Native American Heritage Commission, Dave Singleton, Program Analyst

Local Agencies

- City of San Diego, Development Services Department, Cecilia Gallardo, Assistant Deputy Director
- City of San Diego, Facilities Financing Section, Oscar Galvez III
- City of San Diego, Development Services Department, Myra Herrmann, Senior Planner

Organizations

■ Adams Broadwell Joseph & Cardozo, Attorney for UNITE HERE Local 30 Union

To finalize the EIR for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea PMP Amendment, SDUPD staff has prepared the following responses to comments that were received during the public review periods. These responses have been distributed to the commentors and the Board of Port Commissioners. All commentors, and those who so requested, have been individually advised of the Board of Port Commissioners' hearing for the EIR certification.

The following section includes comments received during the public review processes and responses to the comments. Each comment has been assigned a comment number, which corresponds to a response number and response that appears on the same page. Comment Letters A through D were received during the public review period for the DEIR. Comment Letters E through I were received during the public review period for the Recirculated Portions of the DEIR. Comment Letters J and L were receiving during public review for the Revisions to Draft EIR.



ARNOLD SCHWARZENEGGER
GOVERNOR

January 26, 2010

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

Subject: Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD 83356-EIR-783)
SCH#: 2006021027

Dear Anna Buzaitis:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 25, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

A-1

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 443-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 443-0613 FAX (916) 523-3018 www.opr.ca.gov

Comment Letter A



CATHERINE BRYANT
DIRECTOR

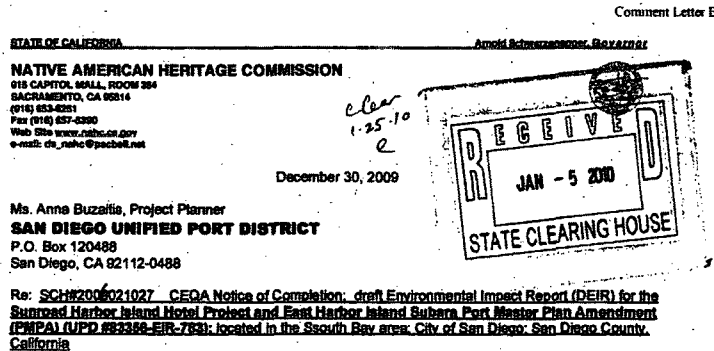
Response to Comment A-1:

This comment acknowledges that the State Clearinghouse submitted the DEIR to selected state agencies for review. The Port District addresses comments from the responding state agencies throughout this Final EIR.

**Document Details Report
State Clearinghouse Data Base**

SCH#	2006021027		
Project Title	Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD 83356-EIR-783)		
Lead Agency	San Diego, Port of		
Type	EIR Draft EIR		
Description	Redevelopment on a portion of East Harbor Island to include: demolition of one existig locker building and a parking lot located east of the Sunroad Resort Marina building; construction of a limited servie hotel (~117,000 sf) with a max. of 175 rooms, limited meeting space (~8k sf), parking, and common areas; removal of traffic circle at eastern terminus of Harbor Island drive; realignment of road and lease lines; reconfiguration of existing paved areas to provided ingress and egress to the hotel and surface parking; public promenade along the basin-side of the hotel; realignment of existing sewer, water, and utility lines. A Port Master Plan Amendment is required to redesignate some land uses on the project site.		
Lead Agency Contact			
Name	Anna Buzaitis		
Agency	San Diego Unified Port District		
Phone	619-686-7263	Fax	
email			
Address	P.O. Box 120488		
City	San Diego	State	CA Zip 92112-0488
Project Location			
County	San Diego		
City	San Diego		
Region			
Lat / Long	32° 43' 30" N / 117° 11' 26" W		
Cross Streets	Harbor Island Drive		
Parcel No.	760-010-23-00, & 760-010-11-00		
Township	Range	Section	Base
Proximity to:			
Highways	Interstate 5		
Airports	San Diego International		
Railways	SDNR		
Waterways	San Diego Bay		
Schools			
Land Use	Commercial Recreation; Open Space; Streets		
Project Issues	Aesthetic/Visual; Air Quality; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geology/Seismic; Landuse; Noise; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian		
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission		
Date Received	12/09/2009	Start of Review	12/09/2009 End of Review 01/25/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.



Dear Ms. Buzalis:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3d 904) The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines. Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)'; and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following:

B-1 The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources were not identified within one-half mile of the APE.

B-2 Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 (f) *et seq.*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CEQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate.

Subject Line:

Please note that the Proposed Project is not located in the South Bay area of San Diego. The Project site is located on Harbor Island in northern San Diego bay.

Response to Comment B-1:

This comment indicates that a Sacred Lands File search was conducted by the Native American Heritage Commission and no Native American Cultural Resources were identified within one-half mile of the Project site. As the comment does not address the accuracy or adequacy of the DEIR, no further response is warranted.

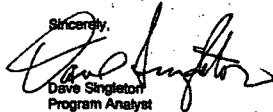
Response to Comment B-2:

As discussed on page 7-3 of the DEIR, the Project site is located on filled land. Harbor Island was created in the 1960s, and the onsite buildings were constructed in the following decades. Therefore, the consultation and monitoring responsibilities mentioned in this comment are not deemed necessary for this Project because it is unlikely that Native American cultural resources will be discovered during project grading due to the Project site being located entirely on fill.

- B-3 Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.
- B-4 The authority for the SLF record search of the NAHC Sacred Lands inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1986) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.
- B-5 CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- B-6 Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- B-6 Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Response to Comment B-3:

See Response to Comment B-2. No cultural resources were identified on or adjacent to the Project site. In addition, because the Project site is located on fill, no buried cultural resources or human remains are anticipated to be discovered during site disturbance activities associated with construction of the Proposed Project.

Response to Comment B-4:

Harbor Island was created in the 1960s, and the onsite buildings were constructed in the following decades. In addition, the Sacred Lands File (SLF) record search performed by NAHC, revealed that no cultural resources were identified on or adjacent to the Project site. As a result accidental discovery of archeological resources defined in the comment as "historic properties of religious or cultural significance" during construction is not anticipated. Therefore, consultation with Native Americans on the attached list is not necessary.

Response to Comment B-5:

See Response to Comment B-2. No cultural resources were identified on or adjacent to the Project site. Therefore, accidental discovery of human remains during construction is not anticipated.

Response to Comment B-6:

See responses to Comments B-3 and B-5.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi, Acting Director
5796 Corporate Avenue
Cypress, California 90630

Comment Letter C

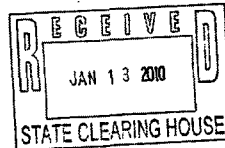


Arnold Schwarzenegger
Governor

January 13, 2010

Mr. John Helmer, Director
Land Use Planning
San Diego Unified Port District
Land Use Department
3165 Pacific Highway
San Diego, California 92101

clear
1-25-10
E



NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR SUNROAD HARBOR ISLAND HOTEL PROJECT & EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (SCH # 2006021027), SAN DIEGO COUNTY

Dear Mr. Helmer:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "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. The existing Project site includes approximately 5 acres of filled tidelands containing one marina locker building and a parking lot for the marina. The Proposed Project site is located in the southern portion San Diego County at the northern end of San Diego Bay. More specifically, the Project site is located on East Harbor Island (Subarea 23 of Planning District 2), the eastern of the two peninsulas. The Project is bordered to the north by the Sunroad Resort Marina, and the airport car rental compound; to the east by the Reuben E. Lee and Island Prime restaurants; to the south by Harbor Island Drive, the Class I public promenade, and the San Diego Bay; to the west by a San Diego International Airport (SDIA) employees parking lot, a marina, and hotels and commercial properties. 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 the Harbor Island Drive." DTSC has following comments:

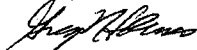
♻️ Printed on Recycled Paper

Mr. John Helmer
January 13, 2010
Page 2 of 2

- C-1 1) DTSC provided comments on the project Notice of Preparation (NOP) on January 20, 2009; those comments have not been addressed in the draft EIR. Please address DTSC's comments in the final EIR.
- C-2 2) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies which would not be responsible parties under CERCLA, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- C-3 3) In future CEQA documents, please provide your e-mail address, so DTSC can send you comments both electronically and by mail.

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
1001 I Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814
ADelacr1@dtsc.ca.gov

CEQA#2740

Response to Comment C-1:

The NOP comments from the January 20, 2009 Department of Toxic Substances Control (DTSC) letter have been addressed in Section 4.4, Hazards and Hazardous Materials and Section 4.7, Air Quality, of the DEIR. The following is a summary of DTSC comments contained in the NOP comment letter followed by the analysis presented in the DEIR that addresses the comment:

- NOP #1 The EIR should evaluate whether conditions within the Project area may pose a threat to human health;
- NOP #2 The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight;
- NOP #3 Environmental investigation (Phase I or II Environmental Site Assessment Investigations) findings should be summarized in the EIR, and all closure, certification, or remediation approval reports should be included;
- NOP #5 If the project includes demolition, an investigation should be conducted for the presence of hazardous chemicals, mercury and asbestos. Proper precautions should be included in the EIR for identified hazardous materials;
- NOP #6 Soil sampling is required if soil excavation is planned on the Project site. For identified contaminated soils, the EIR should include proper disposal methods.
- NOP #7 If necessary, the EIR should include a health risk assessment on sensitive receptors during any construction or demolition activities;
- NOP #8 If hazardous wastes are, or will be, generated by the proposed operations, the EIR should include how wastes must be managed in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations;

NOP #9 If the Project area was used for agricultural activities that might have used pesticides, the EIR should include the proper investigation and remedial actions that must be conducted.

EIR's Response to NOP Comments #1-3, #6:

The DEIR did evaluate whether conditions within the Project area may pose a threat to human health. As discussed in Section 4.4 of the DEIR, 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. Numerous federal, state and local environmental databases were searched as part of the HMTS. The databases searched are listed on Page 13 of the HMTS. The HMTS is included as Appendix D-1 of the DEIR. That report covered a larger project area that included the Project site and the general vicinity of the Project site on East Harbor Island. The analysis in the DEIR 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 are clarified in the DEIR where appropriate.

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 underground storage tank (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.

Subsequently, a Phase II Subsurface Investigation (Phase II) was undertaken to determine if contamination from a former 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 the DEIR.

As discussed in Section 4.4.4.4 of the DEIR, 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. Therefore, the DEIR included the following mitigation measures:

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.

EIR's Response to NOP Comment #5:

As discussed in Section 4.4.4.2 of the DEIR, 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.

EIR's Response to NOP Comment #7:

As discussed in Section 4.7.4.4 of the DEIR, 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, Hawthorn Street, and Grape Street, approximately 1 mile to the east of the Project site.

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.

EIR's Response to NOP Comment #8:

As discussed in Section 4.4.4.1 of the DEIR, the Project does not propose any feature that would routinely emit hazardous materials into the water, ground, or air during its construction or 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.

EIR's Response to NOP Comment #9:

As discussed in Section 4.4.4.4 of the DEIR, past uses of the surrounding area include industrial uses such as aerospace and other industries. The Project site has not been historically and is not currently used for agricultural purposes.

Response to Comment C-2:

This comment indicates that, if needed, DTSC can provide guidance for cleanup oversight. As the comment does not address the accuracy or adequacy of the DEIR, no further response is warranted.

Response to Comment C-3:

This comment expresses interest for email addresses to be provided in future CEQA documents. This comment is noted. As the comment does not address the accuracy or adequacy of the DEIR, no further response is warranted.



THE CITY OF SAN DIEGO

Comment Letter D

January 25, 2010

San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101

Submitted via email to: shuzali@portofsandiego.org
Hard copy to follow via mail

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE SUNROAD HARBOR ISLAND HOTEL PROJECT AND EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (UPD #83356-EIR-783; SCH #2806821027, IO #12002082)

The City of San Diego ("City") has received and reviewed the Draft Environmental Impact Report ("DEIR") for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment and appreciates this opportunity to provide comments to the Port of San Diego. In response to the DEIR, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordinated planning between the City, the Port of San Diego, and other local, regional, state, and federal agencies will be essential.

Staff from the Development Services Department ("DSD"), the City Planning and Community Investment Department, and the Environmental Services Department (ESD) have reviewed the DEIR and have the following comments regarding the content of the DEIR:

DEVELOPMENT SERVICES DEPARTMENT:

ANN GONSALVES (619) 446-5294 AGONSALVES@SANDIEGO.GOV
ISMAIL ELHAMAD AT (619) 446-5494 I.ELHAMAD@SANDIEGO.GOV

GENERAL:

- D-1 1. The latest City of San Diego "Significant Determination Thresholds" should be used to identify project's impact on transportation facilities.
- D-2 2. Roadway classifications and Level Of service (LOS) E capacities should be revised to reflect current City standards as follows:



Development Services
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 444-5400

Response to Comment D-1:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis, were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011.

Response to Comment D-2:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis, were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011.

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North Harbor Drive:

- between Rosecrans Street and Nimitz Boulevard functions as a four-lane major arterial with ultimate classification of a four-lane major arterial with LOS E capacity at 40,000 ADT.
- between Nimitz Boulevard and Grape Street as a six-lane primary arterial with LOS E capacity at 60,000 ADT, except the two segments
- between Harbor Island Dr and Rental Access Road and between Hawthorn Street and Grape Street as a seven-lane primary arterial at LOS E capacity of 65,000 ADT.
- south of Grape Street as a five-lane primary arterial with LOS E at 55,000 ADT.

Pacific Highway:

- between north of Laurel Street to south of Grape Street is classified as six-lane major street with LOS E capacity of 50,000 ADT.

Laurel Street:

- between N. Harbor Drive and Pacific Highway is classified as four-lane major street with LOS E capacity of 40,000 ADT and,
- east of Pacific Highway as a four-lane collector street with LOS E capacity of 30,000 ADT.

Hawthorn Street:

- between North Harbor Drive and east of Pacific Highway is classified as three-lane major street (one-way) with LOS E capacity of 25,000 ADT.

Grape Street:

- between North Harbor Drive and east of Pacific Highway is classified as a three-lane major street (one-way) with LOS E capacity of 25,000 ADT.

Harbor Island Drive:

- between North Harbor Drive and Harbor Island Drive is classified as a four-lane Major street with LOS E capacity of 40,000.
- west and east of Harbor Island Drive as a four-lane collector Street with LOS E capacity of 30,000 ADT.

D-2
cont.

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- D-3 3. The EIR should discuss and evaluate the impact of trolley, coaster and freight train operations on the intersections of Pacific Highway/Laurel Street, Pacific Highway/Hawthorn Street and Pacific Highway/Grape Street.
- D-4 4. The EIR shall provide details explaining why a "business hotel" rate of 7 average daily trips (ADT) per room would be appropriate rather than the more typical rate of 10 ADT per room. If appropriate, the 10 ADT should be used and carried throughout the analysis.
- D-5 5. The EIR must evaluate the impact of the proposed reduction (for four lanes to three) in capacity to Harbor Island Drive, especially including the proposed near term redevelopment of the Reuben E. Lee site.
- SPECIFIC:**
- D-6 6. Page 4.6-2, Affected Roadways, North Harbor Drive: Revise the clause "Currently North Harbor Island Drive is classified as a 6-lane divided roadway" to read "Currently North Harbor Drive is classified as a 6-lane primary arterial."
- D-7 7. Page 4.6-2, Affected Roadways, Pacific Highway: Revise the clause "Pacific Highway is a 6-lane divided roadway" to read "Pacific Highway is a 6-lane divided major street."
- D-8 8. Page 4.6-4, first paragraph: This section states that this document assumes higher than typical capacity for North Harbor drive, which might explain why higher capacities are assumed for Laurel Street, Hawthorn Street and Grape Street. Standard City capacities should be used for all street segments.
- D-9 9. Page 4.6-5, Table 4.6-1 Existing Street Segment Operations: The capacity at LOS E should comply with the City of San Diego roadway classifications and thresholds. Based on that, the V/C and LOS should be revised accordingly. Also, please add a column for functional classification for each roadway segment. Please note (one-way) next to Hawthorn Street and Grape Street.
- D-10 10. Page 4.6-8, Impact Significance Criteria, 8th bulleted criteria: This statement should be revised. The addition of project traffic on a roadway that is operating at LOS E and F will have significant impact if the increase in V/C exceeding 0.2 for LOS E or exceeding 0.1 for LOS F.
- D-11 11. Page 4.6-8, Impact Significance Criteria, 10th bulleted criteria: This statement should be revised. The addition of project traffic to an intersection that is operating at LOS E and F will have significant impact if the increase in delay is exceeding 2 seconds for LOS E or exceeding 1 second for LOS F.
- D-12 12. Page 4.6-9, Table 4.6-3 City of San Diego Traffic Impact Significance Thresholds: Please revise this table to conform to the current thresholds per comments # 16 thru # 18. This section should describe how the project's trip distribution was determined.

Response to Comment D-3:

During fieldwork visits to the project area, LLG observed railway operations as they relate to the intersections of Pacific Highway/Laurel Street, Pacific Highway/Hawthorn Street, and Pacific Highway/Grape Street. Although the trolley runs through downtown, at these intersections the trolley is grade separated and does not affect the intersection operations. Freight service does utilize these tracks, once midday and then late at night. Therefore, it does not affect the peak periods of operations for the intersections. The Coaster and Amtrak utilize the railway tracks during the peak periods; however, operations of both the Coaster and Amtrak are not frequent enough to warrant any special considerations in the traffic analysis. Essentially, there may be one interruption by the Coaster or Amtrak every 7-10 minutes, which equates to approximately one out of every five cycles for the intersection, and there is about a 50% chance the gates will be down when the east/west street is already stopped at a red light. The roadway system can accommodate these random interruptions without serious traffic implications. The standard of practice is not to consider interruptions from trains.

Response to Comment D-4:

The "business hotel" rate of 7 trips/room was used as it best describes the proposed project. The hotel is a limited service hotel intended for business travelers who prefer to stay close to the airport. The hotel will have limited-meeting space, intended to accommodate groups staying at the hotel, and will not have a full service restaurant. In addition, the hotel will include a dedicated airport shuttle to transport hotel guests to and from the airport.

Response to Comment D-5:

The project proposes to reduce the existing traffic circle currently located at the terminus of Harbor Island Drive and to narrow the eastern portion of Harbor Island Drive along the property frontage from four lanes to three lanes (1 westbound lane and 2 eastbound lanes). As depicted on Figures 3-6 and 3-7 of the DEIR (and Recirculated Portions of the DEIR), the roadway only narrows near the terminus of the roadway, from in front of the existing marina eastward to the traffic circle, a distance of approximately 370 feet. Marina traffic will be serviced by the 4-lane roadway as the driveway to the marina is located just prior to (west of) the lane drop. The remaining land uses that will be serviced by the narrowed roadway (3-lanes) include the proposed hotel, Island Prime and the redeveloped Reuben E. Lee restaurant. The capacity of a 3-lane roadway is 15,000 ADT. This capacity is sufficient to handle the traffic related to these land

uses. This narrowing does not change the classification for the majority of the roadway, which will remain a 4-lane collector, and the roadway was evaluated as such.

Response to Comment D-6:

Page 4.6-2 of the DEIR has been revised as requested. The revised text was part of the Recirculated Portions of the DEIR.

Response to Comment D-7:

Page 4.6-2 of the DEIR has been revised as requested. The revised text was part of the Recirculated Portions of the DEIR.

Response to Comment D-8:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011.

Response to Comment D-9:

As shown on Page 4.6-5 of the DEIR, the functional classifications have been added to Table 4.6-1 and the capacities have been changed as requested. These revisions were part of the Recirculated Portions of the DEIR.

Response to Comment D-10:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011.

Response to Comment D-11:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated

Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011.

Response to Comment D-12:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011. Table 4.6-3 was revised to reflect the most recent City of San Diego traffic significance thresholds.

Project trip distribution for the project was based on a *SANDAG Series 11* Select Zone Assignment with a 2030 horizon year. The Model distributes project trips to the surrounding network on a regional level based on network zone trip productions and attractions.

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- D-13 13. Page 4.6-10, "Level of Service Impacts for Near-term Scenario": Please discuss the cumulative projects under this section, specifically the Reuben E. Lee site.
- D-14 14. A figure for Existing + Cumulative Projects volumes should be included in the Level of Service Impacts for Near-Term Scenario.
- D-15 15. Page 4.6-12, table 4.6-5, Near-term Street Segment Operations: The capacity on Harbor Island Drive (east of Harbor Island Drive) is reduced in the near-term by the project by reducing number of lanes from 4 to 3. Please revise accordingly.
- D-16 16. A figure for Horizon Year 2030 Volumes should be included in the Long Term (Cumulative) Street Segment Operations.
- D-17 17. Page 5-19, Table 5-3 Long-Term (Cumulative) Intersection Operations: Under Significant column, if the delta of delay between the Year 2030 and Year 2030 + Project is greater than 2 seconds at LOS E or greater than 1 second at LOS F, the "No" should say "Yes". Please revise accordingly.
- D-18 18. Page 5-37, 5.5 Mitigation Measures: The percentage for the fair share contribution for MM TR-C1, MM TR-C2 and MM TR-C3 for the intersections of N. Harbor Drive at Terminal 1; at Rental Car Access Road and at Laurel Street should be 10.11%, 2.2% and 2.65% respectively. A fair share percentage calculation table should be included in this section.
- D-19 Page 6-13, Table 6-2. Reduced Project Alternative- Long -Term (Year 2030) Intersection Operations: This table shows that a significant impact will occur under the Year 2030 + Significance Avoidance Project Alternative at the intersection of N. Harbor Drive and Rental Car Access and at the intersection of N. Harbor Drive and Laurel Street due to an increase in delay of more than 1 second at LOS F. Please revise accordingly.
- D-20 CITY PLANNING AND COMMUNITY INVESTMENT DEPARTMENT
TONY KEMPTON, ASSOCIATE PLANNER (619) 236-6861 OR TKEMPTON@SANDIEGO.GOV
The project is located within the City's Coastal Overlay Zone. The NTC Precise Plan/LCP implements Coastal Act policies and contains policies related to the preservation of views. Specifically, the plan language states, "Distant water and downtown cityscape views are available at the higher elevations of near Rosecrans." (Ch. 1, D, d) "Off-site to the west, land rises sharply. In the adjacent residential neighborhood, elevations range from 120 to 220 feet amsl. It is here, from the elevated residential streets and homes west and northwest of NTC, that views of the downtown skyline and San Diego Bay are available." (Ch.1, D, g). Additional language states, with, "Views of the waterfront and skyline shall be protected by establishing public view corridors which accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards, including clustering of tall buildings, slender buildings proper building

Response to Comment D-13:

To account for the extensive development occurring near the project area in downtown San Diego, the Traffic Study derived a growth factor, based on Year 2030 volumes obtained from SANDAG, to account for near-term background traffic. By comparing existing volumes to Year 2030 volumes, a percentage of growth over a span of 22 years was calculated (Year 2008 to Year 2030). A portion of this growth was determined to occur by "Opening Day" (Year 2012). The growth factor was applied to the existing turn movements and ADTs in order to generate cumulative projects volumes. These volumes include projects such as the Reuben E. Lee restaurant site. No changes were made to the EIR based on this comment.

Response to Comment D-14:

A figure for "Exiting + Cumulative Projects," as requested in Comment D-14, is included as Figure 7-1 of the Traffic Study (Appendix E of the DEIR and Recirculated Portions of the DEIR).

Response to Comment D-15:

See *Response to Comment D-5*. Since the majority of the roadway remains a 4-lane collector, the operations of the roadway are analyzed as such. No changes were made to Table 4.6-5 in response to this comment.

Response to Comment D-16:

A figure for "Horizon Year 2030 Volumes," as requested in Comment D-16, was included as Figures 10-1 (without project traffic) and 10-2 (with project traffic) of the Traffic Study (Appendix E of the DEIR and Recirculated Portions of the DEIR).

Response to Comment D-17:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011. The revisions to the significance thresholds, roadway classifications and roadway capacities used in the DEIR resulted in the identification of one additional cumulative significant impact on traffic at the intersection of Pacific Highway and Hawthorn Street, and two new significant

cumulative street segments impacts: North Harbor Drive between Harbor Island Drive and Rental Car Access Road, and North Harbor Drive between Rental Car Access Road and Laurel Street (see Tables 5-2 and 5-3 of the Recirculated Portions of the DEIR).

Response to Comment D-18:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011. Section 5.5 of the DEIR has been revised per the appropriate "fair-share" percentage calculations. These changes were incorporated into Section 5.5 of the Recirculated Portions of the DEIR. In addition, new fair-share percentages are included for the additional impacts assessed in the Recirculated Portions of the DEIR. These changes were also incorporated in the Traffic Study included in the Recirculated Portions of the DEIR.

The fair-share percentages were calculated using the following (standard practice) formula:

$$\frac{\text{Project trips}}{\text{Future Traffic with Project} - \text{Existing Traffic without project}}$$

The calculations are shown in Table 14-3 of the Traffic Study (Page 5-37, Section 5.5 Mitigation Measures, Fair Share Calculations). The intersection fair share calculations are based on combined AM and PM peak hour volumes while street segment fair share calculations are based on ADTs. In response to Comment G-9, all percentages were rechecked and found to be correctly stated in Table 14-3.

Response to Comment D-19:

Changes were made to the DEIR to include the most recent significance thresholds adopted by the City of San Diego, as well as the standard roadway classifications and capacities. The revised thresholds and standards, as well as the associated revised traffic impact analysis were included in the Recirculated Portions of the DEIR, which was circulated for public review from November 24, 2010 to January 10, 2011. The changes to the significance thresholds, and

roadway classifications and capacities were included in the revised traffic analyses included in Chapter 6. Table 6-2 was revised, and Table 6-3 was added, to incorporate the changes that resulted from the updated significance thresholds, roadway classifications, and roadway capacities. Table 6-2 now reflects that there are significant impacts at the intersections of North Harbor Drive/Rental Car Access Road and North Harbor Drive/Laurel Street.

Response to Comment D-20:

The project is located within the jurisdiction of the San Diego Unified Port District. Coastal access, including public view corridors, is subject to the Port Master Plan.

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orientation and floor area restrictions and height limits where necessary." (Chap. IV, A) Refer to attached scans of where view preservation is identified (figures 4.1, 4.2 in Ch. IV, Attached).

D-21

1. Since this proposed structure, with 175 rooms, will be approximately 75 feet high and just one of a number of multiple hotels, totaling 500 rooms/suites, there is a question of how the project would affect views. At this time, staff is unable to determine that the proposed project would not have a negative impact on public views, and therefore, staff recommends that the applicant prepare photo simulations of the proposed structure(s) from the vantage points, both top and lower elevations, of the streets designated as the NTC Precise Plan/LCP "view corridors".


ENVIRONMENTAL SERVICES DEPARTMENT
LISA WOOD, SENIOR PLANNER (858)-573-1236 OR L.WOOD@SANDIEGO.GOV

D-22

The City of San Diego Environmental Services Department is responsible for the operation of the Miramar Landfill, and for waste reduction programs. Projects that generate more than 60 tons of waste may have significant impact on solid waste facilities and waste reduction programs. The Department's staff will be meeting with staff involved with the Port Master Plan Amendment to better understand the types of waste that will be generated, and develop a plan for waste reduction.

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide four copies of the document for distribution to the commenting department. If you have any additional questions regarding the City's review of the DEIR, please contact Myra Herrmann, Senior Planner at 619-446-5372 or via email at mherrmann@sandiego.gov.

Sincerely,


for Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

cc: Myra Herrmann, Senior Planner, Development Services
Tony Kempton, Associate Planner, City Planning and Community Investment Department
Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Ismail Elhamad, Associate Traffic Engineer, Development Services Department
Lisa Wood, Senior Planner, Environmental Services Department
Review and Comment online file

Response to Comment D-21:

The SDUPD staff reviewed the NTC Precise Plan/LCP "view corridors" described in the comment and shown on Figures 4.1 and 4.2 of the NTC Precise Plan/LCP. As shown in Figure 4.3-2 of the DEIR, the NTC Precise Plan/LCP "view corridors" area is over one mile northwest of the Project site. As discussed in Section 4.3 of the DEIR, certain candidate vantage points shown in Figure 4.3-2 of the DEIR 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 Spanish Landing Park were rejected because the Project site is completely obscured by the existing Sheraton Harbor Island 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. Considering that NTC is over 1 mile from the project site and therefore the Project site would represent a very distant portion of the view from NTC simulations of the project from NTC were not included in the DEIR.

To further address the comment SDUPD staff evaluated potential views from the NTC Precise Plan/LCP "view corridors" shown on Figures 4.1 and 4.2 of the NTC Precise Plan/LCP. Intersections and areas within NTC evaluated through site visits included: Dewey/Rosecrans, Dewey/Truxtun, Dewey/Decatur, Dewey/Cushing, Decatur/Chauncey, Chauncey/Cushing, Roosevelt/Rosecrans, Roosevelt/Decatur, Roosevelt/Cushing, Cushing/Womble, Farragut/Truxtun, Farragut/Cushing, Russell/Locust, Whittier, and Browning/Evergreen. Photographs were also taken from the boat channel at the end of Womble and the park/boat channel at the end of Farragut. From each of these vantage points the site is either completely or partially obscured by other structures. Where Harbor Island is partially visible the Project site is distant enough from the vantage point that it does not represent a major element of the view nor substantially affect any public views or "view corridors" as depicted in the NTC Precise Plan/LCP.

Language for multiple hotels totaling no more than 500 rooms is included as a part of the PMP Amendment. However, no specific project proposals beyond the proposed 175 room hotel are evaluated in the DEIR. As discussed in Section 4.3.4.5 of the DEIR, 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. 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.

There are no plans for developing more than the proposed 175-room hotel at this time. Future development projects proposed in accordance with the PMP Amendment would require a project-level CEQA analysis 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.

Response to Comment D-22:

The results of the DEIR analysis concur with this comment. As discussed in Section 5.3.10 of the DEIR (and Recirculated Portions of the DEIR), the Proposed Project would contribute to a significant cumulative solid waste impact. Mitigation measure PUB-C1 included in the DEIR (and Recirculated Portions of the DEIR) states that 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.

In response to this comment SDUPD staff has met with City staff to discuss this issue and further define the contents of the Project Waste Management Plan. The SDUPD will continue to coordinate with the City and with the Project Applicant to ensure that the waste management plan prepared for the project will include elements identified by the City.

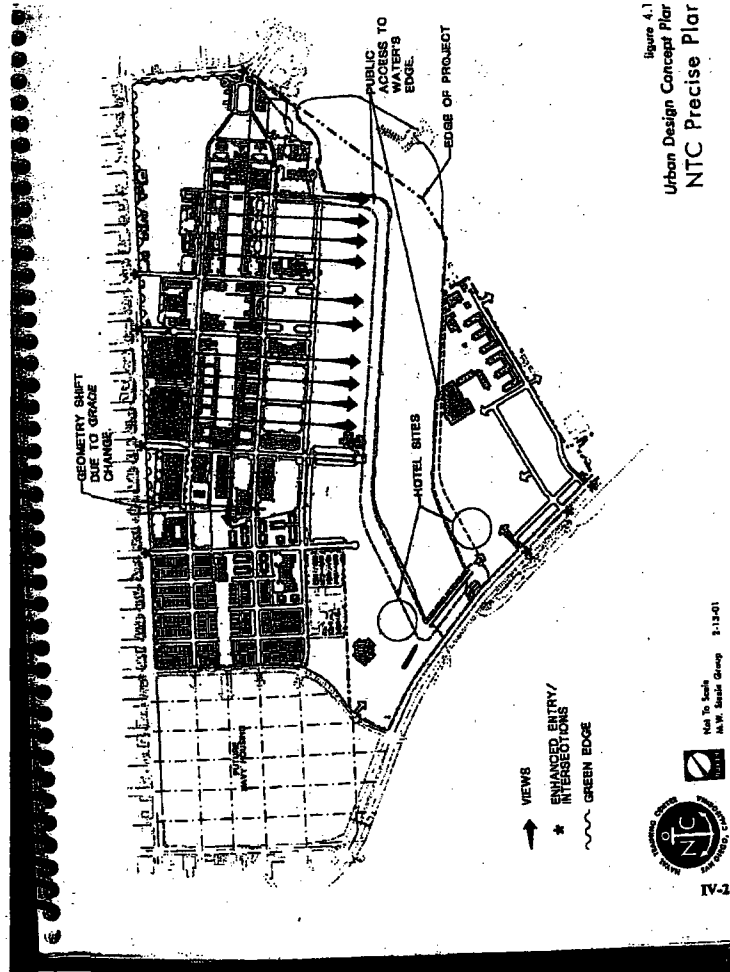
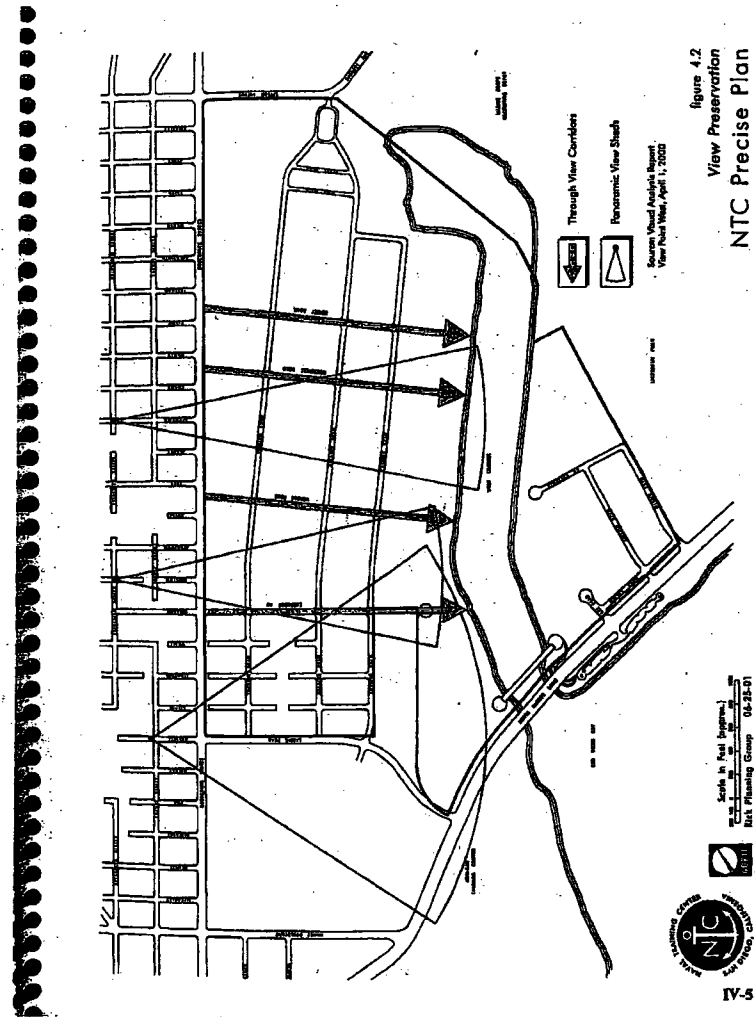


Figure 4.1
Urban Design Concept Plan
NTC Precise Plan





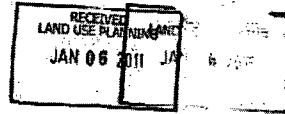
Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

January 4, 2011



Mr. John Helmer, Director, Land Use Planning
San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, California 92101

TRANSMITTAL OF RECIRCULATED PORTIONS OF THE DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE SUNROAD HARBOR HOTEL PROJECT & EAST
HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (SCH
#2006021027); (UPD #83356-air-783), SAN DIEGO COUNTY

Dear Mr. Helmer:

The Department of Toxic Substances Control (DTSC) has received your submitted Transmittal of Re-circulated Portions of the Draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "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 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 Project site is currently developed with commercial recreational uses associated with the adjacent marina facility."

Based on the review of the submitted document DTSC has the following comments:

E-1

- 1) DTSC provided original comments on the project Notice of Preparation (NOP) on January 1, 2009 and on the project EIR on January 13, 2010; those comments have not been addressed in the submitted Transmittal of Re-circulated Draft Environmental Impact Report. Please ensure that all those comments will be addressed in the final EIR.

Response to Comment E-1:

This comment references DTSC comments provided in 2009 and 2010, for the NOP and DEIR respectively. The 2009 NOP comments have been addressed in Section 4.4, Hazards and Hazardous Materials and Section 4.7, Air Quality, of the DEIR. Response to Comment C-1 (above) provides a summary of the DTSC comments contained in the NOP comment letter followed by the analysis presented in the DEIR that addresses the comments. Sections 4.4 and 4.7 were not included in the Recirculated Portions of the DEIR as the issue warranting the recirculation was not related to these topics.

Mr. John Helmer
January 4, 2011
Page 2

E-2

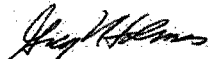
- 2) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies which would not be responsible parties under CERCLA, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

E-3

- 3) In future CEQA documents, please provide your e-mail address, so DTSC can send you comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3082

Response to Comment E-2:

This comment indicates that, if needed, DTSC can provide guidance for cleanup oversight. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment E-3:

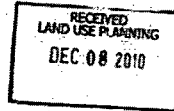
This comment expresses interest for email addresses to be provided in future CEQA documents. This comment is noted. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Comment Letter F

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
 515 CAPITOL MALL, ROOM 304
 SACRAMENTO, CA 95814
 (916) 637-6221
 Fax (916) 637-4300
 Web Site www.nahc.ca.gov
 e-mail: ca_nahc@pacbell.net



December 1, 2010



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

Re: SCH#2006021027 CEQA Notice of Completion: draft Environmental Impact Report (DEIR) for the Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD #89354-EIR-783) located in the Harbor Island Area in the City of San Diego, San Diego County, California

Dear Ms. Buzaitis:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3rd 804). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(3)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5087.9.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5087.94(a) and Native American Cultural Resources were not identified within one-half mile of the Area of Potential Effect (APE). However, there are Native American cultural resources in close proximity to the APE. It is important to do early consultation with Native American tribes in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Response to Comment F-1:

This comment indicates that a Sacred Lands File search was conducted by the Native American Heritage Commission and no Native American Cultural Resources were identified within one-half mile of the Project site. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment F-2:

As discussed on page 7-3 of the DEIR, the Project site is located on filled land. Harbor Island was created in the 1960s, and the onsite buildings were constructed in the following decades. Therefore, the consultation and monitoring responsibilities mentioned in this comment are not deemed necessary for this Project because it is unlikely that Native American cultural resources will be discovered during project grading due to the Project site being located entirely on fill.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for information on recorded archaeological data. This information is available at the OHP Office in Sacramento (916) 445-7000.

F-2
(cont'd)

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 (f) *et seq.*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CEQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

F-3

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

F-4

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5087.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

F-5

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave sites. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 - 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Response to Comment F-3:

See Response to Comment F-2. No cultural resources were identified on or adjacent to the Project site. In addition, because the Project site is located on fill, no buried cultural resources or human remains are anticipated to be discovered during site disturbance activities associated with construction of the Proposed Project.

Response to Comment F-4:

Harbor Island was created in the 1960s, and the onsite buildings were constructed in the following decades. In addition, the Sacred Lands File (SLF) record search performed by NAHC, revealed that no cultural resources were identified on or adjacent to the Project site. As a result accidental discovery of archeological resources defined in the comment as "historic properties of religious or cultural significance" during construction is not anticipated. Therefore, consultation with Native Americans on the attached list is not necessary.

Response to Comment F-5:

See Response to Comment F-2. No cultural resources were identified on or adjacent to the Project site. Therefore, accidental discovery of human remains during construction is not anticipated. In addition, the proposed project is not within an "electric transmission corridor," and is not subject to the 2006 SB 1059.

Response to Comment F-6:

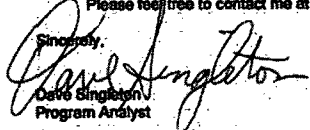
See responses to Comments F-3 and F-5.

F-6

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,


Dave Singleton
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse

Native American Contacts
San Diego County
December 1, 2010

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside, CA 92040
sue@barona-nsn.gov
(619) 443-8612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon, CA 92021
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard, CA 91905
gparada@lapostacasino.
(619) 478-2113
619-478-2125

Viejas Band of Kumeyaay Indians
Bobby L. Barrett, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine, CA 91903
jrothau@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
allenl@sanpasqualband.com
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine, CA 92001
(619) 445-0385

Ipai Nation of Santa Ysabel
Virgil Perez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Campo Kumeyaay Nation
Monique LaChappa, Chairperson
38190 Church Road, Suite 1 Diegueno/Kumeyaay
Campo, CA 91906
(619) 478-9048
MLaChappa@campo-nsn.
gov
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5067.94 of the Public Resources Code and Section 5067.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and Red and 36 CFR Part 900.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed Sunroad Harbor Island Hotel Project and East Harbor Island Subarea PMP Amendment, Revised Final EIR for the Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD #83368-ER-782), located in the Harbor Island area; City of San Diego; San Diego County, California.

Native American Contacts
San Diego County
December 1, 2010

Jamul Indian Village
Kenneth Meza, Chairperson
P.O. Box 612
Jamul CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Diegueno/Kumeyaay

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
2005 S. Escondido Blvd.
Escondido CA 92025
(760) 737-7628
(760) 747-8568 Fax

Diegueno

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O. Box 270
Santa Ysabel CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Diegueno

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road
Lakeside CA 92040
(619) 742-5567 - cell
(619) 742-5587
(619) 443-0681 FAX

Diegueno/Kumeyt

Kumeyaay Cultural Heritage Preservation
Paul Cuero
38190 Church Road, Suite 5
Campo CA 91906
(619) 478-9046
(619) 478-9505
(619) 478-5818 Fax

Diegueno/ Kumeyaay

Ewilaapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road
Alpine CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Diegueno/Kumeyt

Kwaaymil Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775
Pine Valley CA 91962
(619) 709-4207

Diegueno -

Ewilaapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road
Alpine CA 91901
michaeltg@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Diegueno/Kumeyt

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7080.5 of the Health and Safety Code, Section 5007.94 of the Public Resources Code and Section 5007.98 of the Public Resources Code. Also, Federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 105 and Red and NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the project. SCEM2006021027; CEQA Notice of Completion; draft Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project & East Island Subarea PMPA (UPD #63366-EIR-763); located in the Harbor Island area; City of San Diego; San Diego County, California.

Native American Contacts
San Diego County
December 1, 2010

Clint Linton
P.O. Box 507
Santa Ysabel, CA 92070
clinton73@aol.com
(760) 803-5694
clinton73@aol.com

Diegueno/Kumeyaay

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302
Boulevard, CA 91905
(619) 766-4930
(619) 766-4957 - FAX

Diegueno/Kumeyaay

Kumeyaay Diegueno Land Conservancy
M. Louis Guassac, Executive Director
P.O. Box 1992
Alpine, CA 91903
guassac@onebox.com
(619) 952-8430

Diegueno/Kumeyaay

Frank Brown
Viejas Kumeyaay Indian Reservation
240 Brown Road
Alpine, CA 91901
FIREFIGHTER69TFF@AOL
619) 884-6437

Diegueno/Kumeyaay

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7080.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.95 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal MAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2000021027; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD #83398-ER-759); located in the Harbor Island area; City of San Diego; San Diego County, California.



THE CITY OF SAN DIEGO

Comment Letter G

January 14, 2011

San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101

Submitted via email to:
Anna Buzaitis - abuzaiti@portofsandiego.org

Subject: CITY OF SAN DIEGO COMMENTS ON THE RECIRCULATED SECTIONS OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE SUNROAD HARBOR ISLAND HOTEL PROJECT AND EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (UPD #83356-EIR-783; SCH #2006021027, IO #12062082)

The City of San Diego ("City") has received and reviewed the recirculated sections of the Draft Environmental Impact Report ("DEIR") for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment and appreciates this opportunity to provide comments to the Port of San Diego (Port). In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, the Port, and other local, regional, state, and federal agencies will be essential.

Staff from the Development Services Department ("DSD") and the Public Utilities Department (PUD) have reviewed the recirculated DEIR and can provide the following comments:

DEVELOPMENT SERVICES DEPARTMENT:
ANN GONSALVES (619) 446-5294 AGONSALVES@SANDIEGO.GOV

GENERAL:

We appreciate that the document was revised in regard to the City's roadway capacities and significance thresholds. However, traffic volumes and intersection delay values have been changed throughout the transportation sections of the report with no apparent explanation. Therefore, while it is appreciated that many of our comments were addressed, we repeat the previous comments from the City letter of January 25, 2010 that do not appear to have been addressed. Please identify where in the recirculated section of the DEIR and the Traffic Study these issues have been addressed.

G-1



Development Services
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

Response to Comment G-1:

The differences in the traffic volumes and delay values between the Draft EIR and Recirculated Portions of the DEIR are due to the project size evaluated in the Draft EIR Traffic Study (210-room limited service hotel) and the project size evaluated in the Recirculated Portions of the DEIR Traffic Study (175-room limited service hotel). All analysis scenarios, figures, and traffic volumes within the Draft EIR Traffic Study reflect the 210-room hotel. An appendix was subsequently added to the Draft EIR Traffic Study (Appendix G of the Draft EIR Traffic Study), which considered a revised project of a 175-room limited service hotel for only the impacted facilities.

The Traffic Study contained in the Recirculated Portions of DEIR considered a 175-room limited service hotel. All analysis scenarios, figures, and traffic volumes within the Recirculated Portions of the DEIR Traffic Study reflect the 175-room hotel.

Page 2 of 3
San Diego Unified Port District
Land Use Planning Department
January 14, 2011

GENERAL:

- G-2 1. The EIR should discuss and evaluate the impact of trolley, coaster and freight train operations on the intersections of Pacific Highway/Laurel Street, Pacific Highway/Hawthorn Street and Pacific Highway/Grape Street. This may cause lower levels of service than reported in the DEIR.
- G-3 2. The EIR should provide details explaining why a "business hotel" rate of 7 average daily trips (ADT) per room would be appropriate rather than the more typical rate of 10 ADT per room. If appropriate, the 10 ADT should be used and carried throughout the analysis.
- 3. The EIR must evaluate the impact of the proposed reduction (for four lanes to three) in capacity to Harbor Island Drive, especially including the proposed near term redevelopment of the Reuben E. Lee site.

SPECIFIC:

- G-5 1. Page 4.6-12, "Level of Service Impacts for Near-Term Scenario": Please discuss the cumulative projects under this section, specifically the Reuben E. Lee site.
- G-6 2. A figure for Existing + Cumulative Projects volumes should be included in the Level of Service Impacts for Near-Term Scenario.
- G-7 3. Page 4.6-14, Table 4.6-5, Near-Term Street Segment Operations: The capacity on Harbor Island Drive (east of Harbor Island Drive) is reduced in the near-term by the project by reducing number of lanes from 4 to 3. Please revise accordingly.
- G-8 4. A figure for Horizon Year 2030 Volumes should be included in the Long-Term (Cumulative) Street Segment Operations.
- G-9 5. Page 5-37, 5.5 Mitigation Measures: The percentage for the fair share contribution for MM TR-C1, MM TR-C2 and MM TR-C3 for the intersections of North Harbor Drive at Terminal 1; at Rental Car Access Road and at Laurel Street should be 10.11%, 2.2% and 2.65% respectively. A fair share percentage calculation table should be included in this section.

PUBLIC UTILITIES DEPARTMENT

MEHDI RASTAKHIZ, ASSOCIATE ENGINEER (619)-533-5155 OR MRASTAKHIZ@SANDIEGO.COY

The Water and Sewer Development Section of the Public Utilities Department (PUD) reviewed the draft environmental document referenced above and has the following comments:

Response to Comment G-2:

See Response to Comment D-3, above.

Response to Comment G-3:

See Response to Comment D-4, above.

Response to Comment G-4:

See Response to Comment D-5, above.

Response to Comment G-5:

See Response to Comment D-13, above.

Response to Comment G-6:

See Response to Comment D-14, above.

Response to Comment G-7:

See Response to Comment D-15, above.

Response to Comment G-8:

See Response to Comment D-16, above.

Response to Comment G-9:

As shown in Table 14-3 of the Traffic Study (*Page 5-37, Section 5.5 Mitigation Measures, Fair Share Calculations*), intersection fair share calculations are based on combined AM and PM peak hour volumes while street segment fair share calculations are based on ADTs. The fair share percentages shown in Table 14-3 were calculated using the following (standard practice) formula:

Project trips

Future Traffic with Project – Existing Traffic without project

In response to Comment G-9, all percentages were rechecked and found to be correctly stated in Table 14-3.

Page 3 of 3
San Diego Unified Port District
Land Use Planning Department
January 14, 2011

- G-10 Sewer and water mains serving one entity/ownership (San Diego Unified Port District) will be converted to private per the City policy.
- G-11 All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.
- G-12 Please note that all references to the departments in charge of water and wastewater should be changed from the Metropolitan Wastewater Department or Water Department to the Public Utilities Department (PUD) since the two departments have been merged.
- G-13 No shrubs exceeding three feet in height at maturity may be located within 10 feet of any water or sewer main.
- G-14 All proposed public water and sewer facilities shall be designed and constructed in accordance with established criteria in the current edition of the City of San Diego Water Facility Design Guidelines, Sewer Design Guide and City regulations, standards and practices.

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide four copies of the document for distribution to the commenting department. If you have any additional questions regarding the City's review of the DEIR, please contact Myra Herrmann, Senior Planner at 619-446-5372 or via email at mherrmann@sanidiego.gov.

Sincerely,

Myra Herrmann, for
Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

cc: Myra Herrmann, Senior Planner, Development Services
Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Mehdi Rastakhiz, Associate Engineer, Public Utilities Department
Review and Comment online file

Response to Comment G-10:

This comment pertains to the ownership of sewer and water mains. This comment is noted by the Project Applicant. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment G-11:

This comment indicates that all private sewer facilities within a single lot need to be designed to meet the requirements of the California Plumbing Code and will be reviewed for such during the building permit plan check process with the City of San Diego. The Project will comply with all applicable requirements of the California Plumbing Code. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment G-12:

This comment indicates that the Metropolitan Wastewater Department and the Water Department have merged to form the Public Utilities Department. This comment is noted. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment G-13:

This comment references landscaping restrictions near water or sewer mains. The Project will comply with all applicable requirements concerning the height and location of shrubs. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Response to Comment G-14:

This comment indicates that public water and sewer facilities need to be designed and constructed in accordance with established City of San Diego regulations, standards and practices. The Project will comply with all applicable established criteria in the current edition of the City of San Diego Water Facility Design Guidelines, Sewer Design Guide, and City regulations, standards and practices. As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

Comment Letter H

ADAMS BROADWELL JOSEPH & CARDOZO

DANIEL L. CARDOZO
THOMAS A. BIELON
TANYA A. GULESSERIAN
JASON W. HILDER
JACOB D. JOSEPH
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January 10, 2011

Via E-Mail and U.S. Mail


Mr. John W. Helmer, Director
Ms. Anna Buzaitis, Assistant Redevelopment Planner
San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101
jhelmer@portofsandiego.org
abuzaitis@portofsandiego.org

Re: Draft Environmental Impact Report and Recirculated Portions of the Draft Environmental Impact Report for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment

Dear Mr. Helmer and Ms. Buzaitis:

We write on behalf of UNITE HERE Local 30 regarding the San Diego Unified Port District's Draft Environmental Impact Report ("DEIR") and recirculated portions of the DEIR for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment ("Project"). We are currently reviewing the DEIR and recirculated DEIR and investigating issues that the Port may have failed to adequately examine. Please provide us with notice by mail and e-mail of any and all hearings and/or actions related to the Project.

Sincerely,



Rachael E. Koss

REK:vs
cc: Graham Forbes

2421-010v



Response to Comment H-1:

This comment indicates that the commentor is in the process of reviewing the DEIR and Recirculated Portions of the DEIR. The comment period for the DEIR closed on January 25, 2010. The comment period for the Recirculated Portions of the DEIR closed on January 10, 2011.

The comment also requests notification by mail and email of all proposed actions related to the Project. The commentor has been added to the notification list. However, the commentor's client (UNITE HERE Local 30) received notice on the DEIR and Recirculated Portions of the Draft EIR.

As the comment does not address the accuracy or adequacy of the DEIR or Recirculated Portions of the DEIR, no further response is warranted.

H-1



THE CITY OF SAN DIEGO

Comment Letter I

January 31, 2011

San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101

Submitted via email to:
Anna Buzaitis - abuzaitis@portofsandiego.org

Subject: ADDENDUM TO THE CITY OF SAN DIEGO COMMENTS ON THE RECIRCULATED SECTIONS OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE SUNROAD HARBOR ISLAND HOTEL PROJECT AND EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (UPD #83356-EIR-783; SCH #2006021027, IO #12002082)

Subsequent to submittal of the City of San Diego's ("City") comment letter to the Port of San Diego (Port) on January 14, 2011, Development Services Department (DSD) staff identified comments from the City Planning and Community Investments Department (City Planning) which had been submitted on time, but were inadvertently excluded from the letter. DSD staff immediately contacted Port staff to request submittal of this Addendum letter in order to address an important fire protection issue. The City appreciates your consideration of the following comments on behalf of the City Planning Department:

CITY PLANNING AND COMMUNITY INVESTMENT DEPARTMENT – FACILITIES FINANCING DIVISION:
OSCAR GALVEZ III, ASSOCIATE MANAGEMENT ANALYST, (619) 533-3685
GALVEZO@SANDIEGO.GOV

5.6.2 Public Services and Utilities

Fire Protection – Because the City of San Diego Fire-Rescue Department is responsible for responding to fires, rescues and medical emergencies on the Proposed Project, implementation of a mitigation measure is required. The Draft EIR states in section 5.4.2 that, "the Proposed Project would contribute to cumulative demands on the fire protection and emergency response service of the City of San Diego Fire-Rescue Department." Due to one of the areas responding fire stations being above its annual workload capacity and as a result of the increased demand for fire protection, rescue and emergency medical services associated with the Proposed Project, the Project Applicant shall contribute a fair share percentage of 0.57% towards the cost of construction of the fire station in the vicinity of Liberty Station (former Naval Training Center). Identified as a proposed project in the Fire Station Master Plan (February 2009), this fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project, and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with



Development Services
1722 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 444-5460

Response to Comment I-1:

This comment concurs with the impact analysis, significance conclusion and mitigation measures regarding fire protection services discussed in Sections 4.10.4.1, 4.10.5, 4.10.6, 4.10.7, 5.5.2, and 5.6.2 of the DEIR and Sections 5.5.2 and 5.6.2 of the Recirculated Portions of the DEIR. The comment also states that the Project Applicant should contribute a fair-share percentage of 0.57% toward the cost of construction of a new fire station in the vicinity of Liberty Station. Mitigation Measures PUB-1 and PUB-C1 require the Project Applicant to 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. The City of San Diego's determination of the amount of the Project Applicant's fair-share must be consistent with all applicable constitutional and legal principles as provided in CEQA Guidelines Section 15041. As this comment does not address the adequacy or accuracy of the DEIR or the Recirculated Portions of the DEIR, no further response is warranted.

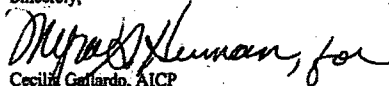
I-1

Page 2 of 2
San Diego Unified Port District
Land Use Planning Department
January 31, 2011

I-1
(cont) National Response time standards. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636.

Please contact the appropriate above-named individual if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide four copies of the document for distribution to the commenting department. If you have any additional questions regarding the City's review of the DEIR, please contact Myra Herrmann, Senior Planner at 619-446-5372 or via email at mherrmann@sandiego.gov.

Sincerely,



Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

cc: Myra Herrmann, Senior Planner, Development Services
Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Oscar Galvez III, Associate Management Analyst, CPCI
Tom Tomlinson, Facilities Financing Program Manager, CPCI
Review and Comment online file

Comment Letter J

"Galvez III, Oscar" <GalvezO@sandiego.gov>
 To: Anna Buzaitis <abuzaiti@portsandiego.org>
 Cc: "Tracanna, John" <JTracanna@sandiego.gov>, "Barnes, Kenneth" <KBarnes@sandiego.gov>
 RE: Public Review Period Extended - Revisions to Draft EIR for Sunroad Harbor Island Hotel & East Harbor Island Subarea Port Master Plan Amendment

October 7, 2013 4:55 PM

3 Attachments, 995 KB

J-1

Hi Anna,
 The following comments are regarding Section 5.0 (attachment #1):
 1.) Office of the City Attorney noted that developers of Port property are subject to impact fees (attachment #2) &
 2.) The City of San Diego may impose ad hoc fees on discretionary projects (attachment #3).

J-2

In addition, a new fire station at Liberty Station has been identified by the Fire-Rescue Department in the Citygate study.

Please confirm receipt of this email.

Thank you,
 Oscar Galvez III
 City of San Diego

—Original Message—
 From: Anna Buzaitis [mailto:abuzaiti@portsandiego.org]
 Sent: Friday, August 23, 2013 2:30 PM
 To: Anna Buzaitis
 Subject: Public Review Period Extended - Revisions to Draft EIR for Sunroad Harbor Island Hotel & East Harbor Island Subarea Port Master Plan Amendment

To All Interested Parties.

The San Diego Unified Port District (SDUPD) has extended the public review period for the Revisions to the Draft Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project & East Harbor Island Subarea Port Master Plan Amendment. The Revisions to Draft EIR is available for an additional 45 days from today. The public review period will now end at 4:00pm on Monday, October 7, 2013. The Revisions to Draft EIR and Notice of Availability (containing information on how to comment on the Revisions to Draft EIR) are available for download by clicking the link below, or copying and pasting the link into your internet browser.

Questions? Please call the SDUPD Environmental and Land Use Management Department at (619) 686-8283.

<http://www.portsandiego.org/sunroad-harbor-island-hotel/3315-port-issues-revised-draft-eir-for-sunroad-project.html>

Anna Buzaitis
 Associate Redevelopment Planner
 Environmental and Land Use Management
 PORT OF SAN DIEGO
 3165 Pacific Highway
 San Diego, CA 92112-0488

  
 City of SD_F...pdf (20 KB) City Attorney...pdf (171 KB) 031312 Me...pdf (803 KB)

Response to Comment J-1:

This comment provides copies of two City of San Diego memoranda regarding fees for projects. This comment notes that these memoranda are in response to Section 5.0 of the EIR. Although Section 5.0 is specific to the analysis for the 175-room hotel, responses to these memoranda are provided below in Responses to Comments J-3 and J-4.

Response to Comment J-2:

This comment indicates that the Citygate study prepared for the Fire-Rescue Department identifies a new fire station at Liberty Station. The Citygate study recommends a new additional fire station in Liberty Station as "Priority #9" for additional fire station sites in the City of San Diego. As noted in Mitigation Measure MM PUB-2, the future hotel(s) that could be developed under the PMP Amendment will pay its fair share of constructing a new fire station in the vicinity of Liberty Station. No further response is necessary.

Office of
The City Attorney
City of San Diego

MEMORANDUM
MS 59

(619) 533-5800

J-3

DATE: March 13, 2012
TO: Kelly Broughton, Director, Development Services Department
FROM: City Attorney
SUBJECT: Imposition of Fees for Discretionary Projects

INTRODUCTION

You have asked the Office of the City Attorney whether the City may impose fees in addition to other applicable development fees that have been adopted legislatively. You have also asked what procedures City staff should follow to impose such fees and what methodologies City staff may use to determine the appropriate amount of fees. Although you have asked these questions as they pertain to park development fees, staff periodically raises issues concerning the differences between ad hoc fees and legislatively-enacted fees. Therefore, this memorandum provides a comprehensive analysis on the issue of the imposition of ad hoc fees in addition to legislatively-enacted fees.¹

QUESTIONS PRESENTED

1. May the City impose ad hoc fees on discretionary projects in addition to legislatively enacted Facilities Benefit Assessments and Development Impact Fees?
2. If the City may impose ad hoc fees, what procedures must be followed to impose ad hoc fees?
3. What methodologies may be used to determine the amount of the fees?

¹ To the extent previous advice from this Office may conflict, this memorandum supersedes such advice.

Response to Comment J-3:

This comment consists of a legal memorandum from Office of the City Attorney of the City of San Diego, which states the City's position regarding whether it may impose as hoc fees on discretionary projects in addition to legislatively imposed Facilities Benefit Assessments and Development Impact Fees. These comments do not address the adequacy or completeness of the Revisions to Draft EIR. No responses are necessary.

Kelly Broughton, Director, Development Services Department
 March 13, 2012
 Page 2

SHORT ANSWERS

1. Yes. The City may use its police powers to impose ad hoc fees on discretionary projects in addition to legislatively-enacted Facilities Benefit Assessments and Development Impact Fees so long as there is an essential nexus between a development's burdens and the fee, and that the amount of the fee is roughly proportional to the development's burdens.
2. Under the Mitigation Fee Act, to impose an ad hoc fee, generally, the City must determine that a reasonable relationship exists between the amount of the ad hoc fee and the cost of the public facility attributable to the project's impacts. In addition, the City must also identify the public improvement the fee will be used to finance, hold a public hearing in accordance with the San Diego Municipal Code, deposit the ad hoc fee in a separate account, expend the ad hoc fee solely for the purpose for which it was collected, account for the ad hoc fee, and provide notice of the amount of the ad hoc fee and notice that a ninety-day period in which the applicant may protest has begun.
3. A variety of methodologies may be used to determine the appropriate amount of the fees so long as the resulting fee meets the constitutional nexus and rough proportionality requirements in the case of ad hoc fees, or the reasonable relationship test in the case of legislatively-enacted fees.

BACKGROUND

The City has established various fees applicable to new development to finance public facilities in most of the City's communities. Depending on the community, these fees are either called Facilities Benefit Assessments (FBAs) or Development Impact Fees (DIFs), and are established by City Council resolution. The FBAs and DIFs are based on facilities identified in Public Facilities Financing Plans (Financing Plans) in each community. FBAs are established pursuant to the City's Procedural Ordinance for Financing of Public Facilities in Planned Urbanizing Areas (FBA Ordinance) and DIFs are established in accordance with the Mitigation Fee Act, California Government Code sections 66000-66025 (MFA). SDMC §§ 61.2200-61.2216, 142.0640(a). However, as we have previously advised, practically, the difference between FBAs and DIFs is a matter of semantics, as both FBAs and DIFs are subject to the MFA and other constitutional limitations. City Att'y Report RC-2011-28 (July 19, 2011). The only difference is that fees that the City identifies as being FBAs are subject to procedures in addition to those required under the MFA as set forth in the FBA Ordinance. Therefore, FBAs and DIFs are referred to collectively simply as "generally applicable fees" throughout this memorandum.

The San Diego Municipal Code (Municipal Code) currently provides for the collection of the City's generally applicable fees before the issuance of building permits. DIFs must be paid "before the issuance of any Building Permit in areas where Development Impact Fees have been established by Resolution of the City Council" and "shall be determined in accordance with the fee schedule approved by the applicable Resolution of the City Council in effect upon the issuance of a Building Permit, and may include an automatic increase" SDMC § 142.0640(a). FBAs must be paid "prior to the issuance of any Construction Permit issued or

J-3
 (cont.)

Kelly Broughton, Director, Development Services Department
 March 13, 2012
 Page 3

required for development that would benefit from . . . Public Facilities Projects" in the amount identified in the Resolution of Designation. SDMC §§ 61.2209, 61.2210(a).

We have previously advised that significant changes to the underlying assumptions that form the basis for the calculation of the fees require at least some periodic review. *See* RC-2011-28; 1985 City Att'y MOL 205, 207 (85-44; Aug. 8, 1985). The City's General Plan also sets forth policies requiring amendments to the Financing Plans concurrently with amendments to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and Financing Plan. City of San Diego General Plan, Land Use and Community Planning Element, at LU-26 (Mar. 2008); City of San Diego General Plan, Public Facilities, Services and Safety Element, at PF-9.²

Historically, the City has generally updated the City's Financing Plans annually to reflect increases or decreases in the actual costs of public facilities projects, changes to the scope and type of projects needed in the community, and changes to various Financing Plan assumptions to reflect current reality. However, more recently, many Financing Plans have not been updated regularly, even when discretionary projects are approved that include community plan amendments that are not accounted for in the existing Financing Plan. It has been asserted that even where a project's impacts exceed those which are accounted for in a Financing Plan, the City may not impose any additional ad hoc fees to address that project's impacts. We disagree. Therefore, this memorandum sets forth the procedures the City may follow to ensure that a project's impacts are addressed to the extent feasible through the imposition of ad hoc fees in addition to appropriate generally applicable fees.

ANALYSIS

I. THE CITY MAY IMPOSE AD HOC FEES

The first issue is whether the City may impose ad hoc fees in addition to, or in lieu of its generally applicable fees. The primary power of a local government is its police power, which is the inherent power to provide for the peace, order, health, morals, welfare, and safety of the citizens. Cal. Const. art. XI, § 7; Stephen L. Kostka & Michael H. Zischke, *Practice Under the California Environmental Quality Act* § 14.24, at 712.1 (Cont. Ed Bar 2011). This police power is limited by applicable federal and state laws. Cities may impose conditions on development so long as the conditions are reasonable, and there exists a sufficient nexus between the conditions imposed and the projected burden of the proposed development, and the conditions are roughly

² Specifically, General Plan Policy LU-D.2 "[r]equire[s] an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan." General Plan at LU-26. Similarly, General Plan Policy PF-A.3.c calls for "[m]aint[enance] [of] an effective facilities financing program to ensure the impact of new development is mitigated through appropriate fees identified in [the Financing Plans]" by "[e]valuat[ing] and update[ing] financing plans when community plans are updated." City of San Diego General Plan at PF-9.

Kelly Broughton, Director, Development Services Department
 March 13, 2012
 Page 4

proportional to the development's burdens. *See Dolan v. City of Tigard*, 512 U.S. 512 U.S. 374 (1994); *Nollan v. Cal. Coastal Comm'n*, 483 U.S. 825, 834-35 (1987); *Associated Home Builders, Inc. v. City of Walnut Creek*, 4 Cal. 3d 633, 644 (1971); *Ayres v. City Council*, 34 Cal. 2d 31, 42 (1949).

A. Adopting Generally Applicable Fees Does Not Preclude the Future Imposition of Additional Ad Hoc Fees

Adopting generally applicable fees does not affect the City's ability to otherwise use its police powers to impose ad hoc fees. The MFA defines a fee as "a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project" Cal. Gov't Code § 66000(b).

The Municipal Code provides for the collection of DIFs as follows:

The payment of Development Impact Fees (as defined in California Government Code Section 66000) shall be required before the issuance of any Building Permit in areas where Development Impact Fees have been established by Resolution of the City Council. The Development Impact Fee due shall be determined in accordance with the fee schedule approved by the applicable Resolution of the City Council in effect upon the issuance of a Building Permit, and may include an automatic increase consistent with Section 142.0640(b) below.

SDMC § 142.0640(a). By its reference to "the fee schedule approved by the applicable Resolution of the City Council," Municipal Code section 142.0640(a) clearly anticipates the collection of generally applicable fees. However, by its plain language, Municipal Code section 142.0640(b) does not limit the City's ability to use its police powers to otherwise impose fees in addition to the generally applicable fees. Similarly, the Municipal Code provides for the collection of FBAs as follows:

After the adoption by the City Council of a Resolution of Designation, the Facilities Benefit Assessment for the Area of Benefit shall be paid by the Construction Permit applicant or landowner prior to the issuance of any Construction Permit issued or required for development that would benefit from the Public Facilities Projects, SDMC § 61.2210(a).

Again, the plain language of Municipal Code sections 142.0640 or 61.2210 does not provide the exclusive method to collect fees to mitigate a project's impacts to public facilities. In fact, as discussed in Section I.D, below, additional fees may be required to comply with the City's

J-3
 (cont.)

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PAGE 158

Kelly Broughton, Director, Development Services Department
March 13, 2012
Page 5

obligations to mitigate a project's environmental effects to the extent feasible under the California Environmental Quality Act (CEQA).

Municipal Code section 142.0640 does not limit the City's ability to impose ad hoc fees in addition to generally applicable fees. However, to further clarify that additional ad hoc fees may be imposed where the generally applicable fees are insufficient to offset a project's impacts to public facilities, the Municipal Code could be amended to expressly limit the applicability of that section to generally applicable fees. It could also be amended to expressly state that additional fees may be imposed as necessary to mitigate a project's impacts during discretionary review of a project.

B. The City May Be Legally Required to Use Its Police Powers to Collect Ad Hoc Fees Under CEQA

The power to impose valid fees as a condition on development exists pursuant to the City's police power and an enabling ordinance is not necessary. The California Municipal Law Handbook §10.214 (Cal. CEB Annual) (citing *California Bldg. Indus. Ass'n v. Governing Bd.*, 206 Cal. App. 3d 212 (1988)). Therefore, the City may impose additional ad hoc fees necessary to account for a project's impact if those impacts are not adequately accounted for in the calculation of generally applicable fees.³

For discretionary projects, it is not merely a policy issue of whether the City should use its police power to impose fees in addition to its generally applicable fees. The City must also be mindful that it may be legally required to do so. While CEQA does not independently authorize a city to impose ad hoc fees, it is intended to be used with a city's police and other discretionary powers. CEQA Guidelines⁴ § 15040(a). Where an analysis under CEQA identifies a project's potentially significant impact to public facilities, the City must avoid or mitigate those impacts when it is feasible to do so. Cal. Pub. Res. Code § 21002.1(b). "Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." Cal. Pub. Res. Code § 21061.1. In addition, legal factors may be considered in determining whether a mitigation measure is feasible. CEQA Guidelines §§ 15021(b), 15364.

With respect to cumulative impacts, CEQA Guidelines section 15130(a)(3) provides that "[a] project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact" However, the lead agency must still "identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable." CEQA Guidelines § 15130(a)(3).

³ Although an enabling ordinance is not required, an argument can be made that, because the Municipal Code incorporates CEQA and the CEQA Guidelines by reference and authorizes all officers and employees of the City to "enforce and comply with each and every applicable provision of CEQA and the State CEQA Guidelines," the City has codified the imposition of additional ad hoc fees identified during the CEQA review process. See SDMC § 128.0102(a).

⁴ Cal. Code Regs., title 14, §§ 15000 to 15387.

J-3
(cont.)

2012.03.13

Kelly Broughton, Director, Development Services Department
 March 13, 2012
 Page 6

"To be considered adequate, a [generally applicable] fee program at some point must be reviewed under CEQA, either as a tiered review eliminating the need to replicate the review for individual projects, or on a project-level, as-applied basis." *California Native Plant Society v. County of El Dorado*, 170 Cal. App. 4th 1026, 1030 (2009). Otherwise, payment of the fee "does not presumptively establish full mitigation for a discretionary project." *Id.* An agency does not have the "power to craft blanket exceptions to . . . CEQA . . . nor to pass an ordinance to satisfy future CEQA requirements, absent some CEQA review *as to the ordinance*." *Id.* at 1051. Thus, for a fee program "to satisfy the duty to mitigate, either that system must be evaluated by CEQA . . . or the . . . fees or other mitigation must be evaluated on a project-specific basis." *Id.* at 1055. Furthermore, payment into a fee program does not necessarily mitigate a project's impacts under CEQA especially where the fee program is intended to be revisited periodically to ensure its fiscal integrity, and that periodic review does not actually occur. *Id.* at 1057. In such a case, the CEQA review must "not assume that payment of [the fee] is an adequate contribution towards [the relevant impact]." *Id.* at 1058.

The City's generally applicable fees have not been reviewed under CEQA on a programmatic level. In other words, it has not been established through any CEQA review process that payment of the generally applicable fees presumptively establishes full mitigation for future discretionary projects. Nothing in the General Plan provides that payment of generally applicable fees fully compensates for a project's impacts to infrastructure. Rather the General Plan seeks to ensure that the City maximizes the potential benefit of these generally applicable fees to "improve communities and secure private developer funding for a proportional share of public facility costs." General Plan at PF-5. In addition, there is nothing in the City's General Plan Program Environmental Impact Report (General Plan PEIR) to indicate that the payment of generally applicable fees was analyzed as a means to fully mitigate a project's impacts to public facilities in the community. With respect to transportation infrastructure, the General Plan PEIR states:

At this time, no specific projects have been proposed, and therefore it is not possible to propose feasible mitigation measures to reduce project-level impacts. It is infeasible in this Program level EIR to provide specific mitigation that would reduce impacts to a less than significant level. As such, significant unavoidable impacts related to transportation/traffic/circulation/parking remain.

General Plan PEIR at 3.15-23.

With respect to other public facilities, the General Plan PEIR assumes implementation of General Plan policies that "requires that the facility needs of new development be evaluated, and that any identified . . . related facilities deficiencies be addressed to ensure that existing needs are not compounded." General Plan PEIR at 3.13-2. Thus, the General Plan PEIR assumes that future environmental review will occur to ensure the provision of adequate public facilities.

Moreover, when evaluating an individual project under CEQA, it cannot be assumed that the payment of the generally applicable fees is adequate mitigation; additional mitigation may need to be identified. General Plan Policy PF-A.3 calls for the maintenance of "an effective facilities

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Kelly Broughton, Director, Development Services Department
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financing program to ensure the impact of new development is mitigated through appropriate fees identified in PFFPs," and calls for generally applicable fees to be "updated frequently and evaluated periodically to ensure financing plans are representative of current project costs and facility needs" and that financing plans be evaluated and updated "when community plans are updated." General Plan at PF-9. Where the generally applicable fees have not undergone the anticipated periodic review, it cannot be assured that the generally applicable fee is adequate to mitigate the project's impacts, especially where the project involves a community plan amendment. Therefore, where periodic review is anticipated for the generally applicable fees, and that review has not occurred, it cannot necessarily be assumed that payment of the fee is adequate to alleviate a project's impacts. Thus, the imposition of additional mitigation, possibly in the form of ad hoc fees, may be required.

II. PROCEDURES TO IMPOSE AD HOC FEES

The MFA defines a "fee" as a "monetary exaction . . . whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by the local agency . . . for the purpose of defraying all or a portion of the cost of public facilities related to the development project . . ." Cal. Gov't Code § 66000(b) (emphasis added). Where it has been determined that payment of a generally applicable fee is insufficient to mitigate a project's impacts, in order to impose an ad hoc fee, certain procedures and requirements as summarized below must be followed. While we have provided a summary of the general applicable procedural requirements under the MFA, we caution that additional requirements may be necessary at the time of actual imposition of ad hoc fees for a particular project. Therefore, our Office should be consulted during the discretionary review process for a particular project requiring the payment of ad hoc fees.

A. Ad Hoc Fees Are Subject to a Heightened Standard of Review

While the City may impose ad hoc fees on a project-by-project basis, such an action is subject to a heightened standard of review. Whereas generally applicable fees need only bear a reasonable relationship to the impacts of a development project, ad hoc fees imposed on individual developers are subject to the stricter "essential nexus" and "rough proportionality" requirements as set forth in *Nollan and Dolan*. *Ehrlich v. City of Culver City*, 12 Cal. 4th 854, 876 (1996). This means that there must (1) be an essential nexus between a development's burdens and the fee, and (2) the amount of that fee must be roughly proportional to the development's burdens. *Kostka, supra*, § 14:34, at 724.

In addition, under the MFA, for adjudicatory case-by-case actions, in imposing a fee as a condition of approval of a development project, the "local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed." Cal. Gov't Code § 66001(b); see *Garrick Development Co. v. Hayward Unified School Dist.*, 3 Cal. App. 4th 320, 336 (1992). In "impos[ing] any fee . . . as a condition of approval of a proposed development . . . those fees . . . shall not exceed the estimated reasonable cost of providing the service or facility for which the fee . . . is imposed." Cal. Gov't Code § 66005(a).

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 (cont.)

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Under California Public Resources Code section 21004, the fact that a condition of approval, a fee, or an exaction was recommended in an EIR as a mitigation measure does not insulate the measure from a claim that it exceeds the agency's statutory or constitutional powers or is otherwise unlawful. *Kostka, supra*, § 14:34, at 724 (citing *Pinewood Investors Inc v. City of Oxnard*, 133 Cal. App. 3d 1030, 1040 (1982)). However, a properly prepared environmental document may help an agency to fulfill its obligation to show a nexus between an exaction and project impacts and to show that the amount exacted is proportional to the impacts. *Id.* In other words, an environmental document or other technical study, such as a traffic study, that shows how required mitigation measures would offset a project's impacts, may be used to satisfy this requirement.

B. Identify the Public Improvement

In addition, at the time the City "imposes a fee for public improvements on a specific development project, it shall identify the public improvement that the fee will be used to finance." Cal. Gov't Code § 66006(f). With respect to generally applicable fees, California Government Code section 66001(a)(2) requires that the public facilities to which the fee is to be used be identified and specifically states that such identification "may be made in applicable general or specific plan requirements" since "[i]t would be unreasonable to require local agencies to make a concrete showing of all projected construction when initially adopting a [generally applicable fee] resolution." *Homebuilders Ass'n of Tulare/Kings Counties, Inc. v. City of Lemoore*, 185 Cal. App. 4th 554, 564 (2010). However, California Government Code section 66006(f) contains no such explanatory language, and there is no case law interpreting the degree of specificity required in identifying "the public improvement" for an ad hoc fee. Therefore, we must ascertain the intent of the legislature so as to effectuate the purpose of the law. 58 Cal. Jur. 3d Statutes § 90 (2012). The MFA was passed by the Legislature "in response to concerns among developers that local agencies were imposing development fees for purposes unrelated to development projects." *Ehrlich*, 12 Cal. 4th at 864 (quoting *Centex Real Estate Corp. v. City of Vallejo*, 19 Cal. App. 4th 1358, 1361 (1993); Sen. Local Gov. Com. analysis of Assem. Bill No. 1600 (1987-1988 Reg. Sess.) at 1). Thus, the City must provide sufficient identification to show that the fee will be used for purposes (public improvements) related to the development project for which the ad hoc fees would be imposed. At a minimum, the level of detail should be no less than what is provided for generally applicable fees.

C. Public Hearing

A public hearing must also be held since the imposition of an ad hoc fee affects an applicant's due process rights. The public hearing required for the discretionary approval process would satisfy this requirement provided that the applicant receives notice in accordance with the noticing provisions of the Municipal Code.⁵

⁵ California Government Code section 66018 requires a public hearing and notice of that public hearing to be published in accordance with California Government Code section 6062a, which requires two newspaper publications. However, section 66018(a) refers to the "adoption of" an ordinance, resolution, or other legislative

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 (cont.)

Kelly Broughton, Director, Development Services Department
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D. Deposit and Expend

As with generally applicable fees, the City must administer the ad hoc fees it collects pursuant to the MFA. Cal. Gov't Code § 66006(c). In general, the City must deposit the ad hoc fee collected "with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency . . . and expend those fees solely for the purpose for which the fee was collected." Cal. Gov't Code § 66006(a).

E. Account for Fees

Similarly, as with generally applicable fees, within 180 days of the end of each fiscal year, the City must provide certain information to the public about the fund in which the ad hoc fees are held, including a brief description of the type of fee held in the fund, the amount of the fee, the beginning and ending balance of the fund, the amount of the fees collected and interest earned, an identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, and an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected. Cal. Gov't Code § 66006(b)(1); *Homebuilders Ass'n of Tulare/Kings Counties, Inc. v. City of Lemoore*, 185 Cal. App. 4th 554, 573-74 (2010). This information must then be reviewed "at the next regularly scheduled public meeting not less than 15 days after th[e] information is made available to the public." Cal. Gov't Code § 66006(b)(2).

F. Notice of Imposition of Fee

At the time of approving a project on which the City imposes ad hoc fees, the local agency must provide the project applicant a written notice of a statement of the amount of the fees, and "notification that the 90-day approval period in which the applicant may protest has begun." Cal. Gov't Code § 66020(d)(1).

III. METHODOLOGIES TO DETERMINE FEES

You have also asked our Office for clarification on the methodology that may be used to determine the amount of generally applicable or ad hoc fees. Legally, there is no one specific methodology that must be used for either fee. Rather, in determining an appropriate ad hoc fee, the fee must satisfy the *Nollan/Dolan* test which requires an essential nexus between the burden of the development and the fee and the fee must be roughly proportional to the burden posed by the development. *Ehrlich*, 12 Cal. 4th at 876. If the fee is a legislatively-enacted generally applicable fee, the reasonable relationship test applies as codified in the MFA. *See Ehrlich*, 12 Cal. 4th at 865-66.

enactment adopting a new fee." That section does not apply to ad hoc fees, since an ad hoc fee is imposed on an individual project rather than legislatively adopted.

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 (cont.)

Kelly Broughton, Director, Development Services Department
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For either type of fee, new development cannot be made to pay for facilities that are not the result of the burdens posed by the new development. Recognizing this, the MFA specifically provides that "[a] fee shall *not include the costs attributable to existing deficiencies* in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan." Cal. Gov't Code § 66001(g) (emphasis added). Therefore, where deficiencies exist in infrastructure in the community, the City cannot simply spread the estimated cost of the remaining facilities needed to the projected future development projects. To do so would be to charge future development for costs attributable to existing deficiencies in public facilities. See RC-2011-28.

You have specifically asked us to clarify how generally applicable fees in certain communities may be calculated so that new development pays for its full impact on certain public facilities. For example, you have stated that in a community that is currently park deficient, the costs of the remaining facilities needed for that entire community are divided equally between existing and future development. Such a methodology certainly assures that new development is not impermissibly made to pay for public facilities attributable to existing deficiencies. However, as you point out, such a methodology may also exacerbate and create even more existing deficiencies. The following simplified example is instructive in understanding the results of the City's existing methodology in what it calls its DIF communities, as we understand it.

Example: A community consists of 500 units of existing development and 500 units of projected future development. One hundred acres of park are needed to serve the existing plus future development. The community currently has 25 acres of parks (50 percent park deficient for existing development). Therefore, 75 acres of parks are needed to serve the existing plus future development in the community. Each acre of park costs \$1,000.

Under this example, if the cost of the remaining 75 acres of parks is spread across the 500 units of existing development and the 500 units of projected future development, a fee of \$75 per unit results as shown below:

$$\blacktriangleright [(75 \text{ park acres} \times \$1,000) / 1,000 \text{ units}] = \$75 / \text{unit}$$

However, while the existing development is deficient 25 acres of park, 50 acres of park are still needed to serve the 500 units of future development. To address that, a fee of \$100 per unit would result as shown below:

$$\blacktriangleright [(50 \text{ park acres} \times \$1,000) / 500 \text{ units}] = \$100 / \text{unit}$$

Thus, the example of the \$75 per unit fee shown above would result in the provision of 37.5 acres of park, where 50 acres of park are needed; whereas the \$100 per unit fee shown above would result in the provision of the full 50 acres of park needed to serve the future development. While the \$75 per unit fee is permissible, the City is not limited by such a methodology.

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Kelly Broughton, Director, Development Services Department
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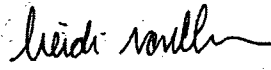
In calculating ad hoc or generally applicable fees, the City may use a methodology that more accurately reflects a project's projected impacts so long as the City satisfies the two-part *Nollan/Dolan* nexus and rough proportionality requirements in the case of ad hoc fees, or the reasonable relationship test in the case of generally applicable fees. As fees can be calculated in a variety of ways, as we previously stated, this Office can more fully and accurately legally review a proposed methodology once a methodology has been developed.

CONCLUSION

Using its police powers, the City may impose fees on discretionary projects in addition to other applicable generally applicable fees so long as the fee satisfies the constitutional nexus and rough proportionality requirements set forth in *Nollan and Dolan*. The City must also comply with various procedural requirements set forth in the MFA. A variety of methodologies may be employed to determine the appropriate fee amounts so long as the resulting fee meets the constitutional nexus and rough proportionality requirements in the case of ad hoc fees, or the reasonable relationship test in the case of generally applicable fees. Once a proposed methodology is developed, our Office can review such a proposal.

JAN L GOLDSMITH, City Attorney

By



Heidi K. Vonblum
Deputy City Attorney

cc: Mary Wright, Deputy Director, DSD, Planning Division
Deborah Sharpe, Project Officer II, DSD, Planning Division

HKV:hm

J-3
(cont.)

J-4

Office of
The City Attorney
City of San Diego

MEMORANDUM
MS 59

(619) 533-5800

DATE: March 21, 2011
TO: Tom Tomlinson, Facilities Financing Program Manager
FROM: City Attorney
SUBJECT: Development Impact Fees and Housing Trust Fund Fees for Unified Port of San Diego Property

The issue has arisen whether the City of San Diego may require developers of Unified Port of San Diego (Port) property to pay Housing Trust Fund Fees (HTF) pursuant to San Diego Municipal Code section 98.0610 and Development Impact Fees (DIF) pursuant to San Diego Municipal Code section 142.0640. The City Attorney's Office has previously issued a memorandum of law concluding that the City's HTF is applicable to private development on Port land within the City. This memorandum confirms and expands upon the conclusions of the previous Memorandum of Law, and specifically addresses the applicability of DIF to development on Port property in the Peninsula Community. As explained in this memorandum, we conclude that the City's HTF and DIF are applicable to development on Port property in the Peninsula Community.

I. THE CITY MAY REQUIRE HTF PAYMENT FOR DEVELOPMENT ON PORT PROPERTY IN THE PENINSULA COMMUNITY

The issue is whether the City may require HTF payment for non-residential development on Port property. The City requires the payment of HTF prior to issuance of a building permit for non-residential development projects. SDMC §§ 98.0608, 98.0610. As discussed above, this Office has previously opined that the City may require HTF payment for development on Port property. 1991 City Att'y MOL 874 (91-86; Oct. 23, 1991). In that opinion, this Office stated that the Port District was subject to California Government Code section 53091, which requires "[e]ach local agency [to] comply with all applicable building ordinances and zoning ordinances of the . . . city in which the territory of the local agency is situated." Furthermore, local agencies are specifically subject to "applicable ordinances . . . requiring the payment of fees" so long as "the amount of

Document Number: 141204_3

Response to Comment J-4:

This comment consists of a legal memorandum from Office of the City Attorney of the City of San Diego, which states the City's position regarding whether the City may impose Development Impact Fees and Housing Trust Fund Fees on developers of Port District property. These comments do not address the adequacy or completeness of the Revisions to Draft EIR. No responses are necessary.

Tom Tomlinson, Facilities Financing Program Manager
Page 2

those fees . . . [does] not exceed the amount charged . . . to nongovernmental agencies for the same services or permits." Cal. Gov't Code § 53091(c).

A local agency is defined as (1) an agency of the state, (2) for the local performance of governmental or proprietary function, and (3) within limited boundaries. Cal. Gov't Code § 53090(a).¹ The Port was created by the San Diego Unified Port District Act (Port District Act) to implement the state's policy of "develop[ing] the harbors and ports of th[e] State for multiple purpose use for the benefit of the people." Cal. Harb. & Nav. Code, Appendix 1 § 2. The Port's defined purpose is to regulate harbor works and manage the San Diego Harbor, and its jurisdiction is limited to 5,480 acres of the tideland areas along the San Diego Bay. *See id.* §§ 5, 14; Unified Port of San Diego, *Port Master Plan* at 2. The City's corporate area "extend[s] to the limits and boundaries of [the] City and over the tidelands and waters of the Bay of San Diego, and into the Pacific Ocean to the extent of one Marine League." San Diego Charter § 3. Therefore, the Port is a local agency, and development on Port property that is located within the City's corporate area is subject to the City's building and zoning ordinances, which includes the City's building and zoning ordinances that require the payment of fees.

While the City may require HTF payment from the Port for Port development, the issue is whether the City may require HTF payment from private developers on Port property. The Port holds title to the lands within its jurisdiction in trust for the uses and purposes declared in the Port District Act. Cal. Harb. & Nav. Code, Appendix 1 § 14. While the Port may not convey that land to which it holds title, it may lease its land to private parties for limited periods, not to exceed sixty-six years. *Id.* § 87(b).

California Government Code section 65091 "evinces a legislative intent to vest in cities and counties control over zoning and building restrictions, thereby strengthening local planning authority." *City of Malibu v. Santa Monica Mountains Conservancy*, 98 Cal. App. 4th 1379, 1379 (2002) (citing *City of Lafayette v. East Bay Mun. Utility Dist.*, 16 Cal. App. 4th 1005, 1013 (1993)). Furthermore, the Port does not issue building permits and Port tenants are required to obtain a building permit from the applicable City as part of the Port's tenant project plan approval process. *See* Port of San Diego, *Tenant Project Plan Approval Process* at 6. As it would be unreasonable for a Port tenant to evade applicable City building and zoning regulations where the Port itself would be subject to such requirements, we conclude that the City's HTF fees are also applicable to Port tenants. Therefore, the City's HTF is applicable to development on Port land within the City, and in particular within the Peninsula Community.

II. THE CITY'S DIF IS APPLICABLE TO DEVELOPMENT ON PORT PROPERTY IN THE PENINSULA COMMUNITY

This Office also understands that certain developers have asserted that the City's DIF is not applicable to development on Port property in the Peninsula Community because they do not

¹ "Local agency" does not include the state, a city, a county, a rapid transit district, or a rail transit district whose board of directors is appointed by public bodies or officers or elected from election districts within the area comprising the district, or a [bridge and highway] district Cal. Gov't Code § 53090(a).

Tom Tomlinson, Facilities Financing Program Manager
Page 3


believe that the Financing Plan covers Port property, and because DIF is not otherwise applicable to Port property. The City requires the "payment of [DIF] . . . before the issuance of any [b]uilding [p]ermit in areas where [DIF] have been established by the Resolution of the City Council." SDMC § 142.0640(b). The City Council has established DIF by resolution in various communities throughout the City, including the Peninsula Community. Specifically, on February 12, 2001, the City Council adopted San Diego Resolution R-294540 approving the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 (Peninsula Financing Plan), which includes a DIF fee schedule applicable to the Peninsula Community. The amount of DIF required prior to building permit issuance is the amount set forth in the Peninsula Financing Plan DIF fee schedule, plus an automatic increase as specified in the Municipal Code. SDMC § 142.0640(b). We conclude that the DIF is applicable to Port property for the same reasons that HTF is applicable to Port property as discussed above.

Additionally, certain developers argue that the Financing Plan does not include the Port tidelands because of the way the Financing Plan references the Port tidelands in its description of the Financing Plan's boundaries. The Financing Plan states that the "Peninsula Community is generally bounded by Ocean Beach and the Pacific Ocean on the west and south, the San Diego River Flood Control Channel and the Midway community on the north, and San Diego Bay and Port tidelands on the east." Financing Plan at 1 (emphasis added). The Financing Plan also contains a "Community Boundary Map" that shows that Port tidelands are included in the Peninsula Community boundary. Financing Plan at ii. Additionally, the City of San Diego's General Plan and the Peninsula Community Plan show the Port tideland areas to be a part of the Peninsula Community planning area. City of San Diego General Plan at LU-15 (Mar. 10, 2008); Peninsula Community Plan at 3 (Jul. 14, 1987).

Although the Financing Plan contains written references that could be interpreted to exclude the Port tidelands, the map of the community boundary shown in the Financing Plan, the General Plan, and the Peninsula Community Plan clearly show that the Port tidelands are included within the Financing Plan. Furthermore, it should be noted that the Financing Plan's written description describes the Peninsula Community's boundaries in general terms only. Such a description in general terms lends further support for relying on the map contained in the Financing Plan and the City's other planning documents related to the Peninsula Community's boundaries. Therefore, since Port property is included in the Peninsula Financing Plan, DIF is applicable to development on Port land within the Peninsula Community.

JAN I. GOLDSMITH, City Attorney

By


Heidi K. Vonblum
Deputy City Attorney

HKV:cw

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Issue Area/Impact	Proposed Project	No Project Alternative	Reduced Project Alternative
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 & street segments)	SU	NI	SU
--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

Response to Comment J-5:

This attachment to Comment Letter J is an excerpt from the May 2011 Final EIR, for which its June 2011 certification was rescinded in August 2012. No modifications to this language were suggested. Therefore, as this attachment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.

J-5

Section 4.10 – Public Services and Utilities**Page 4.10-18**

Revised Sections 4.10.6 and 4.10.7 as follows to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR:

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 in the vicinity of at-Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. 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 in the vicinity of 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 in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to the Proposed Project. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public

Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. 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, Although implementation of mitigation measure MM PUB-1 could mitigate impacts of the Proposed Project on fire services to a less-than-significant level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented when needed, and the impacts would remain is considered significant and unmitigated.

J-5
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Section 5.0 – Cumulative Impacts

Page 5-41

Revised Section 5.6.2 as follows to incorporate additional information provided in a City of San Diego comment letter on the Recirculated Portions of the Draft EIR:

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 San Diego 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, and 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 when needed, and the cumulative impact would remain is considered significant and unmitigated.

Comment Letter K



THE CITY OF SAN DIEGO

October 7, 2013

San Diego Unified Port District
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101

Submitted via email to:
Anna Buzaitis - abuzaiti@portofsandiego.org

Subject: **CITY OF SAN DIEGO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE SUNROAD HARBOR ISLAND HOTEL PROJECT AND EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT (UPD #83356-EIR-783; SCH #2006021027)**

The City of San Diego ("City") has received and reviewed the Draft Environmental Impact Report ("DEIR") for the Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment and appreciates this opportunity to provide comments to the Port of San Diego (Port). In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, the Port, and other local, regional, state, and federal agencies will be essential.

Staff from the Development Services Department ("DSD") and the Transportation & Storm Water Department (T&SWD) have reviewed the DEIR and can provide the following comments:

DEVELOPMENT SERVICES DEPARTMENT:

ANN GONSALVES - SENIOR TRAFFIC ENGINEER, (619) 446-5294, agonslaves@sandiego.gov
ISMAIL ELHAMAD, RTE - ASSOCIATE TRAFFIC ENGINEER, (619) 446-5494, IELhamad@sandiego.gov

GENERAL:

DSD Transportation Development Staff have reviewed the DEIR and associated transportation impact analysis (by Linscott Law & Greenspan Engineers) for Sunroad Harbor Island Hotel and East Harbor Island Subarea Port Master Plan Amendment dated July 2013. We understand that the DEIR is considered a project level document for the proposed 175 room Sunroad Hotel and a program level document for the other up to 325 rooms of hotel use that are part of the proposed Port Master Plan Amendment. We have the following comments:

Development Services Department
1222 First Avenue, MS 501 · San Diego, CA 92101-4155
Tel (619) 446-5460

Response to Comment K-1:

This comment is an introductory statement, which does not address the adequacy or completeness of the Revisions to Draft EIR. No responses are necessary.

K-1

Page 2 of 3
 San Diego Unified Port District
 Land Use Planning Department
 October 7, 2013

K-2

1. The feasibility of all mitigation measures listed to mitigate the significant cumulative impacts of the 175-room hotel project (MM TR-C1 thru MM TR-C6) must be demonstrated with this EIR and the mitigation measures should list the triggering event for the fair share contributions to be made.

K-3

2. The EIR must evaluate the impact of the proposed reduction (from four lanes to three) in capacity to Harbor Island Drive, especially including the proposed near term redevelopment of the Reuben E. Lee site. The three lane portion should be evaluated with a capacity of 15,000, and specific information on the Reuben E. Lee redevelopment should be included if known.

K-4

3. Fair-share contribution for impacted intersections should be calculated based on the higher AM or PM peak hour impact.

K-5

4. DEIR and associated transportation impact analysis should include analysis of the "Existing plus Project" scenario and a comparison of "Existing + Project" to "Existing", in order to fully identify the project's impact.

K-6

5. The signalized intersection analysis should use the existing signal timing and cycle lengths for existing and near-term scenarios.

DEVELOPMENT SERVICES DEPARTMENT

MEHDI RASTAKHIZ, ASSOCIATE ENGINEER (619)-446-5420 OR mrastakhiz@sandiego.gov

K-7

The Water and Sewer Development Section of the DSD acknowledges that the project has identified a significant impact to the existing sewer capacity with the addition of one hotel with 175 rooms and the future addition of two hotels and up to 325 rooms, for a total of up to 500 rooms. Mitigation identified for this impact includes the replacement of the existing 8-inch sewer and four manholes which would provide adequate sewer service for the future development of up to two hotels, in addition to the proposed 175-room hotel and would reduce impacts associated with sewer to below a level of significance.

In addition, the following comments are provided from the prior City comment letter for consideration and incorporation into the Final EIR for the project:

K-8

All sewer and water mains serving one entity/ownership (San Diego Unified Port District) will be converted to private per the City policy.

K-9

All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.

Response to Comment K-2:

Although the 175-room Sunroad Hotel and the CEQA analysis for the same was not the topic of this public comment period, we note that the impacts and mitigation measures, including MM TR-C1 through MM TR-C6 for the proposed 175-room hotel, are addressed in the Draft EIR and Recirculated Portions of the Draft EIR. Based on the traffic analysis contained in the EIR and its appendices, the Port District believes that Mitigation Measures TR-C1 through TR-C6 are feasible. The Mitigation Monitoring and Reporting Program (MMRP) for the project, including the proposed 175-room hotel and the proposed PMP Amendment, is included in Chapter 6 of this Revised Final EIR. The MMRP states the fair share contributions are to be made "prior to the issuance of building permits" for the 175-room hotel.

As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.

Response to Comment K-3:

The Traffic Study prepared for the Revisions to Draft EIR includes two restaurants on East Harbor Island – the existing Island Prime/C-Level restaurant and a future restaurant at the previously location of the Reuben E. Lee restaurant. The Traffic Study assumed the capacity of East Harbor Island Drive as a four-lane Collector, because the reduction to three lanes will not occur until east of the access driveway to the future hotel(s). The only traffic on the three-lane section would be related to the Island Prime/C Level restaurants, the future restaurant at the previous location of the Reuben E. Lee

restaurant, and sightseers. A capacity of 15,000 ADT for a three-lane road is more than enough to accommodate those uses. Specific information regarding the Reuben E. Lee replacement restaurant is provided in Table 9.3-1 of Section 9.3 of the EIR.

Please also see Response to Comment D-5, above.

Response to Comment K-4:

Fair share calculations have been revised to be based on the higher of the AM or PM peak hour impact. See revised tables (from Appendix E-1 - Traffic Impact Study for PMP Amendment) below. No new impacts were identified and there were no substantial changes to the traffic report's conclusions; therefore, recirculation of the Revisions to Draft EIR is not required.

TABLE 14-1
"YEAR 2030" FAIR-SHARE CONTRIBUTION CALCULATIONS: SCENARIO A

Impacted Locations	Year 2030 Scenario A Project Traffic	Year 2030 + Scenario A Project Traffic	Existing Traffic	% Fair Share ^c
Intersections ^a				
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	520,292	8,765,468	6,153,320	19.920.7%
N. Harbor Dr. / Rental Car Access Road	264,147	16,881,532	9,709,489	3.64.0%
N. Harbor Dr. / Laurel Street	222,126	12,622,436	7,811,395	4.65.2%
Segments ^b				
N. Harbor Dr.: Harbor Island Dr. to Rental Car Access Rd.	1,915	113,935	81,000	5.8%
N. Harbor Dr.: Rental Car Access Rd. to Laurel St.	1,915	163,535	82,790	2.4%
N. Harbor Dr.: Laurel St. to Hawthorn St.	1,340	73,250	54,260	7.1%
Laurel St.: N. Harbor Dr. to Pacific Highway	575	76,785	36,390	1.4%
Laurel St.: East of Pacific Highway	385	41,935	27,620	2.7%

Footnotes:

a. Intersection fair share contributions are calculated using combined based on the higher AM and/or PM peak hour volume impact.

b. Segment fair share contributions are calculated using ADT volumes.

c. Fair share percentages calculated as

$$\frac{\text{Project Traffic}}{(\text{Year 2030} + \text{Project Traffic}) - (\text{Existing Traffic})}$$

TABLE 14-2
"YEAR 2030" FAIR-SHARE CONTRIBUTION CALCULATIONS: SCENARIO B

Impacted Locations	Year 2030 Scenario B Project Traffic	Year 2030 + Scenario B Project Traffic	Existing Traffic	% Fair Share ^c
Intersections ^a				
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	595,280	8,840,135	6,152,883	22.44%
N. Harbor Dr. / Rental Car Access Road	297,157	16,917,542	9,709,893	4.43%
N. Harbor Dr. / Laurel Street	252,129	12,652,439	7,8113,995	5.23%
Segments ^b				
N. Harbor Dr.: Harbor Island Dr. to Rental Car Access Rd.	1,750	113,770	81,000	5.3%
N. Harbor Dr.: Rental Car Access Rd. to Laurel St.	1,750	163,370	82,790	2.2%
N. Harbor Dr.: Laurel St. to Hawthorn St.	1,225	73,135	54,260	6.5%
Laurel St.: N. Harbor Dr. to Pacific Highway	525	76,735	36,390	1.3%
Laurel St.: East of Pacific Highway	350	41,900	27,620	2.5%

Footnotes:

- a. Intersection fair share contributions are calculated using combined based on the higher AM and/or PM peak hour volumes impact.
b. Segment fair share contributions are calculated using ADT volumes.
c. Fair share percentages calculated as

$$\frac{\text{Project Traffic}}{(\text{Year 2030} + \text{Project Traffic}) - (\text{Existing Traffic})}$$

Response to Comment K-5:

The Traffic Study prepared for the PMP Amendment, as well as the Traffic Study prepared for the proposed 175-room hotel project, are both based on the City of San Diego's *Traffic Impact Study Manual*, July 1998. Page 9 of the *Traffic Impact Study Manual* lists the scenarios to be evaluated in every traffic study, which do not include evaluation of an Existing + Project scenario. In response to this comment, however, an analysis of the Existing + Project Scenario was prepared. No new impacts were identified, and the conclusions for the study did not change; therefore, recirculation of the Revisions to Draft EIR is not required. A memorandum containing the Existing + Project Scenario was prepared by Linscott, Law, & Greenspan (LLG) and is provided as Attachment 1 to this chapter.

Response to Comment K-6:

The Traffic Study prepared for the PMP Amendment, as well as the Traffic Study prepared for the proposed 175-room hotel project, are both based on the City of San Diego's *Traffic Impact Study Manual*, July 1998. Page 10 of the *Traffic Impact Study Manual* notes that signal timing and phasing data should be collected as necessary to supplement information already available, but does not require signal timing and phasing data.

In response to this comment, however, signal timings for study intersections were obtained and entered into the Synchro analysis software used in the Traffic Study. This data included signal coordination, pedestrian walk time, flashing don't walk time, minimum green times, yellow and all red times, and cycle lengths. Inputting the data into the Synchro analysis software resulted in differing intersection analysis results, as compared to the results in previous submittals for the Existing, Existing + Cumulative, and Existing + Cumulative + Project (Scenarios A & B) conditions. However, no new significant impacts resulted and there were no changes to the traffic study's conclusions regarding significant impacts.

The arterial analysis for the Existing, Existing + Cumulative, and Existing + Cumulative + Project (Scenarios A & B) conditions was also updated to reflect the signal timing data, since arterial analysis relies, in part, on adjacent intersection operations. Thus, as with the intersection analysis, no new impacts resulted and there were no substantial changes to the report's conclusions; therefore, recirculation of the Revisions to Draft EIR is not required. The revisions to the intersection and arterial analyses are provided as

Attachment 2 to this chapter. These tables and appendices replace the versions in Appendix E-1 of the Revisions to Draft EIR.

Response to Comment K-7:

This comment acknowledges that the mitigation recommended in the EIR for potential impacts to sewer capacity is adequate. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.

The responses to the prior City comment letters are provided in the Responses to Comment Letters D, G, and I, above.

Response to Comment K-8:

This comment pertains to the ownership of sewer and water mains. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Please also see Response to Comment G-10.

Response to Comment K-9:

This comment indicates that all private sewer facilities within a single lot need to be designed to meet the requirements of the California Plumbing Code and will be reviewed for such during the building permit plan check process with the City of San Diego. The future hotel development associated with the PMP Amendment will comply with all applicable requirements of the California Plumbing Code. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Please also see Response to Comment G-11.

Page 3 of 3
San Diego Unified Port District
Land Use Planning Department
October 7, 2013

K-10 Please note that all references to the departments in charge of water and wastewater should be changed from the Metropolitan Wastewater Department or Water Department as indicated on Page 9.2.10-6 to the Public Utilities Department (PUD).

K-11 No shrubs exceeding three feet in height at maturity may be located within 10 feet of any water or sewer main.

K-12 All proposed public water and sewer facilities shall be designed and constructed in accordance with established criteria in the current edition of the City of San Diego Water Facility Design Guidelines, Sewer Design Guide and City regulations, standards and practices.

TRANSPORTATION & STORM WATER DEPARTMENT
MARK G. STEVENS - ASSOCIATE PLANNER (858)-541-436, mstevens@sandiego.gov

K-13 On May 8, 2013, the San Diego Regional Water Quality Control Board approved a new National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R9-2013-0001, NPDES No. CAS0109266) for discharges from Municipal Separate Storm Sewer Systems (MS4s). This could ultimately affect the measures described in the DEIR to avoid or mitigate potential water quality impacts. Each measure should be reevaluated to determine consistency with the new requirements and revised accordingly.

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide four copies of the document for distribution to the commenting department. If you have any additional questions regarding the City's review of the DEIR, please feel free to contact me directly at 619-446-5372 or via email at mherrmann@sandiego.gov.

Sincerely,



Myra Herrmann, Senior Planner
Development Services Department

cc: Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Mark Stevens, Associate Planner, Transportation & Storm Water Department
Mehdi Rastakhiz, Associate Engineer, Development Services Department
Review and Comment online file

Response to Comment K-10:

This comment requests that all references to the Metropolitan Wastewater Department be changed to the Public Utilities Department. This comment is noted, and any references in the EIR to the Metropolitan Wastewater Department be understood to refer to the Public Utilities Department. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Please see Response to Comment G-12.

Response to Comment K-11:

This comment references landscaping restrictions near water or sewer mains. The future hotel development associated with the PMP Amendment will comply with all applicable requirements concerning the height and location of shrubs. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Please also see Response to Comment G-13.

Response to Comment K-12:

This comment indicates that public water and sewer facilities need to be designed and constructed in accordance with established City of San Diego regulations, standards and practices. The future hotel development associated with the PMP Amendment will comply with all applicable established criteria in the current edition of the City of San Diego Water Facility Design Guidelines, Sewer Design Guide, and City regulations, standards and practices. As the comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted. Please also see Response to Comment G-14.

Response to Comment K-13:

This comment indicates that the measures described in the DEIR to avoid or mitigate potential water quality impacts could be affected by the new National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R9-2013-0001, NPDES Permit No. CAS0109266) for discharges from Municipal Separate Storm Sewer Systems (MS4s) ("Municipal Permit") approved by the San Diego Regional Water Quality Control Board on May 8, 2013, and indicates that each measure should be reevaluated to determine consistency with the new Municipal Permit requirements and revised accordingly. The measures described in the DEIR are performance standards for measures that can be included in the project-specific Storm Water Pollution Prevention Plan (SWPPP) or project-specific Urban Stormwater Mitigation Plan (USMP) for the future hotel developments. Preparation of the project-specific SWPPP and project-specific USMP is required to be prepared by the Project Applicant(s) and reviewed and approved by the Port District prior to the commencement of construction of any future hotels in the East Harbor Island subarea. Any future development contemplated in the DEIR will be required to be consistent with the new Municipal Permit, as applicable, and will be reviewed for such consistency by the Port District. At the time that the project-specific SWPPP and project-specific USMP are submitted to the Port District for review, the Port District will review the specific measures to ensure consistency with the new Municipal Permit requirements. Therefore, re-evaluation of the examples of measures that can be included in the project-specific SWPPP or project-specific USMP is not necessary at this time.

Comment Letter L

EDMUND G. BROWN JR.
GOVERNORSTATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNITKIM ALEX
DIRECTOR

October 8, 2013

RECEIVED

OCT 11 2013

Env & Land Use Ping

Anna Buzaitis
San Diego Unified Port District, ELUM Department
P.O. Box 120488
San Diego, CA 92112-0488Subject: Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD 83356-EIR-783)
SCH#: 2006021027

Dear Anna Buzaitis:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 7, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Response to Comment L-1:

The Revisions to Draft EIR was distributed to 13 state agencies for review. This comment indicates that no state agencies submitted comments on the Revisions to Draft EIR by the end of the public comment period. The comment further acknowledges that the Port District has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. As this comment does not address the accuracy or adequacy of the Revisions to Draft EIR, no further response is warranted.

L-1

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

Document Details Report
State Clearinghouse Data Base

SCH#	2008021027		
Project Title	Sunroad Harbor Island Hotel Project & East Harbor Island Subarea PMPA (UPD 83356-EIR-783)		
Lead Agency	San Diego, Port of		
Type	EIR Draft EIR		
Description	Note: Extended Review		
<p>The Revisions to the Draft EIR address the potential impacts associated with the proposed Port Master Amendment (PMPA), which would allow up to three hotels in two areas of the East Harbor Island Subarea, with a combined maximum of not more than 500 rooms. One of the potential hotel locations is a 175-room hotel located at 955 Harbor Island Dr., was analyzed in Chapter 4 and 5 of the Draft EIR. The Revisions to the Draft EIR, is a new chapter of the EIR (Chapter 9) that analyzes the potential impacts associated with the development of up to two additional hotels in an area of East Harbor Island west of the 175-room hotel project.</p>			
Lead Agency Contact			
Name	Anna Buzaitis		
Agency	San Diego Unified Port District, ELUM Department		
Phone	619 688 7263	Fax	
email			
Address	P.O. Box 120488		
City	San Diego	State	CA Zip 92112-0488
Project Location			
County	San Diego		
City	San Diego		
Region			
Lat / Long	32° 43' 32" N / 117° 11' 44" W		
Cross Streets	Harbor Island Drive		
Parcel No.			
Township	Range	Section	Base
Proximity to:			
Highways	Interstate 5		
Airports	San Diego International		
Railways	SDNR		
Waterways	San Diego Bay		
Schools			
Land Use	Commercial Recreation; Open Space; Streets		
Project Issues	Aesthetic/Visual; Air Quality; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Landuse; Cumulative Effects		
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission		
Date Received	07/10/2013	Start of Review	07/10/2013
		End of Review	10/07/2013

L-1
(cont.)

Attachments to Chapter 5

STATE OF CALIFORNIA

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Attachment 1

“Existing + Project” Traffic Analysis

2014-2015 + 2016-2017

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November 6, 2013

LLG Reference: 3-04-1437-3

**Subject: Harbor Island Subarea 23 Port Master Plan Amendment -
Existing + Project Traffic Analysis**

Based on a comment received from the City of San Diego dated October 7, 2013, analysis for the Existing + Project scenario has been conducted for the Harbor Island Subarea 23 Port Master Plan Amendment. This analysis is an addendum to the analyses provided in the Harbor Island Subarea 23 Port Master Plan Amendment Traffic Impact Analysis dated July 8, 2013, and does not take the place of any of the information included in that document.

The Existing + Project analysis presumes the full project under the existing environmental conditions (existing traffic volumes, existing roadway infrastructure, and existing land uses).

The following is a discussion of the results of the intersection, segment, and arterial analyses under Existing + Project conditions for Scenario A (175 "Business" hotel rooms and 325 "Resort" hotel rooms) and Scenario B (500 "Business" hotel rooms).

Figure 1 shows the Existing + Project traffic volumes under Scenario A conditions and **Figure 2** shows the Existing + Project traffic volumes under Scenario B conditions.

Tables 1, 2, and 3 summarize the Existing + Project Intersection Operations, Street Segment Operations, and Arterial Operations, respectively, for Scenario A. **Tables 4, 5, and 6** summarize the Existing + Project Intersection Operations, Street Segment Operations, and Arterial Operations, respectively, for Scenario B.

**1.0 Scenario A (175 "Business" Hotel Rooms and 325 "Resort" Hotel Rooms):
Existing + Project Analysis**

Intersection Analysis

With the addition of the Scenario A project traffic volumes, relatively minor changes in delay at the study intersections are calculated as compared to the Existing scenario. **Table 1** shows that the intersections in the study area network are calculated to continue to operate at an acceptable LOS of D or better.

The project under Scenario A conditions is calculated to have no significant direct impacts to the study intersections under Existing+ Project conditions.

Intersection analysis worksheets for the Existing + Scenario A Project conditions are included in **Attachment A**.

Engineers & Planners
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Woodland Hills

Segment Operations

With the addition of Scenario A project traffic volumes, relatively minor changes in volume-to-capacity values are calculated as compared to the Existing scenario.

Table 2 shows that the street segments in the study area network are calculated to continue operating at acceptable LOS D or better with the exception of the following:

- N. Harbor Drive, Harbor Island Drive to Rental Car Access Road—LOS F
- N. Harbor Drive, Rental Car Access Road to Laurel Street—LOS F
- N. Harbor Drive, Laurel Street to Hawthorn Street—LOS E
- Laurel Street, N. Harbor Drive to Pacific Highway—LOS E
- Laurel Street, Pacific Highway to Kettner Boulevard—LOS E
- Hawthorn Street, N. Harbor Drive to Pacific Highway—LOS F
- Hawthorn Street, Pacific Highway to Kettner Boulevard—LOS E
- Grape Street, N. Harbor Drive to Pacific Highway—LOS E
- Grape Street, Pacific Highway to Kettner Boulevard—LOS E

Despite the City's threshold being exceeded on five segments, no significant project impacts are expected since the segments can be restriped to their ultimate roadway classification and no significant impacts were calculated for the arterials or adjacent intersections. In addition, field observations reveal that the "failing" street segments operate without major congestion. ***Therefore, no significant direct segment impacts are expected under Scenario A conditions under Existing + Project conditions.***

Arterial Levels of Service

Arterial analysis was performed for the following street segments under Scenario A conditions in the Near-Term. The results of the analysis are shown in *Table 3*.

- N. Harbor Drive: Harbor Island Drive to Rental Car Access Road
- N. Harbor Drive: Rental Car Access Road to Laurel Street
- N. Harbor Drive: Laurel Street to Hawthorn Street
- Hawthorn Street: N. Harbor Drive to Pacific Highway
- Grape Street: N. Harbor Drive to Pacific Highway

As shown in *Table 3*, ***no significant direct arterial impacts were calculated under Scenario A under Existing + Project conditions.***

Arterial analysis worksheets for the Existing + Scenario A Project conditions are included in *Attachment B*.

2.0 Scenario B (500 "Business" Hotel Rooms): Existing + Project Analysis

Intersection Analysis

With the addition of the Scenario B project traffic volumes, minor changes in delay at the study intersections are calculated as compared to the Existing scenario. *Table 4* shows that the intersections in the study area network are calculated to continue to operate at an acceptable LOS of D or better.

The project under Scenario B conditions is calculated to have no significant direct impacts to the study intersections under Existing + Project conditions.

Intersection analysis worksheets for the Existing + Scenario B Project conditions are included in *Attachment A*.

Segment Operations

With the addition of Scenario B project traffic volumes, relatively minor changes in volume-to-capacity values are calculated as compared to the Existing scenario.

Table 5 shows that the street segments in the study area network are calculated to continue operating at acceptable LOS D or better with the exception of the following:

- N. Harbor Drive, Harbor Island Drive to Rental Car Access Road—LOS F
- N. Harbor Drive, Rental Car Access Road to Laurel Street—LOS F
- N. Harbor Drive, Laurel Street to Hawthorn Street—LOS E
- Laurel Street, N. Harbor Drive to Pacific Highway—LOS E
- Laurel Street, Pacific Highway to Kettner Boulevard—LOS E
- Hawthorn Street, N. Harbor Drive to Pacific Highway—LOS F
- Hawthorn Street, Pacific Highway to Kettner Boulevard—LOS E
- Grape Street, N. Harbor Drive to Pacific Highway—LOS E
- Grape Street, Pacific Highway to Kettner Boulevard—LOS E

It should be noted that the street segments that are operating unacceptably under Scenario B conditions are also operating unacceptably under Scenario A conditions.

Despite the City's threshold being exceeded on five segments, no significant project impacts are expected since the segments can be restriped to their ultimate roadway classification and no significant impacts were calculated for the arterials or adjacent intersections. In addition, field observations reveal that the "failing" street segments operate without major congestion. ***Therefore, no significant direct segment impacts are expected under Scenario B conditions under Existing + Project conditions.***

Arterial Levels of Service

Arterial analysis was performed for the following street segments under Scenario B conditions under Existing + Project conditions. The results of the analysis are shown in *Table 6*.

- N. Harbor Drive: Harbor Island Drive to Rental Car Access Road
- N. Harbor Drive: Rental Car Access Road to Laurel Street
- N. Harbor Drive: Laurel Street to Hawthorn Street
- Hawthorn Street: N. Harbor Drive to Pacific Highway
- Grape Street: N. Harbor Drive to Pacific Highway

As shown in *Table 6*, ***no significant direct arterial impacts were calculated under Scenario B under Existing + Project conditions.***

Arterial analysis worksheets for the Existing + Scenario B Project conditions are included in *Attachment B*.

3.0 Congestion Management Program (CMP) Compliance

The study area CMP arterial segments were analyzed under Existing + Project (Scenario A and Scenario B) conditions. The analysis focuses on peak hour street segment operations using the peak hour volumes used in the intersection analyses. The results of the analysis under Existing + Project (Scenario A) and Existing + Project (Scenario B) conditions are shown in *Tables 7* and *8*, respectively. The capacity analysis worksheets are contained in *Attachment C*.

No significant project impacts are calculated for the identified CMP Arterials under Existing + Project (Scenario A and Scenario B) conditions. The traffic generated by the project does cause reductions in arterial speeds on many segments, but not significantly so.

TABLE 1
EXISTING + PROJECT INTERSECTION OPERATIONS: SCENARIO A

Intersection	Peak Hour	Existing		Existing + Scenario A Project			Sig? ^d
		Delay ^a	LOS ^b	Delay	LOS	Δ ^c	
N. Harbor Drive / Terminal 2 (West Airport Entrance)	AM	34.9	C	39.3	D	4.4	No
	PM	30.2	C	32.7	C	2.5	No
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	AM	32.6	C	33.1	C	0.5	No
	PM	39.0	D	40.4	D	1.4	No
N. Harbor Drive / Rental Car Access Road	AM	41.8	D	43.9	D	2.1	No
	PM	42.2	D	43.5	D	1.3	No
N. Harbor Drive / Laurel Street	AM	36.4	D	38.3	D	1.9	No
	PM	36.7	D	42.6	D	5.9	No
N. Harbor Drive / Hawthorn Street	AM	21.8	C	23.8	C	2.0	No
	PM	18.0	B	18.7	B	0.7	No
N. Harbor Drive / Grape Street	AM	17.5	B	18.4	B	0.9	No
	PM	14.9	B	15.1	B	0.2	No
Pacific Highway / Laurel Street	AM	26.8	C	27.0	C	0.2	No
	PM	29.3	C	29.8	C	0.5	No
Pacific Highway / Hawthorn Street	AM	16.8	B	16.9	B	0.1	No
	PM	23.2	C	23.5	C	0.3	No
Pacific Highway / Grape Street	AM	12.7	B	12.9	B	0.2	No
	PM	28.4	C	28.7	C	0.3	No
Harbor Island Drive / Sheraton Driveway	AM	10.5	B	13.0	B	2.5	No
	PM	17.2	B	17.4	B	0.2	No
Harbor Island Drive / Harbor Island Drive	AM	5.2	A	5.4	A	0.2	No
	PM	5.2	A	5.9	A	0.7	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. Sig? denotes "Significant Impact"

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 2
EXISTING + PROJECT STREET SEGMENT OPERATIONS: SCENARIO A

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Scenario A Project				Sig? ^f
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	Δ ^e	
N. Harbor Drive									
Nimitz Blvd. to Terminal 2 (SDIA)	60,000	27,730	0.462	B	28,305	0.472	B	0.010	No
Terminal 2 (SDIA) to Harbor Island Dr.	60,000	29,750	0.496	B	30,420	0.507	B	0.011	No
Harbor Island Dr. to Rental Car Access Rd.	65,000	81,000	1.246	F	82,915	1.276	F	0.030	No ^g
Rental Car Access Road to Laurel Street	60,000	82,790	1.380	F	84,705	1.412	F	0.032	No ^g
Laurel Street to Hawthorn Street	60,000	54,260	0.904	D	55,600	0.927	E	0.023	No ^g
Hawthorn Street to Grape Street	65,000	37,830	0.582	C	38,595	0.594	C	0.012	No
South of Grape Street	55,000	17,690	0.322	A	17,880	0.325	A	0.003	No
Pacific Highway									
North of Laurel Street	50,000	18,150	0.363	A	18,325	0.367	A	0.004	No
Laurel Street to Hawthorn Street	50,000	9,760	0.195	A	9,760	0.195	A	0.000	No
Hawthorn Street to Grape Street	50,000	18,460	0.369	A	18,650	0.373	A	0.004	No
South of Grape Street	50,000	16,940	0.339	A	17,325	0.347	A	0.008	No
Laurel Street									
N. Harbor Dr. to Pacific Highway	40,000	36,390	0.910	E	36,965	0.924	E	0.014	No
East of Pacific Highway	30,000	27,620	0.921	E	28,005	0.934	E	0.013	No
Hawthorn Street									
N. Harbor Dr. to Pacific Highway	25,000	25,770	1.031	F	26,345	1.054	F	0.023	No ^g
East of Pacific Highway	25,000	23,480	0.939	E	23,865	0.955	E	0.016	No
Grape Street									
N. Harbor Dr. to Pacific Highway	25,000	23,130	0.925	E	23,705	0.948	E	0.023	No ^g
East of Pacific Highway	25,000	20,330	0.813	E	20,715	0.829	E	0.016	No
Harbor Island Drive									
N. Harbor Dr. to Harbor Island Dr.	40,000	16,330	0.408	B	20,155	0.504	B	0.096	No
West of Harbor Island Dr.	30,000	8,610	0.287	A	8,610	0.287	A	0.000	No
East of Harbor Island Dr.	30,000	6,940	0.231	A	10,765	0.359	B	0.128	No

Footnotes:

- a. Capacities based on City of San Diego's Roadway Classification & LOS table.
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio
- f. Sig? denotes "Significant Impact".
- g. Despite the threshold exceeded, no significant impact is expected since the segment can be restriped to its ultimate roadway classification and no impact was calculated for the arterial or adjacent intersections

TABLE 3
EXISTING + PROJECT ARTERIAL OPERATIONS: SCENARIO A

Arterial Segment	Period	Direction	Existing		Existing + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	18.3	C	0.0	No
		WB	21.4	B	21.4	B	0.0	No
	PM	EB	14.3	C	14.0	C	0.3	No
		WB	19.3	B	17.6	C	1.7	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.6	C	0.7	No
		WB	13.7	C	12.2	D	1.5	No
	PM	EB	23.3	B	23.2	B	0.1	No
		WB	13.2	C	11.7	D	1.5	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.5	C	0.1	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.2	D	5.5	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.7	C	0.1	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.8	F	0.4	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 4
EXISTING + PROJECT INTERSECTION OPERATIONS: SCENARIO B

Intersection	Peak Hour	Existing		Existing + Scenario B Project			Sig? ^d
		Delay ^a	LOS ^b	Delay	LOS	Δ^c	
N. Harbor Drive / Terminal 2 (West Airport Entrance)	AM	34.9	C	39.1	D	4.2	No
	PM	30.2	C	32.7	C	2.5	No
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	AM	32.6	C	33.3	C	0.7	No
	PM	39.0	D	40.2	D	1.2	No
N. Harbor Drive / Rental Car Access Road	AM	41.8	D	42.0	D	0.2	No
	PM	42.2	D	43.2	D	1.0	No
N. Harbor Drive / Laurel Street	AM	36.4	D	37.0	D	0.6	No
	PM	36.7	D	40.1	D	3.4	No
N. Harbor Drive / Hawthorn Street	AM	21.8	C	23.1	C	1.3	No
	PM	18.0	B	18.4	B	0.4	No
N. Harbor Drive / Grape Street	AM	17.5	B	18.0	B	0.5	No
	PM	14.9	B	15.1	B	0.2	No
Pacific Highway / Laurel Street	AM	26.8	C	26.9	C	0.1	No
	PM	29.3	C	29.8	C	0.5	No
Pacific Highway / Hawthorn Street	AM	16.8	B	16.9	B	0.1	No
	PM	23.2	C	23.3	C	0.1	No
Pacific Highway / Grape Street	AM	12.7	B	12.8	B	0.1	No
	PM	28.4	C	28.6	C	0.2	No
Harbor Island Drive / Sheraton Driveway	AM	10.5	B	11.4	B	0.9	No
	PM	17.2	B	17.4	B	0.2	No
Harbor Island Drive / Harbor Island Drive	AM	5.2	A	5.3	A	0.1	No
	PM	5.2	A	5.9	A	0.7	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. Sig? denotes "Significant Impact"

SIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 5
EXISTING + PROJECT STREET SEGMENT OPERATIONS: SCENARIO B

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Scenario B Project				Sig? ^f
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	Δ ^e	
N. Harbor Drive									
Nimitz Blvd. to Terminal 2 (SDIA)	60,000	27,730	0.462	B	28,255	0.471	B	0.009	No
Terminal 2 (SDIA) to Harbor Island Dr.	60,000	29,750	0.496	B	30,365	0.506	B	0.010	No
Harbor Island Dr. to Rental Car Access Rd.	65,000	81,000	1.246	F	82,750	1.273	F	0.027	No ^g
Rental Car Access Road to Laurel Street	60,000	82,790	1.380	F	84,540	1.409	F	0.029	No ^g
Laurel Street to Hawthorn Street	60,000	54,260	0.904	D	55,485	0.925	E	0.021	No ^g
Hawthorn Street to Grape Street	65,000	37,830	0.582	C	38,530	0.593	C	0.011	No
South of Grape Street	55,000	17,690	0.322	A	17,865	0.325	A	0.003	No
Pacific Highway									
North of Laurel Street	50,000	18,150	0.363	A	18,325	0.367	A	0.004	No
Laurel Street to Hawthorn Street	50,000	9,760	0.195	A	9,760	0.195	A	0.000	No
Hawthorn Street to Grape Street	50,000	18,460	0.369	A	18,635	0.373	A	0.004	No
South of Grape Street	50,000	16,940	0.339	A	17,290	0.346	A	0.007	No
Laurel Street									
N. Harbor Dr. to Pacific Highway	40,000	36,390	0.910	E	36,915	0.923	E	0.013	No
East of Pacific Highway	30,000	27,620	0.921	E	27,970	0.932	E	0.011	No
Hawthorn Street									
N. Harbor Dr. to Pacific Highway	25,000	25,770	1.031	F	26,295	1.052	F	0.021	No ^g
East of Pacific Highway	25,000	23,480	0.939	E	23,830	0.953	E	0.014	No
Grape Street									
N. Harbor Dr. to Pacific Highway	25,000	23,130	0.925	E	23,655	0.946	E	0.021	No ^g
East of Pacific Highway	25,000	20,330	0.813	E	20,680	0.827	E	0.014	No
Harbor Island Drive									
N. Harbor Dr. to Harbor Island Dr.	40,000	16,330	0.408	B	19,830	0.496	B	0.088	No
West of Harbor Island Dr.	30,000	8,610	0.287	A	8,610	0.287	A	0.000	No
East of Harbor Island Dr.	30,000	6,940	0.231	A	10,440	0.348	B	0.117	No

Footnotes:

- a. Capacities based on City of San Diego's Roadway Classification & LOS table.
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio
- f. Sig? denotes "Significant Impact".
- g. Despite the threshold exceeded, no significant impact is expected since the segment can be restriped to its ultimate roadway classification and no impact was calculated for the arterial or adjacent intersections

TABLE 6
EXISTING + PROJECT ARTERIAL OPERATIONS: SCENARIO B

Arterial Segment	Period	Direction	Existing		Existing + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	17.8	C	0.5	No
		WB	21.4	B	21.0	B	0.4	No
	PM	EB	14.3	C	14.2	C	0.1	No
		WB	19.3	B	18.0	C	1.3	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.3	C	1.0	No
		WB	13.7	C	12.7	D	1.0	No
	PM	EB	23.3	B	23.3	B	0.0	No
		WB	13.2	C	13.1	C	0.1	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.4	C	0.2	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.7	D	5.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.6	C	0.2	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.9	F	0.3	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 7
EXISTING + PROJECT: PROJECT AREA CMP ARTERIAL ANALYSIS SCENARIO A

Arterial Segment	Period	Direction	Existing		Existing + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive West of Terminal 2(SDIA)	AM	EB	14.3	C	14.3	C	0.0	No
		WB	16.9	C	16.9	C	0.0	No
	PM	EB	12.6	D	12.5	D	0.1	No
		WB	16.7	C	16.7	C	0.0	No
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8	E	7.8	E	0.0	No
		WB	7.3	E	6.9	F	0.4	No
	PM	EB	7.1	E	6.6	F	0.5	No
		WB	10.6	D	9.7	D	0.9	No
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	18.3	C	0.0	No
		WB	21.4	B	21.4	B	0.0	No
	PM	EB	14.3	C	14.0	C	0.3	No
		WB	19.3	B	17.6	C	1.7	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.6	C	0.7	No
		WB	13.7	C	12.2	D	1.5	No
	PM	EB	23.3	B	23.2	B	0.1	No
		WB	13.2	C	11.7	D	1.5	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.5	C	0.1	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.2	D	5.5	No
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5	C	13.5	C	0.0	No
		WB	6.7	F	6.2	F	0.5	No
	PM	EB	13.5	C	13.5	C	0.0	No
		WB	9.1	D	8.4	D	0.7	No
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6	F	5.6	F	0.0	No
		SB	10.2	E	10.0	E	0.2	No
	PM	NB	7.1	F	6.6	F	0.5	No
		SB	8.3	F	8.3	F	0.0	No
Pacific Highway South of Grape Street	AM	NB	18.0	C	17.8	D	0.2	No
		SB	23.2	C	23.2	C	0.0	No
	PM	NB	9.9	F	9.9	F	0.0	No
		SB	23.2	C	23.2	C	0.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.7	C	0.1	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.8	F	0.4	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 8
EXISTING + PROJECT: PROJECT AREA CMP ARTERIAL ANALYSIS SCENARIO B

Arterial Segment	Period	Direction	Existing		Existing + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS		
N. Harbor Drive West of Terminal 2 (SDIA)	AM	EB	14.3	C	14.2	C	0.1	No
		WB	16.9	C	16.9	C	0.0	No
	PM	EB	12.6	D	12.3	D	0.3	No
		WB	16.7	C	16.7	C	0.0	No
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8	E	7.6	E	0.2	No
		WB	7.3	E	6.8	F	0.5	No
	PM	EB	7.1	E	6.7	F	0.4	No
		WB	10.6	D	9.1	D	1.5	No
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3	C	17.8	C	0.5	No
		WB	21.4	B	21.0	B	0.4	No
	PM	EB	14.3	C	14.2	C	0.1	No
		WB	19.3	B	18.0	C	1.3	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3	B	18.3	C	1.0	No
		WB	13.7	C	12.7	D	1.0	No
	PM	EB	23.3	B	23.3	B	0.0	No
		WB	13.2	C	13.1	C	0.1	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3	B	23.3	B	0.0	No
		WB	16.6	C	16.4	C	0.2	No
	PM	EB	23.1	B	23.0	B	0.1	No
		WB	14.7	C	9.7	D	5.0	No
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5	C	13.5	C	0.0	No
		WB	6.7	F	6.2	F	0.5	No
	PM	EB	13.5	C	13.5	C	0.0	No
		WB	9.1	D	8.7	E	0.4	No
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6	F	5.6	F	0.0	No
		SB	10.2	E	9.9	F	0.3	No
	PM	NB	7.1	F	6.6	F	0.5	No
		SB	8.3	F	8.3	F	0.0	No
Pacific Highway South of Grape Street	AM	NB	18.0	C	17.9	D	0.1	No
		SB	23.2	C	23.2	C	0.0	No
	PM	NB	9.9	F	9.8	F	0.1	No
		SB	23.2	C	23.2	C	0.0	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8	C	13.6	C	0.2	No
	PM	WB	12.2	D	12.2	D	0.0	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4	D	10.4	D	0.0	No
	PM	EB	4.2	F	3.9	F	0.3	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

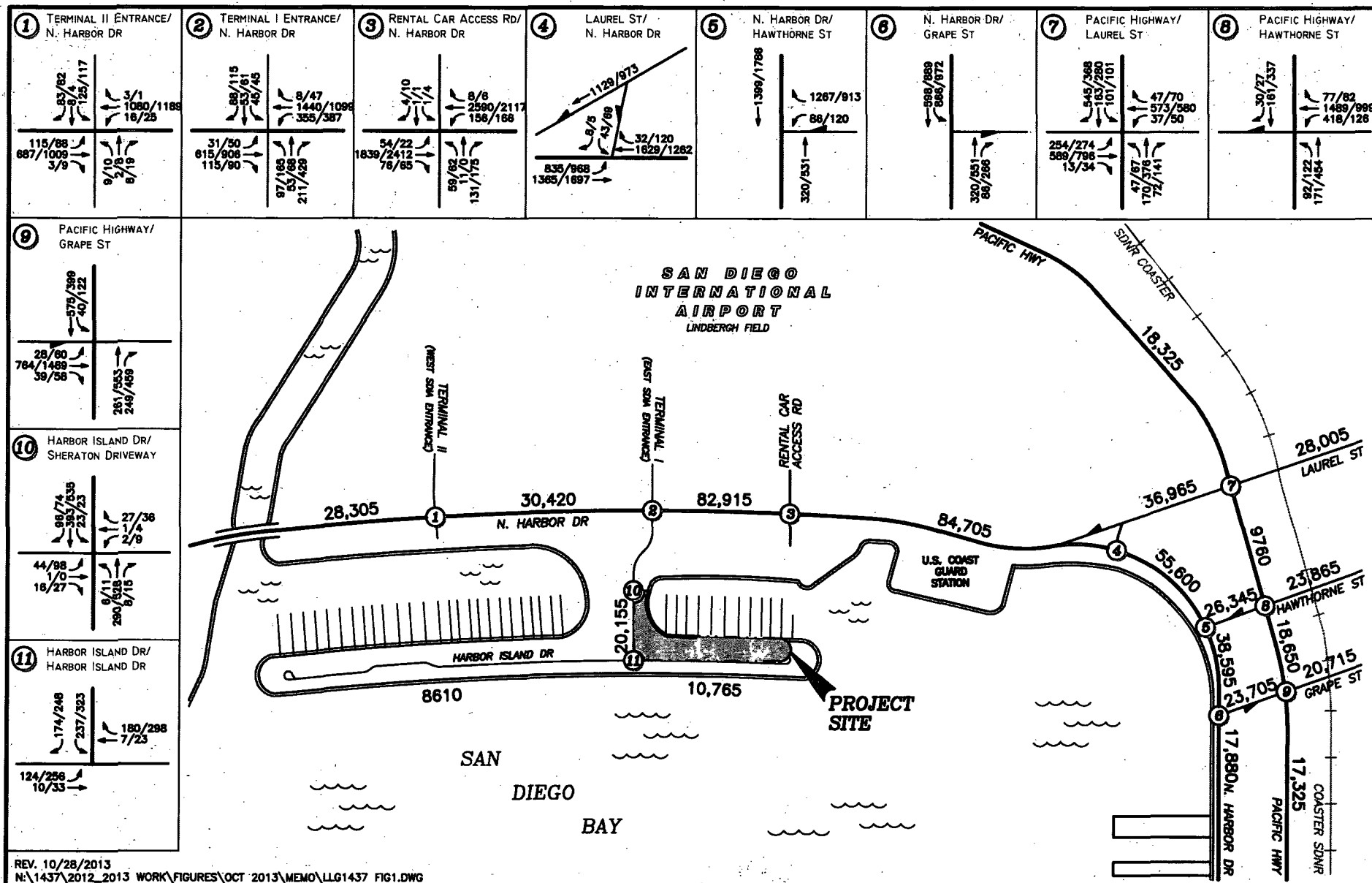


Figure 1

Scenario A: Existing + Project Traffic Volumes
 AM/PM Peak Hours & ADT

HARBOR ISLAND SUBAREA 23 PORT MASTER PLAN AMENDMENT

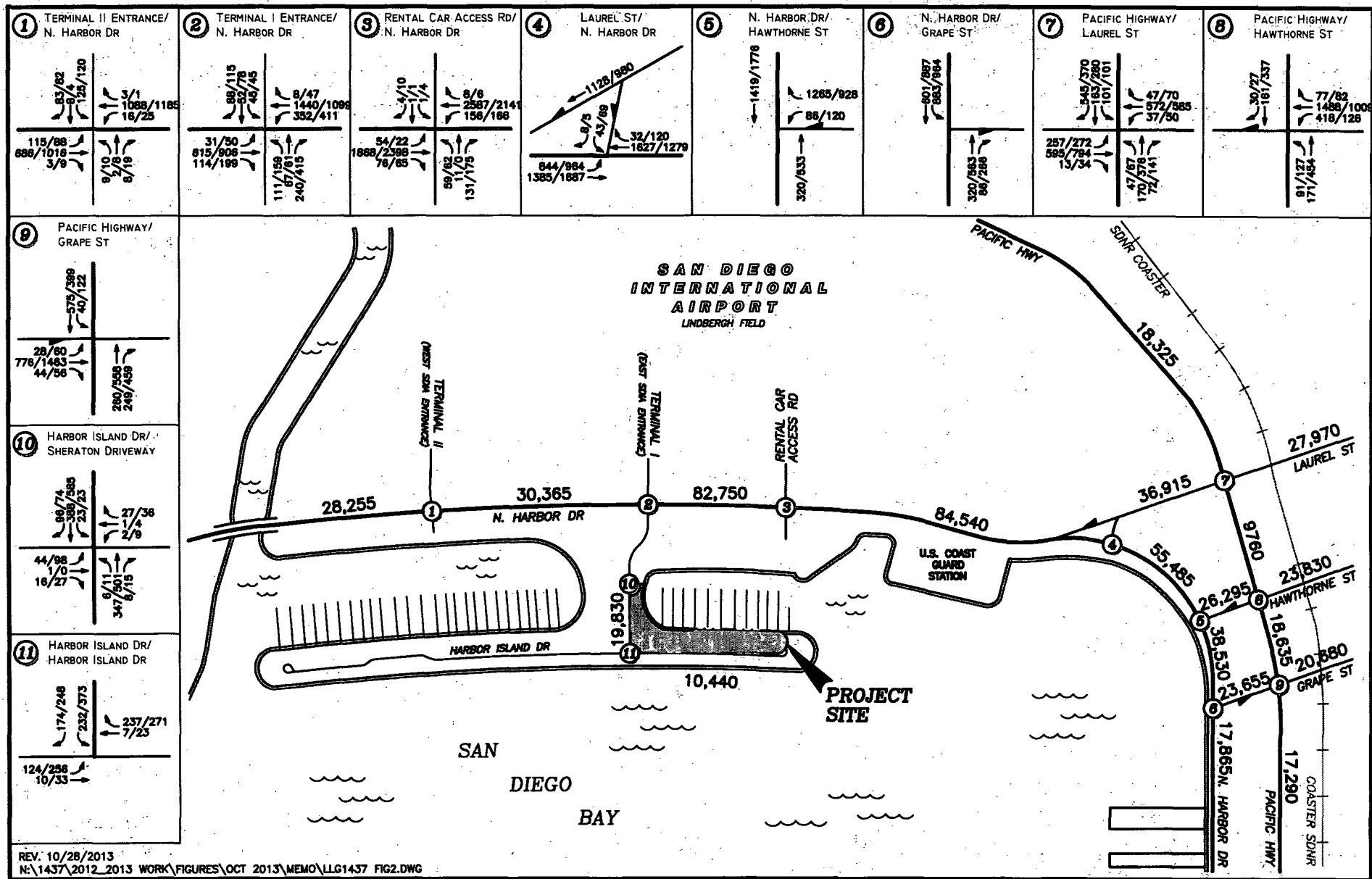


Figure 2

**Scenario B: Existing + Project Traffic Volumes
AM/PM Peak Hours & ADT**



Attachment A
Intersection Analysis Worksheets

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HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰	↰↰	↰	↰↰	↰	↰
Volume (vph)	115	687	3	16	1080	3	9	2	8	125	8	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1530	1681	1537		3433	1576	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1530	1681	1537		3433	1576	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	747	3	17	1174	3	10	2	9	136	9	90
RTOR Reduction (vph)	0	0	2	0	0	2	0	7	0	0	83	0
Lane Group Flow (vph)	125	747	1	17	1174	1	9	5	0	136	16	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	12.8	53.3	53.3	2.8	43.2	43.2	32.7	32.7		9.3	9.3	
Effective Green, g (s)	12.8	53.3	53.3	2.8	43.2	43.2	32.7	32.7		9.3	9.3	
Actuated g/C Ratio	0.11	0.45	0.45	0.02	0.37	0.37	0.28	0.28		0.08	0.08	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	192	2297	680	42	1862	560	466	426		271	124	
v/s Ratio Prot	c0.07	0.15		0.01	c0.23		c0.01	0.00		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.65	0.33	0.00	0.40	0.63	0.00	0.02	0.01		0.50	0.13	
Uniform Delay, d1	50.5	20.8	17.8	56.8	30.8	23.7	31.0	30.9		52.1	50.6	
Progression Factor	1.00	1.00	1.00	0.48	1.50	2.11	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.9	0.2	0.0	1.8	0.7	0.0	0.1	0.1		0.5	0.2	
Delay (s)	56.4	21.0	17.8	29.0	46.9	50.0	31.1	31.0		52.7	50.8	
Level of Service	E	C	B	C	D	D	C	C		D	D	
Approach Delay (s)		26.0			46.6			31.0			51.9	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	39.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms 5:00 pm EX + P (A) AM

Synchro 7 - Report
Page 1

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/25/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↑	↗	↖	↑↑	
Volume (vph)	31	615	115	355	1440	8	97	53	211	45	53	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	8.7	7.9	7.4	8.4		7.9	7.9	7.0	7.9	7.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2941	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2941	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	668	125	386	1565	9	105	58	229	49	58	96
RTOR Reduction (vph)	0	0	90	0	1	0	0	0	0	0	91	0
Lane Group Flow (vph)	34	668	35	386	1573	0	105	58	229	44	68	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	5.8	36.6	36.2	16.7	47.8		36.2	36.2	118.0	8.6	8.6	
Effective Green, g (s)	2.8	33.6	33.2	13.7	44.8		33.2	33.2	118.0	5.6	5.6	
Actuated g/C Ratio	0.02	0.28	0.28	0.12	0.38		0.28	0.28	1.00	0.05	0.05	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	42	1448	445	399	2430		966	524	1560	76	140	
v/s Ratio Prot	0.02	0.13	0.02	c0.11	c0.25		0.03	0.03		c0.03	0.02	
v/s Ratio Perm									c0.15			
v/c Ratio	0.81	0.46	0.08	0.97	0.65		0.11	0.11	0.15	0.58	0.48	
Uniform Delay, d1	57.3	34.7	31.2	51.9	30.1		31.4	31.4	0.0	55.0	54.8	
Progression Factor	0.69	1.20	3.79	1.07	0.42		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	64.6	0.5	0.3	17.2	0.3		0.2	0.4	0.2	10.3	2.6	
Delay (s)	103.8	42.3	118.6	72.5	12.9		31.7	31.9	0.2	65.3	57.4	
Level of Service	F	D	F	E	B		C	C	A	E	E	
Approach Delay (s)		56.4			24.6			13.3			59.1	
Approach LOS		E			C			B			E	

Intersection Summary		
HCM Average Control Delay	33.1	HCM Level of Service C
HCM Volume to Capacity ratio	0.45	
Actuated Cycle Length (s)	118.0	Sum of lost time (s) 15.3
Intersection Capacity Utilization	86.8%	ICU Level of Service E
Analysis Period (min)	15	
c Critical Lane Group		

1437-3 Harbor Island - 500 Rooms 5:00 pm *Ext-P(A) AM*

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↰	↱	↰	↱	
Volume (vph)	54	1839	76	156	2590	8	59	11	131	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	7.3	7.3	6.4	7.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	1999	83	170	2815	9	64	12	142	1	1	4
RTOR Reduction (vph)	0	0	34	0	0	0	0	0	126	0	4	0
Lane Group Flow (vph)	59	1999	49	170	2824	0	0	76	16	1	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	11.8	64.8	64.8	15.8	68.8			13.1	13.1	4.8	4.8	
Effective Green, g (s)	9.8	62.8	62.8	13.8	66.8			13.1	13.1	4.8	4.8	
Actuated g/C Ratio	0.08	0.53	0.53	0.12	0.57			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	147	3410	819	401	2877			198	172	72	62	
v/s Ratio Prot	0.03	0.31		c0.05	c0.56			c0.04		0.00	c0.00	
v/s Ratio Perm			0.03						0.01			
v/c Ratio	0.40	0.59	0.06	0.42	0.98			0.38	0.09	0.01	0.02	
Uniform Delay, d1	51.3	18.8	13.3	48.4	25.0			48.7	47.1	54.3	54.3	
Progression Factor	0.84	1.37	2.32	0.70	1.80			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.5	0.1	0.2	12.1			5.6	1.1	0.0	0.0	
Delay (s)	43.7	26.1	31.0	34.1	57.0			54.3	48.2	54.4	54.4	
Level of Service	D	C	C	C	E			D	D	D	D	
Approach Delay (s)		26.8			55.7			50.3			54.4	
Approach LOS		C			E			D			D	

Intersection Summary

HCM Average Control Delay	43.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

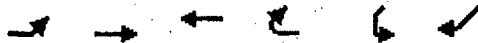
1437-3 Harbor Island - 500 Rooms 5:00 pm Ex+P(A) AM

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/25/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↑↑	↑↑↑	↑↑↑	↑	↑↑	↑
Volume (vph)	835	1365	1629	32	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	3.1	2.0	3.2	2.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3433	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3433	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	908	1484	1771	35	47	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	908	1484	1771	35	47	8
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	26.3	82.6	52.1	118.0	24.9	118.0
Effective Green, g (s)	28.3	84.6	54.1	118.0	26.9	118.0
Actuated g/C Ratio	0.24	0.72	0.46	1.00	0.23	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	823	3646	2331	1560	783	1419
v/s Ratio Prot	c0.26	0.29	c0.35		c0.01	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.10	0.41	0.76	0.02	0.06	0.01
Uniform Delay, d1	44.8	6.7	26.5	0.0	35.7	0.0
Progression Factor	0.85	1.95	1.00	1.00	1.00	1.00
Incremental Delay, d2	61.8	0.2	2.1	0.0	0.1	0.0
Delay (s)	99.9	13.2	28.7	0.0	35.8	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		46.1	28.1		30.7	
Approach LOS		D	C		C	

Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			







1437-3 Harbor Island - 500 Rooms 5:00 pm Ex + P (A) AM

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/25/2013

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (vph)	86	1267	320	0	0	1399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frbp, ped/bikes	1.00	0.98	1.00			0.96
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3903
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3903
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	1377	348	0	0	1521
RTOR Reduction (vph)	0	78	0	0	0	1084
Lane Group Flow (vph)	93	1299	348	0	0	437
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	68.6	68.6	31.6			31.6
Effective Green, g (s)	68.6	68.6	31.6			31.6
Actuated g/C Ratio	0.62	0.62	0.29			0.29
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	1104	1698	1433			1121
v/s Ratio Prot	0.05		0.07			
v/s Ratio Perm		c0.48				c0.11
v/c Ratio	0.08	0.76	0.24			0.39
Uniform Delay, d1	8.2	14.9	30.0			31.5
Progression Factor	0.50	0.79	1.17			1.00
Incremental Delay, d2	0.0	0.9	0.4			1.0
Delay (s)	4.1	12.6	35.4			32.5
Level of Service	A	B	D			C
Approach Delay (s)	12.0		35.4		32.5	
Approach LOS	B		D		C	

Intersection Summary			
HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms 5:00 pm **Ex + PCA) AM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/25/2013

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↘↘	↑↑
Volume (vph)	0	0	320	86	866	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	93	941	650
RTOR Reduction (vph)	0	0	0	42	0	0
Lane Group Flow (vph)	0	0	348	51	941	650
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			60.9	60.9	39.8	110.0
Effective Green, g (s)			60.9	60.9	39.8	110.0
Actuated g/C Ratio			0.55	0.55	0.36	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2815	851	1242	3539
v/s Ratio Prot			0.07		c0.27	c0.18
v/s Ratio Perm				0.03		
v/c Ratio			0.12	0.06	0.76	0.18
Uniform Delay, d1			11.8	11.3	30.9	0.0
Progression Factor			1.00	1.00	1.03	1.00
Incremental Delay, d2			0.1	0.1	2.3	0.1
Delay (s)			11.9	11.5	34.2	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		11.8			20.3
Approach LOS	A		B			C
Intersection Summary						
HCM Average Control Delay			18.4		HCM Level of Service	B
HCM Volume to Capacity ratio			0.40			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	4.4
Intersection Capacity Utilization			57.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

1437-3 Harbor Island - 500 Rooms 5:00 pm **Ex + P (A) AM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	254	589	13	37	573	47	47	170	72	101	163	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5067		1770	3494		1770	4825		1770	4428	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5067		1770	3494		1770	4825		1770	4428	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	276	640	14	40	623	51	51	185	78	110	177	592
RTOR Reduction (vph)	0	2	0	0	6	0	0	65	0	0	342	0
Lane Group Flow (vph)	276	652	0	40	668	0	51	198	0	110	427	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	17.1	39.0		2.4	23.7		3.5	13.3		7.2	16.9	
Effective Green, g (s)	17.1	39.0		2.4	23.7		3.5	13.3		7.2	16.9	
Actuated g/C Ratio	0.21	0.48		0.03	0.29		0.04	0.16		0.09	0.21	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	375	2446		53	1025		77	794		158	926	
v/s Ratio Prot	c0.16	0.13		0.02	c0.19		0.03	0.04		c0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.74	0.27		0.75	0.65		0.66	0.25		0.70	0.88dr	
Uniform Delay, d1	29.7	12.4		38.9	24.9		38.1	29.4		35.7	28.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.4	0.1		41.1	1.4		15.3	0.2		10.2	0.5	
Delay (s)	36.1	12.5		80.0	26.3		53.4	29.6		46.0	28.5	
Level of Service	D	B		F	C		D	C		D	C	
Approach Delay (s)		19.5			29.4			33.5			30.7	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	19.6
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	418	1489	77	92	171	0	0	161	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.98	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4998		1770	5085			4940	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4998		1770	5085			4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	454	1618	84	100	186	0	0	175	33
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	0	0	0	2153	0	100	186	0	0	180	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					74.3		8.8	25.9			12.2	
Effective Green, g (s)					74.3		8.8	25.9			12.2	
Actuated g/C Ratio					0.68		0.08	0.24			0.11	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					3376		142	1197			548	
v/s Ratio Prot					c0.43		c0.06	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio					1.98dl		0.70	0.16			0.33	
Uniform Delay, d1					10.2		49.3	33.4			45.1	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.3		12.2	0.3			1.6	
Delay (s)					10.5		61.5	33.6			46.7	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			10.5			43.4			46.7	
Approach LOS		A			B			D			D	

Intersection Summary

HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	28	764	39	0	0	0	0	261	249	40	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5076	1556					4666		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5076	1556					4666		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	830	42	0	0	0	0	284	271	43	625	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	147	0	0	0	0
Lane Group Flow (vph)	0	860	19	0	0	0	0	408	0	43	625	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		23.5	23.5					12.9		2.2	19.0	
Effective Green, g (s)		23.5	23.5					12.9		2.2	19.0	
Actuated g/C Ratio		0.45	0.45					0.24		0.04	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2259	693					1140		74	1830	
v/s Ratio Prot		c0.17						0.09		0.02	c0.12	
v/s Ratio Perm			0.01									
v/c Ratio		0.38	0.03					0.36		0.58	0.34	
Uniform Delay, d1		9.8	8.2					16.5		24.8	12.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.2		7.3	0.1	
Delay (s)		10.0	8.3					16.7		32.1	12.4	
Level of Service		A	A					B		C	B	
Approach Delay (s)		9.9			0.0			16.7			13.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	10.3
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms 5:00 pm **Ex + P (A) AM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	↗
Volume (vph)	44	1	16	2	1	27	6	290	8	23	393	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		0.99	1.00	
Frft		0.97			0.88	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.96			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1716			1522	1479	1763	3522		1761	3417	
Flt Permitted		0.78			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1385			1481	1479	1763	3522		1761	3417	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	1	17	2	1	29	7	315	9	25	427	104
RTOR Reduction (vph)	0	13	0	0	11	13	0	2	0	0	16	0
Lane Group Flow (vph)	0	54	0	0	5	3	7	322	0	25	515	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		7.9			7.9	7.9	0.6	26.9		0.6	26.9	
Effective Green, g (s)		7.9			7.9	7.9	0.6	26.9		0.6	26.9	
Actuated g/C Ratio		0.17			0.17	0.17	0.01	0.57		0.01	0.57	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		231			247	247	22	1999		22	1939	
v/s Ratio Prot							0.00	0.09		c0.01	c0.15	
v/s Ratio Perm		c0.04			0.00	0.00						
v/c Ratio		0.23			0.02	0.01	0.32	0.16		1.14	0.27	
Uniform Delay, d1		17.1			16.5	16.5	23.2	4.9		23.4	5.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.0	0.0	3.0	0.0		237.5	0.1	
Delay (s)		17.5			16.5	16.5	26.2	4.9		260.9	5.3	
Level of Service		B			B	B	C	A		F	A	
Approach Delay (s)		17.5			16.5			5.4			16.8	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	47.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms 5:00 pm **Ex + P (A) AM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/25/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	124	10	7	180	237	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1698	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1698	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	11	8	196	258	189
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	73	8	196	258	189
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.8	7.8	1.9	38.5	16.8	38.5
Effective Green, g (s)	5.8	5.8	0.9	38.5	15.8	38.5
Actuated g/C Ratio	0.15	0.15	0.02	1.00	0.41	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	253	256	44	1560	1409	1544
v/s Ratio Prot	c0.04	0.04	0.00		c0.08	
v/s Ratio Perm				c0.13		0.12
v/c Ratio	0.29	0.29	0.18	0.13	0.18	0.12
Uniform Delay, d1	14.5	14.5	18.4	0.0	7.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.6	2.0	0.2	0.1	0.2
Delay (s)	15.2	15.1	20.4	0.2	7.3	0.2
Level of Service	B	B	C	A	A	A
Approach Delay (s)		15.1	1.0		4.3	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	11.0
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms 5:00 pm **Ex+P(A) AM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱	↰	↑	↱
Volume (vph)	88	1009	9	26	1189	1	10	8	19	117	4	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	6.7	5.4	6.8	6.8	5.9	5.9		5.9	5.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1528	1681	1562		3433	1561	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1528	1681	1562		3433	1561	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	1097	10	27	1292	1	11	9	21	127	4	89
RTOR Reduction (vph)	0	0	6	0	0	1	0	16	0	0	76	0
Lane Group Flow (vph)	96	1097	4	27	1292	0	10	15	0	127	17	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.5	47.5	47.5	3.1	41.0	41.0	31.2	31.2		18.3	18.3	
Effective Green, g (s)	8.5	46.5	46.5	2.1	40.0	40.0	30.2	30.2		17.3	17.3	
Actuated g/C Ratio	0.07	0.39	0.39	0.02	0.33	0.33	0.25	0.25		0.14	0.14	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	125	1970	583	31	1695	509	423	393		495	225	
v/s Ratio Prot	c0.05	0.22		0.02	c0.25		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.77	0.56	0.01	0.87	0.76	0.00	0.02	0.04		0.26	0.07	
Uniform Delay, d1	54.8	28.7	22.6	58.8	35.8	26.7	33.8	33.9		45.6	44.4	
Progression Factor	1.00	1.00	1.00	1.01	0.71	0.57	1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.0	0.6	0.0	102.4	2.3	0.0	0.1	0.2		0.1	0.1	
Delay (s)	76.8	29.3	22.6	161.6	27.6	15.1	33.9	34.1		45.7	44.5	
Level of Service	E	C	C	F	C	B	C	C		D	D	
Approach Delay (s)		33.0			30.3			34.1			45.2	
Approach LOS		C			C			C			D	

Intersection Summary

HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms **ETP (A) RM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/25/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	←	↑	↘	←	↑	↘	←	↑	↘	←	↑	↘
Lane Configurations	↘	↑↑↑	↘	↘	↑↑↑		↘	↑	↘	↘	↑↑	
Volume (vph)	50	906	190	387	1099	47	165	68	429	45	61	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2963	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2963	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	985	207	421	1195	51	179	74	466	49	66	125
RTOR Reduction (vph)	0	0	165	0	4	0	0	0	0	0	116	0
Lane Group Flow (vph)	54	985	42	421	1242	0	179	74	466	44	80	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.2	37.6	24.1	29.3	60.0		24.1	24.1	120.0	9.1	9.1	
Effective Green, g (s)	7.2	37.6	24.1	29.3	60.0		24.1	24.1	120.0	9.1	9.1	
Actuated g/C Ratio	0.06	0.31	0.20	0.24	0.50		0.20	0.20	1.00	0.08	0.08	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	106	1593	318	838	3179		689	374	1560	122	225	
v/s Ratio Prot	0.03	0.19	0.03	0.12	0.20		0.05	0.04		0.03	0.03	
v/s Ratio Perm									0.30			
v/c Ratio	0.51	0.62	0.13	0.50	0.39		0.26	0.20	0.30	0.36	0.36	
Uniform Delay, d1	54.7	35.1	39.4	39.1	18.6		40.4	39.9	0.0	52.7	52.7	
Progression Factor	0.55	1.52	3.09	1.33	1.31		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	0.9	0.7	0.1	0.1		0.9	1.2	0.5	1.8	1.0	
Delay (s)	31.6	54.3	122.5	52.0	24.5		41.3	41.1	0.5	54.5	53.7	
Level of Service	C	D	F	D	C		D	D	A	D	D	
Approach Delay (s)		64.7			31.4			14.8			53.8	
Approach LOS		E			C			B			D	

Intersection Summary			
HCM Average Control Delay	40.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/25/2013

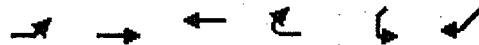
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑			↰	↱	↰	↑	↱
Volume (vph)	22	2412	65	166	2117	6	62	0	175	4	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2622	71	180	2301	7	67	0	190	4	1	11
RTOR Reduction (vph)	0	0	27	0	0	0	0	0	137	0	11	0
Lane Group Flow (vph)	24	2622	44	180	2308	0	0	67	53	4	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.3	49.0	49.0	13.1	57.8			33.3	33.3	5.1	5.1	
Effective Green, g (s)	4.3	49.0	49.0	13.1	57.8			33.3	33.3	5.1	5.1	
Actuated g/C Ratio	0.04	0.41	0.41	0.11	0.48			0.28	0.28	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	63	2617	628	375	2448			491	429	75	63	
v/s Ratio Prot	0.01	c0.41		c0.05	c0.45			c0.04		c0.00	0.00	
v/s Ratio Perm			0.03						0.03			
v/c Ratio	0.38	1.00	0.07	0.48	0.94			0.14	0.12	0.05	0.02	
Uniform Delay, d1	56.5	35.5	21.6	50.2	29.5			32.6	32.4	55.1	55.1	
Progression Factor	1.19	0.67	0.34	1.07	1.33			1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	17.9	0.1	0.3	7.1			0.6	0.6	0.1	0.1	
Delay (s)	68.5	41.8	7.6	54.2	46.5			33.1	33.0	55.2	55.1	
Level of Service	E	D	A	D	D			C	C	E	E	
Approach Delay (s)		41.1			47.0			33.0			55.1	
Approach LOS		D			D			C			E	

Intersection Summary

HCM Average Control Delay	43.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 4: N. Harbor Dr & Laurel St

10/25/2013









Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔	↑↑↑	↑↑↑	↑	↔	↑
Volume (vph)	968	1697	1282	120	69	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.1	4.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3438	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1052	1845	1372	130	75	5
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1052	1845	1372	130	75	4
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	37.6	70.7	28.9	120.0	38.8	120.0
Effective Green, g (s)	37.6	70.7	28.9	120.0	38.8	120.0
Actuated g/C Ratio	0.31	0.59	0.24	1.00	0.32	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1076	2996	1225	1560	1111	1419
v/s Ratio Prot	c0.31	0.36	c0.27		0.02	
v/s Ratio Perm				c0.08		0.00
v/c Ratio	0.98	0.62	1.12	0.08	0.07	0.00
Uniform Delay, d1	40.8	15.9	45.6	0.0	28.1	0.0
Progression Factor	0.52	0.08	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.7	0.3	65.3	0.1	0.1	0.0
Delay (s)	32.0	1.5	110.9	0.1	28.2	0.0
Level of Service	C	A	F	A	C	A
Approach Delay (s)		12.6	101.3		26.8	
Approach LOS		B	F		C	

Intersection Summary			
HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/25/2013

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (vph)	120	913	531	0	0	1786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3926
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3926
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	992	577	0	0	1941
RTOR Reduction (vph)	0	25	0	0	0	1115
Lane Group Flow (vph)	130	967	577	0	0	826
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	53.4	53.4	46.8			46.8
Effective Green, g (s)	53.4	53.4	46.8			46.8
Actuated g/C Ratio	0.49	0.49	0.43			0.43
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	859	1322	2123			1670
v/s Ratio Prot	0.07		0.12			
v/s Ratio Perm		0.36				0.21
v/c Ratio	0.15	0.73	0.27			0.49
Uniform Delay, d1	15.7	22.6	20.5			23.0
Progression Factor	0.43	0.60	0.48			1.00
Incremental Delay, d2	0.0	1.3	0.3			1.0
Delay (s)	6.7	14.8	10.2			24.0
Level of Service	A	B	B			C
Approach Delay (s)	13.9		10.2		24.0	
Approach LOS	B		B		C	
Intersection Summary						
HCM Average Control Delay		18.7		HCM Level of Service		B
HCM Volume to Capacity ratio		0.62				
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		9.8
Intersection Capacity Utilization		54.6%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

1437-3 Harbor Island - 500 Rooms

Exp (A) PM

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/25/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	551	266	972	889
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	599	289	1057	966
RTOR Reduction (vph)	0	0	0	56	0	0
Lane Group Flow (vph)	0	0	599	233	1057	966
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			54.5	54.5	46.2	110.0
Effective Green, g (s)			54.5	54.5	46.2	110.0
Actuated g/C Ratio			0.50	0.50	0.42	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2519	762	1442	3539
v/s Ratio Prot			0.12		0.31	0.27
v/s Ratio Perm				0.15		
v/c Ratio			0.24	0.31	0.73	0.27
Uniform Delay, d1			15.9	16.5	26.7	0.0
Progression Factor			1.00	1.00	0.97	1.00
Incremental Delay, d2			0.2	1.0	1.5	0.1
Delay (s)			16.1	17.5	27.5	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		16.6			14.5
Approach LOS	A		B			B

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.3
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

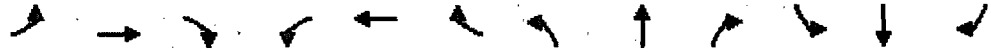
10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	274	796	34	50	580	70	67	376	141	101	280	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5050		1770	3474		1770	4845		1770	4597	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5050		1770	3474		1770	4845		1770	4597	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	298	865	37	54	630	76	73	409	153	110	304	400
RTOR Reduction (vph)	0	4	0	0	9	0	0	65	0	0	232	0
Lane Group Flow (vph)	298	898	0	54	697	0	73	497	0	110	472	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.0	40.4		3.5	24.3		4.8	15.6		9.2	19.9	
Effective Green, g (s)	19.0	40.4		3.5	24.3		4.8	15.6		9.2	19.9	
Actuated g/C Ratio	0.22	0.46		0.04	0.28		0.05	0.18		0.11	0.23	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	384	2329		71	964		97	863		186	1044	
v/s Ratio Prot	c0.17	0.18		0.03	c0.20		0.04	c0.10		c0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.78	0.39		0.76	0.72		0.75	0.58		0.59	0.45	
Uniform Delay, d1	32.3	15.5		41.6	28.6		40.8	33.0		37.4	29.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.7	0.1		34.2	2.6		24.9	1.0		3.3	0.4	
Delay (s)	41.0	15.6		75.9	31.2		65.7	34.0		40.7	29.6	
Level of Service	D	B		E	C		E	C		D	C	
Approach Delay (s)		21.9			34.4			37.6			31.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	29.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	87.6	Sum of lost time (s)	24.5
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 8: Hawthorn St & Pacific Hwy

10/25/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	126	999	82	122	454	0	0	337	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4994		1770	5085			5018	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4994		1770	5085			5018	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	137	1086	89	133	493	0	0	366	29
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1304	0	133	493	0	0	387	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					61.1		12.2	39.1			22.0	
Effective Green, g (s)					61.1		12.2	39.1			22.0	
Actuated g/C Ratio					0.56		0.11	0.36			0.20	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2774		196	1807			1004	
v/s Ratio Prot							c0.08	0.10			c0.08	
v/s Ratio Perm					0.26							
v/c Ratio					8.06dl		0.68	0.27			0.39	
Uniform Delay, d1					14.7		47.0	25.3			38.1	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		7.1	0.4			1.1	
Delay (s)					14.8		54.1	25.7			39.3	
Level of Service					B		D	C			D	
Approach Delay (s)		0.0			14.8			31.7			39.3	
Approach LOS		A			B			C			D	

Intersection Summary

HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	60	1469	58	0	0	0	0	553	459	122	399	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5073	1548					4678		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5073	1548					4678		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	1597	63	0	0	0	0	601	499	133	434	0
RTOR Reduction (vph)	0	0	32	0	0	0	0	38	0	0	0	0
Lane Group Flow (vph)	0	1662	31	0	0	0	0	1062	0	133	434	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		51.2	51.2					29.0		11.3	44.2	
Effective Green, g (s)		51.2	51.2					29.0		11.3	44.2	
Actuated g/C Ratio		0.48	0.48					0.27		0.11	0.42	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2457	750					1283		189	2126	
v/s Ratio Prot								c0.23		c0.08	0.09	
v/s Ratio Perm		0.33	0.02									
v/c Ratio		0.68	0.04					1.05dr		0.70	0.20	
Uniform Delay, d1		20.9	14.3					36.0		45.6	19.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.8	0.0					4.6		9.3	0.0	
Delay (s)		21.7	14.4					40.6		54.9	19.6	
Level of Service		C	B					D		D	B	
Approach Delay (s)		21.5			0.0			40.6			27.9	
Approach LOS		C			A			D			C	

Intersection Summary

HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	105.7	Sum of lost time (s)	14.2
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/25/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	
Volume (vph)	98	0	27	9	4	36	11	528	15	23	535	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	4.0	5.0		5.0	6.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	1.00		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725			1595	1477	1763	3522		1770	3462	
Flt Permitted		0.78			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1392			1503	1477	1763	3522		1770	3462	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	29	10	4	39	12	574	16	25	582	80
RTOR Reduction (vph)	0	7	0	0	8	15	0	2	0	0	12	0
Lane Group Flow (vph)	0	129	0	0	19	11	12	588	0	25	650	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		26.6			26.6	26.6	0.9	21.9		2.3	23.3	
Effective Green, g (s)		25.6			25.6	25.6	0.9	20.9		1.3	21.3	
Actuated g/C Ratio		0.41			0.41	0.41	0.01	0.33		0.02	0.34	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp. Cap (vph)		567			613	602	25	1172		37	1174	
v/s Ratio Prot							0.01	0.17		c0.01	c0.19	
v/s Ratio Perm		c0.09			0.01	0.01						
v/c Ratio		0.23			0.03	0.02	0.48	0.50		0.68	0.55	
Uniform Delay, d1		12.1			11.2	11.1	30.7	16.8		30.5	16.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.0	0.0	5.2	0.2		32.1	0.5	
Delay (s)		12.3			11.2	11.1	35.9	17.0		62.6	17.3	
Level of Service		B			B	B	D	B		E	B	
Approach Delay (s)		12.3			11.1			17.4			19.0	
Approach LOS		B			B			B			B	

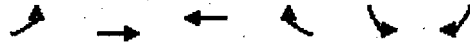
Intersection Summary

HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	62.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/25/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	↑	↑	↑	←	↑
Volume (vph)	256	33	23	298	323	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	36	25	324	351	270
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	156	158	25	324	351	270
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.2	11.2	3.0	38.6	12.4	38.6
Effective Green, g (s)	11.2	11.2	3.0	38.6	12.4	38.6
Actuated g/C Ratio	0.29	0.29	0.08	1.00	0.32	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	488	494	145	1560	1103	1544
v/s Ratio Prot	c0.09	0.09	0.01		c0.10	
v/s Ratio Perm				c0.21		0.17
v/c Ratio	0.32	0.32	0.17	0.21	0.32	0.17
Uniform Delay, d1	10.7	10.7	16.6	0.0	9.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	0.6	0.3	0.2	0.2
Delay (s)	11.1	11.1	17.2	0.3	10.1	0.2
Level of Service	B	B	B	A	B	A
Approach Delay (s)		11.1	1.5		5.8	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	38.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms *Ex + P (A) PM*

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/29/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Lane Configurations	←	↑↑↑	→	←	↑↑↑	→	←	↑	→	←	↑	→
Volume (vph)	115	686	3	16	1088	3	9	2	8	125	8	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	3.7	3.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1529	1681	1537		3433	1576	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1529	1681	1537		3433	1576	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	746	3	17	1183	3	10	2	9	136	9	90
RTOR Reduction (vph)	0	0	2	0	0	2	0	7	0	0	80	0
Lane Group Flow (vph)	125	746	1	17	1183	1	9	5	0	136	19	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	11.6	49.6	49.6	2.2	40.1	40.1	32.6	32.6		13.7	13.7	
Effective Green, g (s)	14.6	51.6	51.6	2.2	40.1	40.1	32.6	32.6		13.7	13.7	
Actuated g/C Ratio	0.12	0.44	0.44	0.02	0.34	0.34	0.28	0.28		0.12	0.12	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	219	2224	659	33	1728	520	464	425		399	183	
v/s Ratio Prot	c0.07	0.15		0.01	c0.23		c0.01	0.00		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.57	0.34	0.00	0.52	0.68	0.00	0.02	0.01		0.34	0.11	
Uniform Delay, d1	48.7	21.9	18.7	57.4	33.5	25.7	31.1	31.0		48.0	46.7	
Progression Factor	1.00	1.00	1.00	0.61	1.37	1.91	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.2	0.0	4.5	1.1	0.0	0.1	0.1		0.2	0.1	
Delay (s)	51.0	22.1	18.7	39.4	47.0	49.2	31.1	31.1		48.2	46.8	
Level of Service	D	C	B	D	D	D	C	C		D	D	
Approach Delay (s)		26.2			46.9			31.1			47.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	39.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/29/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	↱
Volume (vph)	31	615	114	352	1440	8	111	67	240	45	52	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	7.7	6.9	6.4	7.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2961	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2961	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	668	124	383	1565	9	121	73	261	49	57	96
RTOR Reduction (vph)	0	0	85	0	1	0	0	0	0	0	90	0
Lane Group Flow (vph)	34	668	39	383	1573	0	121	73	261	44	68	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.0	36.0	39.5	15.6	47.9		39.5	39.5	118.0	7.0	7.0	
Effective Green, g (s)	2.0	34.0	37.5	13.6	45.9		39.5	39.5	118.0	7.0	7.0	
Actuated g/C Ratio	0.02	0.29	0.32	0.12	0.39		0.33	0.33	1.00	0.06	0.06	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	30	1465	503	396	2490		1149	624	1560	96	176	
v/s Ratio Prot	0.02	0.13	0.02	c0.11	c0.25		0.04	0.04		c0.03	0.02	
v/s Ratio Perm									c0.17			
v/c Ratio	1.13	0.46	0.08	0.97	0.63		0.11	0.12	0.17	0.46	0.38	
Uniform Delay, d1	58.0	34.4	28.2	52.0	29.2		27.1	27.2	0.0	53.7	53.4	
Progression Factor	0.91	1.23	3.20	0.97	0.48		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	204.8	0.5	0.3	19.2	0.3		0.2	0.4	0.2	3.4	1.4	
Delay (s)	257.4	42.8	90.4	69.6	14.4		27.2	27.6	0.2	57.1	54.8	
Level of Service	F	D	F	E	B		C	C	A	E	D	
Approach Delay (s)		58.7			25.2			11.8			55.3	
Approach LOS		E			C			B			E	

Intersection Summary

HCM Average Control Delay	33.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↑	↱	↰	↱	
Volume (vph)	54	1868	76	156	2587	8	59	11	131	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	7.3	7.3	6.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	2030	83	170	2812	9	64	12	142	1	1	4
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	126	0	4	0
Lane Group Flow (vph)	59	2030	50	170	2821	0	0	76	16	1	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	11.8	64.8	64.8	15.8	68.8			13.1	13.1	4.8	4.8	
Effective Green, g (s)	9.8	62.8	62.8	13.8	68.8			13.1	13.1	4.8	4.8	
Actuated g/C Ratio	0.08	0.53	0.53	0.12	0.58			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	147	3410	819	401	2963			198	172	72	62	
v/s Ratio Prot	0.03	0.32		c0.05	c0.56			c0.04		0.00	c0.00	
v/s Ratio Perm			0.03						0.01			
v/c Ratio	0.40	0.60	0.06	0.42	0.95			0.38	0.09	0.01	0.02	
Uniform Delay, d1	51.3	18.9	13.3	48.4	23.1			48.7	47.1	54.3	54.3	
Progression Factor	0.84	1.50	2.28	0.69	1.90			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.5	0.1	0.2	7.7			5.6	1.1	0.0	0.0	
Delay (s)	43.6	28.9	30.5	33.9	51.6			54.3	48.2	54.4	54.4	
Level of Service	D	C	C	C	D			D	D	D	D	
Approach Delay (s)		29.4			50.6			50.3			54.4	
Approach LOS		C			D			D			D	

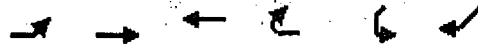
Intersection Summary

HCM Average Control Delay	42.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/29/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↰↰	↑↑↑	↑↑↑	↱	↰↰	↱
Volume (vph)	844	1385	1627	32	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	3.1	3.0	3.2	3.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3433	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3433	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	917	1505	1768	35	47	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	917	1505	1768	35	47	8
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	27.3	82.6	51.1	118.0	24.9	118.0
Effective Green, g (s)	29.3	84.6	53.1	118.0	26.9	118.0
Actuated g/C Ratio	0.25	0.72	0.45	1.00	0.23	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	852	3646	2288	1560	783	1419
v/s Ratio Prot	c0.27	0.30	c0.35		c0.01	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.08	0.41	0.77	0.02	0.06	0.01
Uniform Delay, d1	44.4	6.7	27.4	0.0	35.7	0.0
Progression Factor	0.88	2.07	1.00	1.00	1.00	1.00
Incremental Delay, d2	51.6	0.2	2.3	0.0	0.1	0.0
Delay (s)	90.4	14.1	29.7	0.0	35.8	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		43.0	29.1		30.7	
Approach LOS		D	C		C	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰↰			↰↰↰
Volume (vph)	86	1265	320	0	0	1419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.96
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3903
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3903
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	1375	348	0	0	1542
RTOR Reduction (vph)	0	78	0	0	0	1098
Lane Group Flow (vph)	93	1297	348	0	0	444
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type	Perm		custom			
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	68.5	68.5	31.7			31.7
Effective Green, g (s)	68.5	68.5	31.7			31.7
Actuated g/C Ratio	0.62	0.62	0.29			0.29
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	1102	1696	1438			1125
v/s Ratio Prot	0.05		0.07			
v/s Ratio Perm		0.48				0.11
v/c Ratio	0.08	0.76	0.24			0.40
Uniform Delay, d1	8.3	14.9	30.0			31.4
Progression Factor	0.51	0.79	0.92			1.00
Incremental Delay, d2	0.0	0.9	0.4			1.0
Delay (s)	4.2	12.7	27.8			32.5
Level of Service	A	B	C			C
Approach Delay (s)	12.2		27.8	32.5		
Approach LOS	B		C	C		

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 6: Grape St & N. Harbor Dr

10/29/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	320	86	883	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.9	5.9	5.4	6.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	93	960	653
RTOR Reduction (vph)	0	0	0	44	0	0
Lane Group Flow (vph)	0	0	348	49	960	653
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			58.8	58.8	41.9	110.0
Effective Green, g (s)			57.8	57.8	40.9	110.0
Actuated g/C Ratio			0.53	0.53	0.37	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2672	808	1276	3539
v/s Ratio Prot			0.07		c0.28	c0.18
v/s Ratio Perm				0.03		
v/c Ratio			0.13	0.06	0.75	0.18
Uniform Delay, d1			13.3	12.8	30.1	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.1	0.1	2.2	0.1
Delay (s)			13.4	12.9	32.3	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		13.3			19.3
Approach LOS	A		B			B
Intersection Summary						
HCM Average Control Delay			18.0		HCM Level of Service	B
HCM Volume to Capacity ratio			0.41			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	5.4
Intersection Capacity Utilization			60.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

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HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	257	595	13	37	572	47	47	170	72	101	163	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		3.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5067		1770	3494		1770	4825		1770	4428	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5067		1770	3494		1770	4825		1770	4428	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	647	14	40	622	51	51	185	78	110	177	592
RTOR Reduction (vph)	0	2	0	0	6	0	0	65	0	0	345	0
Lane Group Flow (vph)	279	659	0	40	667	0	51	198	0	110	424	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	17.2	39.2		2.4	23.8		3.5	13.3		7.2	16.9	
Effective Green, g (s)	17.2	39.2		2.4	23.8		4.5	13.3		7.2	16.9	
Actuated g/C Ratio	0.21	0.48		0.03	0.29		0.06	0.16		0.09	0.21	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	376	2452		52	1027		98	792		157	924	
v/s Ratio Prot	c0.16	0.13		0.02	c0.19		0.03	0.04		c0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.74	0.27		0.77	0.65		0.52	0.25		0.70	0.87dr	
Uniform Delay, d1	29.8	12.4		39.0	25.0		37.2	29.5		35.9	28.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.8	0.1		45.1	1.3		2.3	0.2		10.9	0.5	
Delay (s)	36.6	12.5		84.1	26.3		39.5	29.7		46.8	28.6	
Level of Service	D	B		F	C		D	C		D	C	
Approach Delay (s)		19.6			29.5			31.3			30.8	
Approach LOS		B			C			C			C	

Intersection Summary


HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: Hawthorn St & Pacific Hwy

10/29/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑	↑↑↑		↑↑↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	418	1488	77	91	171	0	0	161	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9			4.4			5.4	
Lane Util. Factor					0.91			1.00			0.91	
Frpb, ped/bikes					1.00			1.00			1.00	
Flpb, ped/bikes					1.00			1.00			1.00	
Frt					0.99			1.00			0.98	
Flt Protected					0.99			0.95			1.00	
Satd. Flow (prot)					4998			1770			4940	
Flt Permitted					0.99			0.95			1.00	
Satd. Flow (perm)					4998			1770			4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	454	1617	84	99	186	0	0	175	33
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	0	0	0	2152	0	99	186	0	0	180	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					74.3		8.8	25.9			12.2	
Effective Green, g (s)					74.3		8.8	25.9			12.2	
Actuated g/C Ratio					0.68		0.08	0.24			0.11	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					3376		142	1197			548	
v/s Ratio Prot					c0.43		c0.06	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio					1.98dl		0.70	0.16			0.33	
Uniform Delay, d1					10.2		49.3	33.4			45.1	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.3		11.4	0.3			1.6	
Delay (s)					10.5		60.7	33.6			46.7	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			10.5			43.0			46.7	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM Average Control Delay			16.9			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			14.7			
Intersection Capacity Utilization			70.4%			ICU Level of Service			C			
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/29/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	28	776	44	0	0	0	0	260	249	40	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					3.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5077	1556					4665		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5077	1556					4665		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	843	48	0	0	0	0	283	271	43	625	0
RTOR Reduction (vph)	0	0	26	0	0	0	0	142	0	0	0	0
Lane Group Flow (vph)	0	873	22	0	0	0	0	412	0	43	625	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		24.1	24.1					13.0		2.2	19.1	
Effective Green, g (s)		24.1	24.1					14.0		2.2	19.1	
Actuated g/C Ratio		0.45	0.45					0.26		0.04	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2287	701					1221		73	1815	
v/s Ratio Prot		c0.17						0.09		0.02	c0.12	
v/s Ratio Perm			0.01									
v/c Ratio		0.38	0.03					0.34		0.59	0.34	
Uniform Delay, d1		9.8	8.2					16.0		25.2	12.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.2		7.6	0.1	
Delay (s)		9.9	8.2					16.2		32.8	12.7	
Level of Service		A	A					B		C	B	
Approach Delay (s)		9.8			0.0			16.2			14.0	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	10.3
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 10: Sheraton Dwy & Harbor Island Drive

10/29/2013

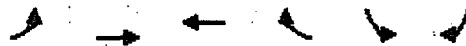
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	
Volume (vph)	44	1	16	2	1	27	6	347	8	23	388	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		0.99	1.00	
Frt		0.97			0.88	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.96			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1718			1522	1478	1763	3524		1760	3415	
Flt Permitted		0.81			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1442			1499	1478	1763	3524		1760	3415	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	1	17	2	1	29	7	377	9	25	422	104
RTOR Reduction (vph)	0	11	0	0	10	12	0	2	0	0	19	0
Lane Group Flow (vph)	0	55	0	0	6	4	7	384	0	25	507	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		14.0			14.0	14.0	0.7	25.7		0.9	25.9	
Effective Green, g (s)		13.0			14.0	14.0	0.7	25.7		0.9	25.9	
Actuated g/C Ratio		0.25			0.27	0.27	0.01	0.49		0.02	0.49	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		356			399	393	23	1722		30	1682	
v/s Ratio Prot							0.00	0.11		c0.01	c0.15	
v/s Ratio Perm		c0.04			0.00	0.00						
v/c Ratio		0.15			0.02	0.01	0.30	0.22		0.83	0.30	
Uniform Delay, d1		15.5			14.2	14.2	25.7	7.7		25.8	8.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	2.7	0.0		93.0	0.1	
Delay (s)		15.6			14.2	14.2	28.4	7.8		118.7	8.0	
Level of Service		B			B	B	C	A		F	A	
Approach Delay (s)		15.6			14.2			8.1			13.1	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM Average Control Delay		11.4										
HCM Volume to Capacity ratio		0.24										
Actuated Cycle Length (s)		52.6										
Intersection Capacity Utilization		40.2%										
Analysis Period (min)		15										
c Critical Lane Group												
HCM Level of Service										B		
Sum of lost time (s)										9.0		
ICU Level of Service										A		

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HCM Signalized Intersection Capacity Analysis 11: Harbor Island Dr (west) & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	124	10	7	237	232	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1698	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1698	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	11	8	258	252	189
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	73	8	258	252	189
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.8	7.8	1.9	38.7	17.0	38.7
Effective Green, g (s)	4.8	4.8	0.9	38.7	16.0	38.7
Actuated g/C Ratio	0.12	0.12	0.02	1.00	0.41	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	208	211	43	1560	1419	1544
v/s Ratio Prot	0.04	0.04	0.00		0.07	
v/s Ratio Perm				0.17		0.12
v/c Ratio	0.35	0.35	0.19	0.17	0.18	0.12
Uniform Delay, d1	15.5	15.5	18.5	0.0	7.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	1.0	2.1	0.2	0.1	0.2
Delay (s)	16.5	16.5	20.6	0.2	7.2	0.2
Level of Service	B	B	C	A	A	A
Approach Delay (s)		16.5	0.8		4.2	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	38.7	Sum of lost time (s)	0.0
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱	↰	↑	↱
Volume (vph)	88	1016	9	25	1185	1	10	8	19	120	4	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.96	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1528	1681	1561		3433	1561	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1528	1681	1561		3433	1561	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	1104	10	27	1288	1	11	9	21	130	4	89
RTOR Reduction (vph)	0	0	6	0	0	1	0	16	0	0	72	0
Lane Group Flow (vph)	96	1104	4	27	1288	0	10	15	0	130	21	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.0	45.4	45.4	2.8	39.1	39.1	28.5	28.5		23.4	23.4	
Effective Green, g (s)	9.0	45.4	45.4	2.8	39.1	39.1	28.5	28.5		23.4	23.4	
Actuated g/C Ratio	0.08	0.38	0.38	0.02	0.33	0.33	0.24	0.24		0.19	0.19	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	133	1924	569	41	1657	498	399	371		669	304	
v/s Ratio Prot	c0.05	0.22		0.02	c0.25		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.72	0.57	0.01	0.66	0.78	0.00	0.03	0.04		0.19	0.07	
Uniform Delay, d1	54.3	29.6	23.2	58.1	36.5	27.3	35.1	35.2		40.4	39.4	
Progression Factor	1.00	1.00	1.00	1.10	0.74	0.43	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.0	0.6	0.0	24.0	2.5	0.0	0.1	0.2		0.1	0.0	
Delay (s)	69.3	30.3	23.3	87.9	29.6	11.8	35.2	35.4		40.5	39.5	
Level of Service	E	C	C	F	C	B	D	D		D	D	
Approach Delay (s)		33.3			30.8			35.4			40.0	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms **Ex P(B) PM**

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HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	50	906	199	411	1099	47	159	61	415	45	78	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2997	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2997	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	985	216	447	1195	51	173	66	451	49	85	125
RTOR Reduction (vph)	0	0	168	0	4	0	0	0	0	0	116	0
Lane Group Flow (vph)	54	985	48	447	1242	0	173	66	451	44	99	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.0	38.5	26.9	26.0	57.8		26.9	26.9	120.0	8.7	8.7	
Effective Green, g (s)	7.0	38.5	26.9	26.0	57.8		26.9	26.9	120.0	8.7	8.7	
Actuated g/C Ratio	0.06	0.32	0.22	0.22	0.48		0.22	0.22	1.00	0.07	0.07	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	103	1631	355	744	3062		770	418	1560	117	217	
v/s Ratio Prot	0.03	c0.19	0.03	c0.13	0.20		0.05	0.04		0.03	c0.03	
v/s Ratio Perm									c0.29			
v/c Ratio	0.52	0.60	0.14	0.60	0.41		0.22	0.16	0.29	0.38	0.46	
Uniform Delay, d1	54.9	34.3	37.3	42.3	20.0		38.0	37.4	0.0	53.1	53.4	
Progression Factor	0.65	1.48	3.16	1.38	1.14		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	0.8	0.7	0.3	0.1		0.7	0.8	0.5	2.0	1.5	
Delay (s)	37.8	51.5	118.3	58.6	22.9		38.7	38.2	0.5	55.1	54.9	
Level of Service	D	D	F	E	C		D	D	A	E	D	
Approach Delay (s)		62.4			32.3			13.7			54.9	
Approach LOS		E			C			B			D	

Intersection Summary

HCM Average Control Delay	40.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms Ex+P(B) PM

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HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑			↱	↱	↰	↰	
Volume (vph)	22	2398	65	166	2141	6	62	0	175	4	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	3.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2607	71	180	2327	7	67	0	190	4	1	11
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	137	0	11	0
Lane Group Flow (vph)	24	2607	43	180	2334	0	0	67	53	4	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.3	49.0	49.0	13.1	57.8			33.3	33.3	5.1	5.1	
Effective Green, g (s)	4.3	49.0	49.0	14.1	57.8			33.3	33.3	5.1	5.1	
Actuated g/C Ratio	0.04	0.41	0.41	0.12	0.48			0.28	0.28	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	63	2617	628	403	2448			491	429	75	63	
v/s Ratio Prot	0.01	0.41		c0.05	c0.46			c0.04		c0.00	0.00	
v/s Ratio Perm			0.03						0.03			
v/c Ratio	0.38	1.00	0.07	0.45	0.95			0.14	0.12	0.05	0.02	
Uniform Delay, d1	56.5	35.4	21.6	49.3	29.8			32.6	32.4	55.1	55.1	
Progression Factor	1.18	0.66	0.33	1.09	1.34			1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	16.5	0.1	0.2	8.1			0.6	0.6	0.1	0.1	
Delay (s)	67.9	39.9	7.3	53.7	48.0			33.1	33.0	55.2	55.1	
Level of Service	E	D	A	D	D			C	C	E	E	
Approach Delay (s)		39.2			48.4			33.0			55.1	
Approach LOS		D			D			C			E	

Intersection Summary			
HCM Average Control Delay	43.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms *Ex + P (P) PM*

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HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/29/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↰↰	↑↑↑	↑↑↑	↱	↰↰	↱
Volume (vph)	964	1687	1279	120	69	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.1	4.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3436	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1048	1834	1390	130	75	5
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1048	1834	1390	130	75	4
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	60.8	93.9	28.9	120.0	15.6	120.0
Effective Green, g (s)	60.8	93.9	28.9	120.0	15.6	120.0
Actuated g/C Ratio	0.51	0.78	0.24	1.00	0.13	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1739	3979	1225	1560	447	1419
v/s Ratio Prot	c0.31	0.36	c0.27		c0.02	
v/s Ratio Perm				0.08		0.00
v/c Ratio	0.60	0.46	1.13	0.08	0.17	0.00
Uniform Delay, d1	21.0	4.4	45.5	0.0	46.4	0.0
Progression Factor	0.57	0.09	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	71.2	0.1	0.8	0.0
Delay (s)	12.4	0.5	116.7	0.1	47.2	0.0
Level of Service	B	A	F	A	D	A
Approach Delay (s)		4.9	106.7		44.9	
Approach LOS		A	F		D	

Intersection Summary			
HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			







1437-3 Harbor Island - 500 Rooms **Ex+P (B) PM**

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HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/29/2013

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (vph)	120	928	533	0	0	1776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.9	3.9	3.9			3.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3926
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3926
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	1009	579	0	0	1930
RTOR Reduction (vph)	0	27	0	0	0	1105
Lane Group Flow (vph)	130	982	579	0	0	825
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	54.2	54.2	46.0			46.0
Effective Green, g (s)	55.2	55.2	47.0			47.0
Actuated g/C Ratio	0.50	0.50	0.43			0.43
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	888	1366	2132			1677
v/s Ratio Prot	0.07		0.12			
v/s Ratio Perm		0.36				0.21
v/c Ratio	0.15	0.72	0.27			0.49
Uniform Delay, d1	14.7	21.3	20.4			22.8
Progression Factor	0.44	0.60	0.50			1.00
Incremental Delay, d2	0.0	1.1	0.3			1.0
Delay (s)	6.4	13.9	10.5			23.9
Level of Service	A	B	B			C
Approach Delay (s)	13.1		10.5		23.9	
Approach LOS	B		B		C	
Intersection Summary						
HCM Average Control Delay		18.4		HCM Level of Service		B
HCM Volume to Capacity ratio		0.61				
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		7.8
Intersection Capacity Utilization		53.1%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

1437-3 Harbor Island - 500 Rooms **Ex+P (B) PM**

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HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	563	266	964	887
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	612	289	1048	964
RTOR Reduction (vph)	0	0	0	57	0	0
Lane Group Flow (vph)	0	0	612	232	1048	964
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			54.9	54.9	45.8	110.0
Effective Green, g (s)			54.9	54.9	45.8	110.0
Actuated g/C Ratio			0.50	0.50	0.42	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2538	767	1429	3539
v/s Ratio Prot			0.12		0.31	0.27
v/s Ratio Perm				0.15		
v/c Ratio			0.24	0.30	0.73	0.27
Uniform Delay, d1			15.7	16.3	27.0	0.0
Progression Factor			1.00	1.00	0.97	1.00
Incremental Delay, d2			0.2	1.0	1.5	0.1
Delay (s)			15.9	17.3	27.8	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		16.4			14.5
Approach LOS	A		B			B

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.3
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms Ext P (B) PM

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis 7: Laurel St & Pacific Hwy

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	272	794	34	50	585	70	67	376	141	101	280	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5050		1770	3475		1770	4845		1770	4596	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5050		1770	3475		1770	4845		1770	4596	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	296	863	37	54	636	76	73	409	153	110	304	402
RTOR Reduction (vph)	0	4	0	0	9	0	0	65	0	0	233	0
Lane Group Flow (vph)	296	896	0	54	703	0	73	497	0	110	473	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.0	40.5		3.5	24.4		4.8	15.6		9.2	19.9	
Effective Green, g (s)	19.0	40.5		3.5	24.4		4.8	15.6		9.2	19.9	
Actuated g/C Ratio	0.22	0.46		0.04	0.28		0.05	0.18		0.10	0.23	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	383	2332		71	967		97	862		186	1043	
v/s Ratio Prot	c0.17	0.18		0.03	c0.20		0.04	c0.10		c0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.77	0.38		0.76	0.73		0.75	0.58		0.59	0.45	
Uniform Delay, d1	32.3	15.4		41.7	28.6		40.9	33.0		37.5	29.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.6	0.1		34.2	2.7		24.9	1.0		3.3	0.5	
Delay (s)	40.9	15.6		75.9	31.3		65.8	34.0		40.8	29.7	
Level of Service	D	B		E	C		E	C		D	C	
Approach Delay (s)		21.8			34.4			37.7			31.2	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	29.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	87.7	Sum of lost time (s)	24.5
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

1437-3 Harbor Island - 500 Rooms **Ex+P(B) PM**

Synchro 7 - Report
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HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	126	1009	82	127	454	0	0	337	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4995		1770	5085			5018	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4995		1770	5085			5018	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	137	1097	89	138	493	0	0	366	29
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1316	0	138	493	0	0	387	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					61.8		12.5	38.4			21.0	
Effective Green, g (s)					62.8		12.5	38.4			21.0	
Actuated g/C Ratio					0.57		0.11	0.35			0.19	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2852		201	1775			958	
v/s Ratio Prot							c0.08	0.10			c0.08	
v/s Ratio Perm					0.26							
v/c Ratio					8.06dl		0.69	0.28			0.40	
Uniform Delay, d1					13.7		46.9	25.8			39.0	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		7.5	0.4			1.3	
Delay (s)					13.8		54.4	26.2			40.3	
Level of Service					B		D	C			D	
Approach Delay (s)		0.0			13.8			32.4			40.3	
Approach LOS		A			B			C			D	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.7
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/29/2013

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	←←←	←←←	←					←←←	←←←	←	←←←	
Volume (vph)	60	1463	56	0	0	0	0	558	459	122	399	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frft		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5073	1548					4681		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5073	1548					4681		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	1590	61	0	0	0	0	607	499	133	434	0
RTOR Reduction (vph)	0	0	32	0	0	0	0	33	0	0	0	0
Lane Group Flow (vph)	0	1655	29	0	0	0	0	1073	0	133	434	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		50.2	50.2					28.6		11.0	43.5	
Effective Green, g (s)		50.2	50.2					28.6		11.0	43.5	
Actuated g/C Ratio		0.48	0.48					0.28		0.11	0.42	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap. (vph)		2449	747					1287		187	2127	
v/s Ratio Prot								c0.23		c0.08	0.09	
v/s Ratio Perm		0.33	0.02									
v/c Ratio		0.68	0.04					1.06dr		0.71	0.20	
Uniform Delay, d1		20.7	14.2					35.5		45.0	19.2	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.8	0.0					4.9		10.1	0.0	
Delay (s)		21.5	14.2					40.3		55.1	19.3	
Level of Service		C	B					D		E	B	
Approach Delay (s)		21.2			0.0			40.3			27.7	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 10: Sheraton Dwy & Harbor Island Drive

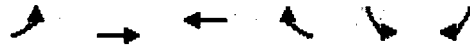
10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↑	↑	↕		↑	↕	
Volume (vph)	98	0	27	9	4	36	11	501	15	23	585	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			4.0	4.0	4.0	4.0		5.0	6.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	1.00		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725			1595	1476	1770	3521		1770	3488	
Flt Permitted		0.79			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1420			1508	1476	1770	3521		1770	3468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	29	10	4	39	12	545	16	25	636	80
RTOR Reduction (vph)	0	7	0	0	7	15	0	2	0	0	11	0
Lane Group Flow (vph)	0	129	0	0	20	11	12	559	0	25	705	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		27.0			27.0	27.0	1.0	22.5		2.3	23.8	
Effective Green, g (s)		28.0			27.0	27.0	1.0	22.5		1.3	21.8	
Actuated g/C Ratio		0.44			0.42	0.42	0.02	0.35		0.02	0.34	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		623			638	625	28	1242		36	1185	
v/s Ratio Prot							0.01	0.16		c0.01	c0.20	
v/s Ratio Perm		c0.09			0.01	0.01						
v/c Ratio		0.21			0.03	0.02	0.43	0.45		0.69	0.60	
Uniform Delay, d1		11.1			10.8	10.7	31.1	15.9		31.1	17.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	3.8	0.2		37.6	0.7	
Delay (s)		11.2			10.8	10.7	34.9	16.1		68.7	18.0	
Level of Service		B			B	B	C	B		E	B	
Approach Delay (s)		11.2			10.7			16.5			19.7	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	63.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 11: Harbor Island Dr (west) & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↑	↱	↰	↱
Volume (vph)	256	33	23	271	373	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.0	2.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	36	25	295	405	270
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	156	158	25	295	405	270
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.4	11.4	3.0	39.6	13.2	39.6
Effective Green, g (s)	14.4	13.4	3.0	39.6	13.2	39.6
Actuated g/C Ratio	0.36	0.34	0.08	1.00	0.33	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	611	577	141	1560	1144	1544
v/s Ratio Prot	0.09	c0.09	0.01		c0.12	
v/s Ratio Perm				c0.19		0.17
v/c Ratio	0.26	0.27	0.18	0.19	0.35	0.17
Uniform Delay, d1	8.8	9.6	17.1	0.0	10.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.3	0.6	0.3	0.2	0.2
Delay (s)	9.1	9.8	17.7	0.3	10.2	0.2
Level of Service	A	A	B	A	B	A
Approach Delay (s)		9.4	1.6		6.2	
Approach LOS		A	A		A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	39.6	Sum of lost time (s)	6.0
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Attachment B
Arterial Analysis Worksheets

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Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.4	31.3	0.09	10.4	D
Total	IV		19.9	11.4	31.3	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	21.7	36.1	0.05	5.4	F
N. Harbor Dr	IV	25	17.8	3.5	21.3	0.08	13.7	C
Total	IV		32.2	25.2	57.4	0.14	8.5	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.7	43.8	0.11	8.7	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.3	111.6	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	22.4	57.5	0.23	14.3	C
Harbor Island Drive	IV	25	26.5	41.3	67.8	0.15	7.8	E
	IV	25	77.3	28.3	105.6	0.54	18.3	C
Laurel St	IV	25	58.0	15.4	73.4	0.38	18.6	C
N. Harbor Dr	IV	25	69.0	0.8	69.8	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	119.8	439.2	2.04	16.7	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	14.6	40.2	0.14	12.7	D
Hawthorn St	IV	25	18.0	21.3	39.3	0.07	6.2	F
Laurel St	IV	25	69.0	29.2	98.2	0.45	16.5	C
Rental Car Access Rd	IV	25	58.0	54.2	112.2	0.38	12.2	D
Harbor Island Drive	IV	25	77.3	13.0	90.3	0.54	21.4	B
Terminal 2 Entrance	IV	25	26.5	50.7	77.2	0.15	6.9	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	196.8	506.3	1.95	13.9	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.7	4.4	8.1	0.03	11.4	E
Grape St	III	35	22.1	12.8	34.9	0.17	17.8	D
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.3	57.0	0.28	17.7	D
Total	III		69.2	73.7	142.9	0.55	13.8	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.5	41.1	0.22	19.4	C
Hawthorn St	III	35	33.7	39.9	73.6	0.28	13.7	E
Grape St	III	35	9.7	14.4	24.1	0.07	10.0	E
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	73.5	165.6	0.74	16.1	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	64.7	84.6	0.09	3.8	F
Total	IV		19.9	64.7	84.6	0.09	3.8	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.4	48.7	0.16	11.6	D
N. Harbor Dr	IV	25	17.8	6.2	24.0	0.08	12.2	D
Total	IV		46.1	26.6	72.7	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	36.2	48.5	0.11	8.0	F
N. Harbor Dr	II	40	36.2	37.8	74.0	0.38	18.4	D
Total	II		54.1	84.1	138.2	0.53	13.9	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
	IV	25	35.1	30.5	65.6	0.23	12.6	D
Harbor Island Drive	IV	25	26.5	53.6	80.1	0.15	6.6	F
	IV	25	79.7	54.6	134.3	0.52	14.0	C
Laurel St	IV	25	60.5	0.9	61.4	0.40	23.2	B
N. Harbor Dr	IV	25	69.0	1.7	70.7	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		324.3	154.2	478.5	2.04	15.4	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	17.3	42.9	0.14	11.9	D
Hawthorn St	IV	25	18.0	11.2	29.2	0.07	8.4	E
Laurel St	IV	25	69.0	107.4	176.4	0.45	9.2	D
Rental Car Access Rd	IV	25	60.5	61.0	121.5	0.40	11.7	D
Harbor Island Drive	IV	25	79.7	26.6	106.3	0.52	17.6	C
Terminal 2 Entrance	IV	25	26.5	28.2	54.7	0.15	9.7	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	266.1	580.5	1.95	12.1	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.5	5.1	7.6	0.02	8.2	F
Grape St	III	35	22.1	40.8	62.9	0.17	9.9	F
Hawthorn St	III	35	9.7	27.2	36.9	0.07	6.6	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		68.0	105.5	173.5	0.54	11.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	18.8	45.4	0.22	17.6	D
Hawthorn St	III	35	33.7	40.5	74.2	0.28	13.6	E
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	83.6	175.7	0.74	15.2	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.3	31.2	0.09	10.4	D
Total	IV		19.9	11.3	31.2	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	21.6	36.0	0.05	5.4	F
N. Harbor Dr	IV	25	17.8	3.6	21.4	0.08	13.6	C
Total	IV		32.2	25.2	57.4	0.14	8.5	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.8	43.9	0.11	8.6	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.4	111.7	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	23.0	58.1	0.23	14.2	C
Harbor Island Drive	IV	25	26.5	43.5	70.0	0.15	7.6	E
	IV	25	77.3	31.3	108.6	0.54	17.8	C
Laurel St	IV	25	58.0	16.5	74.5	0.38	18.3	C
N. Harbor Dr	IV	25	69.0	0.8	69.8	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	126.7	446.1	2.04	16.5	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	15.6	41.2	0.14	12.4	D
Hawthorn St	IV	25	18.0	21.2	39.2	0.07	6.2	F
Laurel St	IV	25	69.0	30.2	99.2	0.45	16.4	C
Rental Car Access Rd	IV	25	58.0	49.4	107.4	0.38	12.7	D
Harbor Island Drive	IV	25	77.3	14.6	91.9	0.54	21.0	B
Terminal 2 Entrance	IV	25	26.5	51.6	78.1	0.15	6.8	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	196.4	505.9	1.95	13.9	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.8	4.4	8.2	0.03	11.6	E
Grape St	III	35	22.1	12.5	34.6	0.17	17.9	D
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.4	57.1	0.28	17.7	D
Total	III		69.3	73.5	142.8	0.55	13.8	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.4	41.0	0.22	19.5	C
Hawthorn St	III	35	33.7	39.8	73.5	0.28	13.7	E
Grape St	III	35	9.7	14.8	24.5	0.07	9.9	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	73.7	165.8	0.74	16.1	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	64.1	84.0	0.09	3.9	F
Total	IV		19.9	64.1	84.0	0.09	3.9	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.1	48.4	0.16	11.7	D
N. Harbor Dr	IV	25	17.8	6.4	24.2	0.08	12.1	D
Total	IV		46.1	26.5	72.6	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	36.3	48.6	0.11	8.0	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		54.1	88.9	143.0	0.53	13.4	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
	IV	25	35.1	31.8	66.9	0.23	12.3	D
Harbor Island Drive	IV	25	26.5	52.4	78.9	0.15	6.7	F
	IV	25	79.7	52.3	132.0	0.52	14.2	C
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	1.6	70.6	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		324.3	151.7	476.0	2.04	15.5	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	17.2	42.8	0.14	12.0	D
Hawthorn St	IV	25	18.0	10.1	28.1	0.07	8.7	E
Laurel St	IV	25	69.0	98.5	167.5	0.45	9.7	D
Rental Car Access Rd	IV	25	60.5	47.1	107.6	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	25.9	105.6	0.52	17.8	C
Terminal 2 Entrance	IV	25	26.5	31.9	58.4	0.15	9.1	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	245.1	559.5	1.95	12.6	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.2	5.1	7.3	0.01	7.4	F
Grape St	III	35	22.1	41.0	63.1	0.17	9.8	F
Hawthorn St	III	35	9.7	26.8	36.5	0.07	6.6	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		67.7	105.3	173.0	0.54	11.1	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	18.8	45.4	0.22	17.6	D
Hawthorn St	III	35	33.7	40.0	73.7	0.28	13.7	E
Grape St	III	35	9.7	19.3	29.0	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	82.8	174.9	0.74	15.3	D

Attachment C
Congestion Management Program (CMP) Analysis Worksheets

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Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.4	31.3	0.09	10.4	D
Total	IV		19.9	11.4	31.3	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	21.7	36.1	0.05	5.4	F
N. Harbor Dr	IV	25	17.8	3.5	21.3	0.08	13.7	C
Total	IV		32.2	25.2	57.4	0.14	8.5	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.7	43.8	0.11	8.7	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.3	111.6	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	22.4	57.5	0.23	14.3	C
Harbor Island Drive	IV	25	26.5	41.3	67.8	0.15	7.8	E
	IV	25	77.3	28.3	105.6	0.54	18.3	C
Laurel St	IV	25	58.0	15.4	73.4	0.38	18.6	C
N. Harbor Dr	IV	25	69.0	0.8	69.8	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	119.8	439.2	2.04	16.7	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	14.6	40.2	0.14	12.7	D
Hawthorn St	IV	25	18.0	21.3	39.3	0.07	6.2	F
Laurel St	IV	25	69.0	29.2	98.2	0.45	16.5	C
Rental Car Access Rd	IV	25	58.0	54.2	112.2	0.38	12.2	D
Harbor Island Drive	IV	25	77.3	13.0	90.3	0.54	21.4	B
Terminal 2 Entrance	IV	25	26.5	50.7	77.2	0.15	6.9	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	196.8	506.3	1.95	13.9	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.7	4.4	8.1	0.03	11.4	E
Grape St	III	35	22.1	12.8	34.9	0.17	17.8	D
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.3	57.0	0.28	17.7	D
Total	III		69.2	73.7	142.9	0.55	13.8	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.5	41.1	0.22	19.4	C
Hawthorn St	III	35	33.7	39.9	73.6	0.28	13.7	E
Grape St	III	35	9.7	14.4	24.1	0.07	10.0	E
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	73.5	165.6	0.74	16.1	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	64.7	84.6	0.09	3.8	F
Total	IV		19.9	64.7	84.6	0.09	3.8	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.4	48.7	0.16	11.6	D
N. Harbor Dr	IV	25	17.8	6.2	24.0	0.08	12.2	D
Total	IV		46.1	26.6	72.7	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	36.2	48.5	0.11	8.0	F
N. Harbor Dr	II	40	36.2	37.8	74.0	0.38	18.4	D
Total	II		54.1	84.1	138.2	0.53	13.9	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
	IV	25	35.1	30.5	65.6	0.23	12.6	D
Harbor Island Drive	IV	25	26.5	53.6	80.1	0.15	6.6	F
	IV	25	79.7	54.6	134.3	0.52	14.0	C
Laurel St	IV	25	60.5	0.9	61.4	0.40	23.2	B
N. Harbor Dr	IV	25	69.0	1.7	70.7	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		324.3	154.2	478.5	2.04	15.4	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	17.3	42.9	0.14	11.9	D
Hawthorn St	IV	25	18.0	11.2	29.2	0.07	8.4	E
Laurel St	IV	25	69.0	107.4	176.4	0.45	9.2	D
Rental Car Access Rd	IV	25	60.5	61.0	121.5	0.40	11.7	D
Harbor Island Drive	IV	25	79.7	26.6	106.3	0.52	17.6	C
Terminal 2 Entrance	IV	25	26.5	28.2	54.7	0.15	9.7	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	266.1	580.5	1.95	12.1	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.5	5.1	7.6	0.02	8.2	F
Grape St	III	35	22.1	40.8	62.9	0.17	9.9	F
Hawthorn St	III	35	9.7	27.2	36.9	0.07	6.6	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		68.0	105.5	173.5	0.54	11.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	18.8	45.4	0.22	17.6	D
Hawthorn St	III	35	33.7	40.5	74.2	0.28	13.6	E
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	83.6	175.7	0.74	15.2	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.3	31.2	0.09	10.4	D
Total	IV		19.9	11.3	31.2	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	21.6	36.0	0.05	5.4	F
N. Harbor Dr	IV	25	17.8	3.6	21.4	0.08	13.6	C
Total	IV		32.2	25.2	57.4	0.14	8.5	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.8	43.9	0.11	8.6	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.4	111.7	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	23.0	58.1	0.23	14.2	C
Harbor Island Drive	IV	25	26.5	43.5	70.0	0.15	7.6	E
	IV	25	77.3	31.3	108.6	0.54	17.8	C
Laurel St	IV	25	58.0	16.5	74.5	0.38	18.3	C
N. Harbor Dr	IV	25	69.0	0.8	69.8	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	126.7	446.1	2.04	16.5	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	15.6	41.2	0.14	12.4	D
Hawthorn St	IV	25	18.0	21.2	39.2	0.07	6.2	F
Laurel St	IV	25	69.0	30.2	99.2	0.45	16.4	C
Rental Car Access Rd	IV	25	58.0	49.4	107.4	0.38	12.7	D
Harbor Island Drive	IV	25	77.3	14.6	91.9	0.54	21.0	B
Terminal 2 Entrance	IV	25	26.5	51.6	78.1	0.15	6.8	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	196.4	505.9	1.95	13.9	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.8	4.4	8.2	0.03	11.6	E
Grape St	III	35	22.1	12.5	34.6	0.17	17.9	D
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.4	57.1	0.28	17.7	D
Total	III		69.3	73.5	142.8	0.55	13.8	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.4	41.0	0.22	19.5	C
Hawthorn St	III	35	33.7	39.8	73.5	0.28	13.7	E
Grape St	III	35	9.7	14.8	24.5	0.07	9.9	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	73.7	165.8	0.74	16.1	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	64.1	84.0	0.09	3.9	F
Total	IV		19.9	64.1	84.0	0.09	3.9	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.1	48.4	0.16	11.7	D
N. Harbor Dr	IV	25	17.8	6.4	24.2	0.08	12.1	D
Total	IV		46.1	26.5	72.6	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	36.3	48.6	0.11	8.0	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		54.1	88.9	143.0	0.53	13.4	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
	IV	25	35.1	31.8	66.9	0.23	12.3	D
Harbor Island Drive	IV	25	26.5	52.4	78.9	0.15	6.7	F
	IV	25	79.7	52.3	132.0	0.52	14.2	C
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	1.6	70.6	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		324.3	151.7	476.0	2.04	15.5	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	17.2	42.8	0.14	12.0	D
Hawthorn St	IV	25	18.0	10.1	28.1	0.07	8.7	E
Laurel St	IV	25	69.0	98.5	167.5	0.45	9.7	D
Rental Car Access Rd	IV	25	60.5	47.1	107.6	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	25.9	105.6	0.52	17.8	C
Terminal 2 Entrance	IV	25	26.5	31.9	58.4	0.15	9.1	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	245.1	559.5	1.95	12.6	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.2	5.1	7.3	0.01	7.4	F
Grape St	III	35	22.1	41.0	63.1	0.17	9.8	F
Hawthorn St	III	35	9.7	26.8	36.5	0.07	6.6	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		67.7	105.3	173.0	0.54	11.1	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	18.8	45.4	0.22	17.6	D
Hawthorn St	III	35	33.7	40.0	73.7	0.28	13.7	E
Grape St	III	35	9.7	19.3	29.0	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	82.8	174.9	0.74	15.3	D

Attachment 2

Revisions to Appendix E-1 (Traffic Impact Study for PMP Amendment)

WALKER & ASSOCIATES

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**TABLE 6-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Delay ^a	LOS ^b
N. Harbor Drive / Terminal 2 (West Airport Entrance)	Signal	AM	47.734.9	BC
		PM	47.230.2	BC
N. Harbor Dr. / Harbor Island Dr. / Terminal 1 (East Airport Entrance)	Signal	AM	20.432.6	CC
		PM	22.339.0	CD
N. Harbor Drive / Rental Car Access Road	Signal	AM	23.841.8	CD
		PM	20.042.2	CD
N. Harbor Drive / Laurel Street	Signal	AM	23.036.4	CD
		PM	39.236.7	D
N. Harbor Drive / Hawthorn Street	Signal	AM	25.221.8	CC
		PM	30.018.0	CB
N. Harbor Drive / Grape Street	Signal	AM	22.917.5	CB
		PM	20.714.9	CB
Pacific Highway / Laurel Street	Signal	AM	27.826.8	CC
		PM	35.929.3	DC
Pacific Highway / Hawthorn Street	Signal	AM	45.816.8	B
		PM	42.623.2	BC
Pacific Highway / Grape Street	Signal	AM	40.312.7	B
		PM	49.028.4	BC
Harbor Island Drive / Sheraton Driveway	Signal	AM	42.710.5	B
		PM	44.117.2	B
Harbor Island Drive / Harbor Island Drive	Signal	AM	7.45.2	A
		PM	7.65.2	A

Footnotes:

- a. Average delay expressed in seconds per vehicle.
b. Level of Service: See *Appendix B* for delay thresholds.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 9-1
NEAR-TERM INTERSECTION OPERATIONS: SCENARIO A

Intersection	Control Type	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Scenario A Project			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Δ ^c	
N. Harbor Dr./Terminal 2 (West Airport Entrance)	Signal	AM	34.917.7	CB	39.918.4	DB	42.319.0	DB	2.40.6	No
		PM	30.217.2	CB	33.517.5	BC	35.918.1	DB	2.40.6	No
N. Harbor Dr./Harbor Island Dr./ Terminal 1 (East Airport Entrance)	Signal	AM	32.620.1	CC	35.429.7	DC	36.339.9	DB	0.910.2	No
		PM	39.022.3	DC	40.731.4	DC	41.941.3	DB	1.29.9	No
N. Harbor Drive/Rental Car Access Road	Signal	AM	41.823.8	DC	44.730.4	DC	47.634.3	DC	2.93.9	No
		PM	42.220.0	DC	49.025.9	DC	49.930.0	DC	0.94.1	No
N. Harbor Drive/Laurel Street	Signal	AM	36.423.0	DC	44.127.1	DC	46.131.0	DC	2.03.9	No
		PM	36.739.2	DB	43.345.3	DB	49.353.3	DB	6.08.0	No
N. Harbor Drive/Hawthorn Street	Signal	AM	21.825.2	CC	30.535.2	CD	43.240.8	DB	12.75.6	No
		PM	18.030.0	BC	21.041.3	CD	22.143.9	CD	1.12.6	No
N. Harbor Drive/Grape Street	Signal	AM	17.522.9	BC	18.732.5	BC	20.535.4	CD	1.82.9	No
		PM	14.920.7	BC	15.136.3	BD	17.146.4	BD	2.010.1	No
Pacific Highway/Laurel Street	Signal	AM	26.827.8	CC	32.236.1	CD	32.939.1	CD	0.73.0	No
		PM	29.335.9	CD	33.244.6	CD	34.748.8	CD	1.54.2	No
Pacific Highway/Hawthorn Street	Signal	AM	16.815.8	BB	17.518.4	BB	18.119.5	BB	0.61.1	No
		PM	23.212.6	CB	24.213.1	CB	24.613.4	CB	0.40.3	No
Pacific Highway/Grape Street	Signal	AM	12.710.3	BB	14.111.4	BB	14.411.8	BB	0.30.4	No
		PM	28.419.0	CB	32.521.8	CC	35.025.0	DC	2.53.2	No
Harbor Island Drive/Sheraton Driveway	Signal	AM	10.512.7	BB	13.514.1	BB	14.614.6	BB	1.10.5	No
		PM	17.214.1	BB	18.114.2	BB	18.714.7	BB	0.60.5	No
Harbor Island Drive/Harbor Island Drive	Signal	AM	5.27.4	AA	5.47.6	AA	6.29.4	AA	0.81.8	No
		PM	5.27.6	AA	6.08.2	AA	6.78.7	AA	0.70.5	No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service. See *Appendix B* for delay thresholds.
- Δ denotes an increase in delay due to project.
- Sig? denotes "Significant Impact"

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

**TABLE 9-3
NEAR-TERM ARTERIAL OPERATIONS: SCENARIO A**

Arterial Segment	Period	Direction	Existing		Existing + Cumulative Projects		Existing + Cumulative Project + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.320.3	CB	18.120.2	CB	18.120.1	CB	0.00.1	No
		WB	21.419.5	BB	20.415.1	BC	19.815.0	BC	0.60.1	No
	PM	EB	14.317.7	CC	12.715.6	DC	11.814.5	DC	0.91.1	No
		WB	19.318.7	BC	17.917.9	CC	17.917.7	CC	0.00.2	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.322.4	BB	18.522.4	CB	18.022.4	CB	0.50.0	No
		WB	13.715.8	CC	12.114.1	DC	10.113.3	DC	2.00.8	No
	PM	EB	23.321.9	BB	23.321.9	BB	23.221.9	BB	0.10.0	No
		WB	13.218.4	CC	13.217.1	CC	12.816.7	DC	0.40.4	No
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.323.1	BB	23.222.8	BB	23.022.8	BB	0.20.0	No
		WB	16.618.6	CC	16.318.1	CC	16.218.1	CC	0.10.0	No
	PM	EB	23.121.5	BB	22.720.4	BB	21.319.4	BB	1.41.0	No
		WB	14.719.2	CB	8.419.2	EB	7.819.2	EB	0.60.0	No
Laurel Street N. Harbor Drive to Pacific Highway	AM	EB	27.427.7	CC	26.926.3	CC	26.826.0	CC	0.10.3	No
		WB	20.019.1	DD	20.018.3	DD	20.018.2	DD	0.00.1	No
	PM	EB	25.926.8	CC	25.126.0	CC	25.025.9	CC	0.10.1	No
		WB	18.422.4	DC	17.321.6	DD	17.321.3	DD	0.00.3	No
Laurel Street East of Pacific Highway	AM	EB	16.015.8	EE	15.615.4	EE	15.015.2	EE	0.60.2	No
		WB	8.712.0	FF	7.911.4	FF	7.611.3	FF	0.30.1	No
	PM	EB	14.214.1	EE	13.212.9	EF	12.912.5	FF	0.30.4	No
		WB	8.012.3	FF	7.411.6	FF	7.111.4	FF	0.30.2	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.812.8	CD	13.811.0	CD	13.811.0	CD	0.00.0	No
	PM	WB	12.28.8	DE	12.18.5	DE	9.18.4	DE	3.00.1	No
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.49.9	DD	9.99.1	DD	9.99.1	DD	0.00.0	No
	PM	EB	4.22.3	FF	2.61.6	FF	2.21.3	FF	0.40.3	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 9-4
NEAR-TERM INTERSECTION OPERATIONS: SCENARIO B

Intersection	Control Type	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Scenario B Project			Sig? ^d
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Δ ^c	
N. Harbor Dr./Terminal 2 (West Airport Entrance)	Signal	AM	34.917.7	CB	39.918.4	DB	42.219.0	DB	2.30.6	No
		PM	30.217.2	CB	33.517.5	CB	35.118.2	DB	1.60.7	No
N. Harbor Dr./Harbor Island Dr./ Terminal 1 (East Airport Entrance)	Signal	AM	32.620.1	CC	35.429.7	DC	36.341.9	DD	0.912.2	No
		PM	39.022.3	DE	40.731.4	DE	41.344.2	DD	0.612.8	No
N. Harbor Drive/Rental Car Access Road	Signal	AM	41.823.8	DC	44.730.4	DC	47.334.1	DC	2.63.7	No
		PM	42.220.0	DC	49.025.9	DC	49.929.9	DC	0.94.0	No
N. Harbor Drive/Laurel Street	Signal	AM	36.423.0	DC	44.127.1	DC	46.030.1	DC	1.93.0	No
		PM	36.739.2	DD	43.345.3	DD	48.349.5	DD	5.04.2	No
N. Harbor Drive/Hawthorn Street	Signal	AM	21.825.2	CC	30.535.2	CD	41.742.8	DD	11.27.6	No
		PM	18.030.0	BC	21.041.3	CD	22.347.4	CD	1.36.1	No
N. Harbor Drive/Grape Street	Signal	AM	17.522.9	BC	18.732.5	BC	20.439.3	CD	1.76.8	No
		PM	14.920.7	BC	15.136.3	BD	17.044.8	BD	1.98.5	No
Pacific Highway/Laurel Street	Signal	AM	26.827.8	CC	32.236.1	CD	32.339.8	CD	0.13.7	No
		PM	29.335.9	CD	33.244.6	CD	33.948.5	CD	0.73.9	No
Pacific Highway/Hawthorn Street	Signal	AM	16.815.8	BB	17.518.4	BB	18.019.4	BB	0.51.0	No
		PM	23.212.6	CB	24.213.1	CB	24.413.7	CB	0.20.6	No
Pacific Highway/Grape Street	Signal	AM	12.710.3	BB	14.111.4	BB	14.211.8	BB	0.10.4	No
		PM	28.419.0	CB	32.521.8	CC	34.324.9	CC	1.83.1	No
Harbor Island Drive/Sheraton Driveway	Signal	AM	10.512.7	BB	13.514.1	BB	13.914.6	BB	0.40.5	No
		PM	17.214.1	BB	18.114.2	BB	18.514.7	BB	0.40.5	No
Harbor Island Drive/Harbor Island Drive	Signal	AM	5.27.4	AA	5.47.6	AA	5.88.9	AA	0.41.3	No
		PM	5.27.6	AA	6.08.2	AA	6.79.4	AA	0.71.2	No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service. See *Appendix B* for delay thresholds.
- Δ denotes an increase in delay due to project.
- Sig? denotes "Significant Impact"

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

**TABLE 9-6
NEAR-TERM ARTERIAL OPERATIONS: SCENARIO B**

Arterial Segment	Period	Direction	Existing		Existing + Cumulative Projects		Existing + Cumulative Project + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS	Speed	LOS		
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.320.3	CB	18.120.2	CB	18.020.1	CB	0.10.1	No
		WB	21.419.5	BB	20.415.1	BC	19.814.6	BC	0.60.5	No
	PM	EB	14.317.7	CC	12.715.6	DC	12.014.7	DC	0.70.9	No
		WB	19.318.7	BC	17.917.9	CC	17.917.7	CC	0.00.2	No
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.322.4	BB	18.522.4	CB	18.222.4	CB	0.30.0	No
		WB	13.715.8	CC	12.114.1	DC	11.713.3	DC	0.40.8	No
	PM	EB	23.321.9	BB	23.321.9	BB	23.321.9	BB	0.00.0	No
		WB	13.218.4	CC	13.217.1	CC	12.216.6	DC	1.00.5	No
Laurel Street N. Harbor Drive to Pacific Highway	AM	EB	27.427.7	CC	26.926.3	CC	26.426.0	CC	0.50.3	No
		WB	20.019.1	DD	20.018.3	DD	19.618.2	DD	0.40.1	No
	PM	EB	25.926.8	CC	25.126.0	CC	24.825.2	CC	0.30.8	No
		WB	18.422.4	DC	17.321.6	DD	17.121.2	DD	0.20.4	No
Laurel Street East of Pacific Highway	AM	EB	16.015.8	EE	15.615.4	EE	15.015.2	EE	0.60.2	No
		WB	8.712.0	FF	7.911.4	FF	7.711.3	FF	0.20.1	No
	PM	EB	14.214.1	EE	13.212.9	EF	12.912.5	FF	0.30.4	No
		WB	8.012.3	FF	7.411.6	FF	7.011.3	FF	0.40.3	No
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.812.8	CD	13.811.0	CD	9.810.8	DD	4.00.2	No
	PM	WB	12.28.8	DE	12.18.5	DE	12.08.4	DE	0.10.1	No

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 11-1
NEAR-TERM PROJECT AREA CMP ARTERIAL ANALYSIS: SCENARIO A

Arterial Segment	Period	Direction	Existing		Existing + Cumulative Projects		Existing + Cumulative Project + Scenario A Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS	Speed	LOS		
N. Harbor Drive West of Terminal 2 (SDIA)	AM	EB	14.3+1.1	CD	13.9+1.1	CD	13.3+1.1	CD	0.60-0	NoNo
		WB	16.9+6.7	CE	16.9+6.7	CE	16.8+6.7	CE	0.10-0	NoNo
	PM	EB	12.6+1.2	DD	12.4+0.7	DD	12.0+0.5	DD	0.40-2	NoNo
		WB	16.7+7.4	CE	16.7+6.5	CE	16.7+6.5	CE	0.00-0	NoNo
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8+7.4	EE	7.3+7.0	EE	7.1+7.0	EE	0.20-0	NoNo
		WB	7.3+0.6	ED	6.9+0.5	FD	6.6+0.2	FD	0.30-3	NoNo
	PM	EB	7.1+7.0	EE	6.9+6.4	FE	6.4+6.4	FE	0.50-0	NoNo
		WB	10.6+1.2	DD	8.6+1.1	ED	8.6+1.0	ED	0.00-1	NoNo
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3+0.3	CB	18.1+0.2	CB	18.1+0.1	CB	0.00-1	NoNo
		WB	21.4+9.5	BB	20.4+5.1	BC	19.8+5.0	BC	0.60-1	NoNo
	PM	EB	14.3+7.7	CE	12.7+5.6	DE	11.8+4.5	DE	0.9+1	NoNo
		WB	19.3+8.7	BC	17.9+7.9	CE	17.9+7.7	CE	0.00-2	NoNo
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3+22.4	BB	18.5+22.4	CB	18.0+22.4	CB	0.50-0	NoNo
		WB	13.7+5.8	CE	12.1+4.1	DE	10.1+3.3	DE	2.00-8	NoNo
	PM	EB	23.3+21.9	BB	23.3+21.9	BB	23.2+21.9	BB	0.10-0	NoNo
		WB	13.2+8.4	CE	13.2+7.1	CE	12.8+6.7	DE	0.40-4	NoNo
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3+23.1	BB	23.2+22.8	BB	23.0+22.8	BB	0.20-0	NoNo
		WB	16.6+8.6	CE	16.3+8.1	CE	16.2+8.1	CE	0.10-0	NoNo
	PM	EB	23.1+21.5	BB	22.7+20.4	BB	21.3+19.4	BB	1.4+0	NoNo
		WB	14.7+19.2	CB	8.4+19.2	EB	7.8+19.2	EB	0.60-0	NoNo
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5+13.5	CE	13.5+13.4	CE	13.5+13.4	CE	0.00-0	NoNo
		WB	6.7+17.7	FE	6.7+17.6	FE	6.2+17.6	FE	0.50-0	NoNo
	PM	EB	13.5+13.4	CE	13.4+13.4	CE	13.4+13.4	CE	0.00-0	NoNo
		WB	9.1+17.1	DE	9.0+17.1	EE	8.9+17.1	EE	0.10-0	NoNo
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6+12.4	FE	5.6+12.4	FE	5.6+12.4	FE	0.00-0	NoNo
		SB	10.2+12.2	EE	9.6+12.2	FE	9.4+12.1	FE	0.20-1	NoNo
	PM	NB	7.1+12.3	FE	6.4+12.2	FE	6.3+12.2	FE	0.10-0	NoNo
		SB	8.3+12.9	FE	8.3+12.8	FE	8.0+12.8	FE	0.30-0	NoNo
Pacific Highway South of Grape Street	AM	NB	18.0+19.7	CE	16.1+18.2	DE	15.8+18.1	DE	0.30-1	NoNo
		SB	23.2+23.1	CE	22.6+22.4	CE	22.4+22.3	CE	0.20-1	NoNo
	PM	NB	9.9+13.7	FE	9.0+13.4	FE	8.6+12.8	FE	0.40-6	NoNo
		SB	23.2+23.2	CE	23.2+23.2	CE	23.2+23.2	CE	0.00-0	NoNo
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8+12.8	CD	13.8+11.0	CD	13.8+11.0	CD	0.00-0	NoNo
	PM	WB	12.2+8.8	DE	12.1+8.5	DE	9.1+8.4	DE	3.00-1	NoNo
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4+9.9	DD	9.9+9.1	DD	9.9+9.1	DD	0.00-0	NoNo
	PM	EB	4.2+2.3	FF	2.6+1.6	FF	2.2+1.3	FF	0.40-3	NoNo

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

TABLE 11-2
NEAR-TERM PROJECT AREA CMP ARTERIAL ANALYSIS: SCENARIO B

Arterial Segment	Period	Direction	Existing		Existing + Cumulative Projects		Existing + Cumulative Project + Scenario B Project		Speed Decrease	Sig ^c
			Speed ^a	LOS ^b	Speed	LOS	Speed	LOS		
N. Harbor Drive West of Terminal 2(SDIA)	AM	EB	14.3+1.1	CD	13.9+1.1	CD	12.8+1.1	DD	1.10-0	NoNo
		WB	16.9+6.7	CE	16.9+6.7	CE	16.8+6.7	CE	0.10+1	NoNo
	PM	EB	12.6+1.2	DD	12.4+0.7	DD	12.0+0.6	DD	0.40+1	NoNo
		WB	16.7+7.4	CE	16.7+6.5	CE	16.7+6.5	CE	0.00-0	NoNo
N. Harbor Drive Terminal 2 (SDIA) to Harbor Island Drive	AM	EB	7.8+7.4	EE	7.3+7.0	EE	7.3+7.0	EE	0.00-0	NoNo
		WB	7.3+0.6	ED	6.9+0.5	FD	6.7+0.5	FD	0.20-0	NoNo
	PM	EB	7.1+7.0	EE	6.9+6.4	FE	6.4+6.4	FE	0.50-0	NoNo
		WB	10.6+1.2	DD	8.6+1.1	ED	8.5+1.0	ED	0.10+1	NoNo
N. Harbor Drive Harbor Island Dr. to Rental Car Access Rd.	AM	EB	18.3+20.3	CB	18.1+20.2	CB	18.0+20.1	CB	0.10+1	NoNo
		WB	21.4+9.5	BB	20.4+5.1	BC	19.8+4.6	BC	0.60-5	NoNo
	PM	EB	14.3+7.7	CE	12.7+5.6	DE	12.0+4.7	DE	0.70-9	NoNo
		WB	19.3+8.7	BC	17.9+7.9	CE	17.9+7.7	CE	0.00-2	NoNo
N. Harbor Drive Rental Car Access Rd. to Laurel St.	AM	EB	19.3+22.4	BB	18.5+22.4	CB	18.2+22.4	CB	0.30-0	NoNo
		WB	13.7+5.8	CE	12.1+4.1	DE	11.7+3.3	DE	0.40-8	NoNo
	PM	EB	23.3+21.9	BB	23.3+21.9	BB	23.3+21.9	BB	0.00-0	NoNo
		WB	13.2+8.4	CE	13.2+7.1	CE	12.2+6.6	DE	1.00-5	NoNo
N. Harbor Drive Laurel St. to Hawthorn St.	AM	EB	23.3+23.1	BB	23.2+22.8	BB	23.2+22.8	BB	0.00-0	NoNo
		WB	16.6+8.6	CE	16.3+8.1	CE	16.2+8.1	CB	0.10-0	NoNo
	PM	EB	23.1+21.5	BB	22.7+20.4	BB	22.2+19.5	BB	0.50-9	NoNo
		WB	14.7+9.2	CB	8.4+9.2	EB	7.8+9.2	EB	0.60-0	NoNo
N. Harbor Drive Hawthorn St. to Grape Street	AM	EB	13.5+3.5	CE	13.5+3.4	CE	13.5+3.4	CE	0.00-0	NoNo
		WB	6.7+7.7	FE	6.7+7.6	FE	6.5+7.6	FE	0.20-0	NoNo
	PM	EB	13.5+3.4	CE	13.4+3.4	CE	13.4+3.4	CE	0.00-0	NoNo
		WB	9.1+7.1	DE	9.0+7.1	EE	8.2+7.1	EE	0.80-0	NoNo
Pacific Highway Hawthorn St. to Grape Street	AM	NB	5.6+2.4	FE	5.6+2.4	FE	5.6+1.8	FE	0.00-6	NoNo
		SB	10.2+2.2	EE	9.6+2.2	FE	9.1+2.2	FE	0.50-0	NoNo
	PM	NB	7.1+2.3	FE	6.4+2.2	FE	6.4+2.1	FE	0.00-1	NoNo
		SB	8.3+2.9	FE	8.3+2.8	FE	8.1+2.7	FE	0.20-1	NoNo
Pacific Highway South of Grape Street	AM	NB	18.0+9.7	CE	16.1+8.2	DE	15.4+7.4	DD	0.70-8	NoNo
		SB	23.2+23.1	CE	22.6+22.4	CE	22.6+22.4	CE	0.00-0	NoNo
	PM	NB	9.9+3.7	FE	9.0+3.4	FE	8.7+2.8	FE	0.30-6	NoNo
		SB	23.2+23.2	CE	23.2+23.2	CE	23.2+22.6	CG	0.00-6	NoNo
Hawthorn Street N. Harbor Drive to Pacific Highway	AM	WB	13.8+2.8	CD	13.8+1.0	CD	9.8+0.8	DD	4.00-2	NoNo
	PM	WB	12.2+8.8	DE	12.1+8.5	DE	12.0+8.4	DE	0.10+1	NoNo
Grape Street N. Harbor Drive to Pacific Highway	AM	EB	10.4+9.9	DD	9.99+1	DD	9.99+1	DD	0.00-0	NoNo
	PM	EB	4.2+2.3	FF	2.6+1.6	FF	2.3+1.3	FF	0.30-3	NoNo

Footnotes:

- a. Speed in miles per hour.
- b. Level of Service.
- c. Sig = significant project impact based on significance criteria.

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APPENDIX B

INTERSECTION LEVEL OF SERVICE CRITERIA AND CALCULATION SHEETS

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HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↕		↰↱	↑	
Volume (vph)	115	669	3	16	1063	3	9	2	8	119	8	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1529	1681	1537		3433	1576	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1529	1681	1537		3433	1576	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	727	3	17	1155	3	10	2	9	129	9	90
RTOR Reduction (vph)	0	0	2	0	0	2	0	7	0	0	80	0
Lane Group Flow (vph)	125	727	1	17	1155	1	9	5	0	129	19	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	12.8	51.3	51.3	2.8	41.2	41.2	30.5	30.5		13.5	13.5	
Effective Green, g (s)	12.8	51.3	51.3	2.8	41.2	41.2	30.5	30.5		13.5	13.5	
Actuated g/C Ratio	0.11	0.43	0.43	0.02	0.35	0.35	0.26	0.26		0.11	0.11	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	192	2211	655	42	1775	534	434	397		393	180	
v/s Ratio Prot	c0.07	0.14		0.01	c0.23		c0.01	0.00		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.65	0.33	0.00	0.40	0.65	0.00	0.02	0.01		0.33	0.11	
Uniform Delay, d1	50.5	22.0	18.9	56.8	32.3	25.0	32.6	32.6		48.1	46.8	
Progression Factor	1.00	1.00	1.00	0.61	1.15	1.78	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.9	0.2	0.0	1.8	0.9	0.0	0.1	0.1		0.2	0.1	
Delay (s)	56.4	22.2	18.9	36.7	38.1	44.5	32.7	32.6		48.3	46.9	
Level of Service	E	C	B	D	D	D	C	C		D	D	
Approach Delay (s)		27.2			38.1			32.7			47.7	
Approach LOS		C			D			C			D	

Intersection Summary		
HCM Average Control Delay	34.9	HCM Level of Service C
HCM Volume to Capacity ratio	0.41	
Actuated Cycle Length (s)	118.0	Sum of lost time (s) 20.0
Intersection Capacity Utilization	54.7%	ICU Level of Service A
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	31	615	91	296	1440	8	69	25	156	45	19	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	8.7	7.9	7.4	8.4		7.9	7.9	7.0	7.9	7.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.94	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6401		3433	1863	1560	1610	2810	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	668	99	322	1565	9	75	27	170	49	21	96
RTOR Reduction (vph)	0	0	71	0	1	0	0	0	0	0	91	0
Lane Group Flow (vph)	34	668	28	322	1573	0	75	27	170	44	31	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	5.8	38.5	36.3	14.7	47.7		36.3	36.3	118.0	8.6	8.6	
Effective Green, g (s)	2.8	35.5	33.3	11.7	44.7		33.3	33.3	118.0	5.6	5.6	
Actuated g/C Ratio	0.02	0.30	0.28	0.10	0.38		0.28	0.28	1.00	0.05	0.05	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	42	1530	447	340	2425		969	526	1560	76	133	
v/s Ratio Prot	0.02	0.13	0.02	c0.09	c0.25		0.02	0.01		c0.03	0.01	
v/s Ratio Perm									c0.11			
v/c Ratio	0.81	0.44	0.06	0.95	0.65		0.08	0.05	0.11	0.58	0.23	
Uniform Delay, d1	57.3	33.2	30.9	52.8	30.2		31.1	30.8	0.0	55.0	54.1	
Progression Factor	0.73	1.52	2.26	1.08	0.43		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	64.5	0.4	0.3	16.9	0.3		0.2	0.2	0.1	10.3	0.9	
Delay (s)	106.3	50.8	70.3	74.2	13.4		31.2	31.0	0.1	65.3	55.0	
Level of Service	F	D	E	E	B		C	C	A	E	E	
Approach Delay (s)		55.6			23.7			11.8			57.7	
Approach LOS		E			C			B			E	

Intersection Summary

HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	23.7
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 3: N. Harbor Dr & Rental Car Access Rd

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑			↑	↱	↰	↑	
Volume (vph)	54	1784	76	156	2531	8	59	11	131	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	7.3	7.3	6.4	7.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1787	1547	1770	1529	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	1939	83	170	2751	9	64	12	142	1	1	4
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	126	0	4	0
Lane Group Flow (vph)	59	1939	48	170	2760	0	0	76	16	1	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	11.8	64.8	64.8	15.8	68.8			13.1	13.1	4.8	4.8	
Effective Green, g (s)	9.8	62.8	62.8	13.8	66.8			13.1	13.1	4.8	4.8	
Actuated g/C Ratio	0.08	0.53	0.53	0.12	0.57			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	147	3410	819	401	2877			198	172	72	62	
v/s Ratio Prot	0.03	0.30		c0.05	c0.54			c0.04		0.00	c0.00	
v/s Ratio Perm			0.03						0.01			
v/c Ratio	0.40	0.57	0.06	0.42	0.96			0.38	0.09	0.01	0.02	
Uniform Delay, d1	51.3	18.5	13.3	48.4	24.3			48.7	47.1	54.3	54.3	
Progression Factor	0.84	1.38	2.42	0.70	1.81			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.4	0.1	0.2	8.8			5.6	1.1	0.0	0.0	
Delay (s)	43.6	26.0	32.4	34.3	52.8			54.3	48.2	54.4	54.4	
Level of Service	D	C	C	C	D			D	D	D	D	
Approach Delay (s)		26.8			51.8			50.3			54.4	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	41.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/24/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	←←	↑↑↑	↑↑↑	↑	←←	↑
Volume (vph)	819	1326	1588	32	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	3.1	2.0	3.2	2.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3433	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3433	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	890	1441	1726	35	47	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	890	1441	1726	35	47	8
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	26.3	82.6	52.1	118.0	24.9	118.0
Effective Green, g (s)	28.3	84.6	54.1	118.0	26.9	118.0
Actuated g/C Ratio	0.24	0.72	0.46	1.00	0.23	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	823	3646	2331	1560	783	1419
v/s Ratio Prot	c0.26	0.28	c0.34		c0.01	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.08	0.40	0.74	0.02	0.06	0.01
Uniform Delay, d1	44.8	6.6	26.2	0.0	35.7	0.0
Progression Factor	0.86	1.92	1.00	1.00	1.00	1.00
Incremental Delay, d2	54.1	0.2	1.9	0.0	0.1	0.0
Delay (s)	92.5	12.9	28.1	0.0	35.8	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		43.3	27.6		30.7	
Approach LOS		D	C		C	
Intersection Summary						
HCM Average Control Delay			36.4		HCM Level of Service	D
HCM Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			118.0		Sum of lost time (s)	8.7
Intersection Capacity Utilization			89.0%		ICU Level of Service	E
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	←	→	←	→	←	→
Volume (vph)	86	1232	314	0	0	1360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.96
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3907
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3907
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	1339	341	0	0	1478
RTOR Reduction (vph)	0	86	0	0	0	1029
Lane Group Flow (vph)	93	1253	341	0	0	449
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type	Perm		custom			
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	66.8	66.8	33.4			33.4
Effective Green, g (s)	66.8	66.8	33.4			33.4
Actuated g/C Ratio	0.61	0.61	0.30			0.30
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	1075	1654	1515			1186
v/s Ratio Prot	0.05		0.07			
v/s Ratio Perm		0.46				0.11
v/c Ratio	0.09	0.76	0.23			0.38
Uniform Delay, d1	9.0	15.7	28.6			30.1
Progression Factor	0.46	0.70	0.90			1.00
Incremental Delay, d2	0.0	0.9	0.3			0.9
Delay (s)	4.1	11.8	26.1			31.1
Level of Service	A	B	C			C
Approach Delay (s)	11.3		26.1		31.1	
Approach LOS	B		C		C	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/24/2013























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	314	86	833	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	341	93	905	643
RTOR Reduction (vph)	0	0	0	41	0	0
Lane Group Flow (vph)	0	0	341	52	905	643
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			61.0	61.0	39.7	110.0
Effective Green, g (s)			61.0	61.0	39.7	110.0
Actuated g/C Ratio			0.55	0.55	0.36	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2820	852	1239	3539
v/s Ratio Prot			0.07		c0.26	c0.18
v/s Ratio Perm				0.03		
v/c Ratio			0.12	0.06	0.73	0.18
Uniform Delay, d1			11.7	11.3	30.5	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.1	0.1	2.0	0.1
Delay (s)			11.8	11.4	32.6	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		11.7			19.1
Approach LOS	A		B			B
Intersection Summary						
HCM Average Control Delay			17.5		HCM Level of Service	B
HCM Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	4.4
Intersection Capacity Utilization			56.8%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/24/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	249	578	13	37	561	47	47	170	72	101	163	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5066		1770	3493		1770	4826		1770	4430	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5066		1770	3493		1770	4826		1770	4430	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	628	14	40	610	51	51	185	78	110	177	586
RTOR Reduction (vph)	0	2	0	0	6	0	0	65	0	0	343	0
Lane Group Flow (vph)	271	640	0	40	655	0	51	198	0	110	420	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.8	38.4		2.4	23.4		3.5	13.2		7.2	16.8	
Effective Green, g (s)	16.8	38.4		2.4	23.4		3.5	13.2		7.2	16.8	
Actuated g/C Ratio	0.21	0.48		0.03	0.29		0.04	0.16		0.09	0.21	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	371	2429		53	1020		77	795		159	929	
v/s Ratio Prot	c0.15	0.13		0.02	c0.19		0.03	0.04		c0.06	c0.09	
v/s Ratio Perm												
v/c Ratio	0.73	0.26		0.75	0.64		0.66	0.25		0.69	0.87dr	
Uniform Delay, d1	29.5	12.4		38.6	24.7		37.7	29.1		35.4	27.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.3	0.1		41.1	1.3		15.3	0.2		10.0	0.5	
Delay (s)	35.8	12.5		79.7	26.0		53.0	29.3		45.4	28.1	
Level of Service	D	B		E	C		D	C		D	C	
Approach Delay (s)		19.4			29.1			33.2			30.3	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM Average Control Delay		26.8					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		80.1					Sum of lost time (s)		19.6			
Intersection Capacity Utilization		71.4%					ICU Level of Service		C			
Analysis Period (min)		15										
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑	↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	418	1466	77	80	171	0	0	161	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.98	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4997		1770	5085			4940	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4997		1770	5085			4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	454	1593	84	87	186	0	0	175	33
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	0	0	0	2128	0	87	186	0	0	180	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					74.3		7.4	25.9			13.6	
Effective Green, g (s)					74.3		7.4	25.9			13.6	
Actuated g/C Ratio					0.68		0.07	0.24			0.12	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					3375		119	1197			611	
v/s Ratio Prot					c0.43		c0.05	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio					1.98dl		0.73	0.16			0.29	
Uniform Delay, d1					10.1		50.3	33.4			43.8	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.3		17.9	0.3			1.2	
Delay (s)					10.4		68.2	33.6			45.1	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			10.4			44.7			45.1	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM Average Control Delay			16.8				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			14.7		
Intersection Capacity Utilization			69.4%				ICU Level of Service			C		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	28	742	28	0	0	0	0	249	249	40	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Flpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.92		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5076	1556					4657		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5076	1556					4657		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	807	30	0	0	0	0	271	271	43	625	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	152	0	0	0	0
Lane Group Flow (vph)	0	837	13	0	0	0	0	390	0	43	625	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		23.0	23.0					12.8		2.2	18.9	
Effective Green, g (s)		23.0	23.0					12.8		2.2	18.9	
Actuated g/C Ratio		0.44	0.44					0.25		0.04	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2237	686					1142		75	1841	
v/s Ratio Prot		c0.16						0.08		0.02	c0.12	
v/s Ratio Perm			0.01									
v/c Ratio		0.37	0.02					0.34		0.57	0.34	
Uniform Delay, d1		9.8	8.2					16.2		24.5	12.1	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.2		6.4	0.1	
Delay (s)		9.9	8.3					16.4		31.0	12.2	
Level of Service		A	A					B		C	B	
Approach Delay (s)		9.9			0.0			16.4			13.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			12.7					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			52.2					Sum of lost time (s)		10.3		
Intersection Capacity Utilization			69.4%					ICU Level of Service		C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/24/2013



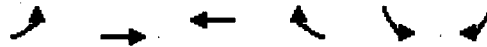
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↗	↗		↗	↗	
Volume (vph)	44	1	16	2	1	27	6	179	8	23	276	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00			0.95			0.95	1.00	0.95	1.00	0.95	
Flpb, ped/bikes	0.99			0.99			0.98	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00			1.00			1.00	1.00	1.00	0.99	1.00	
Frt	0.97			0.88			0.85	1.00	0.99	1.00	0.96	
Flt Protected	0.96			0.99			1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1716			1523			1479	1762	3511	1759	3379	
Flt Permitted	0.78			0.97			1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1387			1481			1479	1762	3511	1759	3379	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	1	17	2	1	29	7	195	9	25	300	104
RTOR Reduction (vph)	0	12	0	0	11	13	0	3	0	0	26	0
Lane Group Flow (vph)	0	54	0	0	5	3	7	201	0	25	378	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Perm			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							8					
Actuated Green, G (s)	7.9			7.9			7.9	0.6	25.5	0.8	25.7	
Effective Green, g (s)	7.9			7.9			7.9	0.6	25.5	0.8	25.7	
Actuated g/C Ratio	0.17			0.17			0.17	0.01	0.55	0.02	0.56	
Clearance Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5			2.0			2.0	2.0	2.5	2.0	2.5	
Lane Grp Cap (vph)	237			253			253	23	1938	30	1880	
v/s Ratio Prot								0.00	0.06	c0.01	c0.11	
v/s Ratio Perm	c0.04			0.00			0.00					
v/c Ratio	0.23			0.02			0.01	0.30	0.10	0.83	0.20	
Uniform Delay, d1	16.5			15.9			15.9	22.6	4.9	22.6	5.1	
Progression Factor	1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4			0.0			0.0	2.7	0.0	93.0	0.0	
Delay (s)	16.9			15.9			15.9	25.3	4.9	115.6	5.2	
Level of Service	B			B			B	C	A	F	A	
Approach Delay (s)	16.9			15.9					5.6		11.6	
Approach LOS	B			B					A		B	
Intersection Summary												
HCM Average Control Delay	10.5			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.20											
Actuated Cycle Length (s)	46.2			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	38.9%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	124	10	7	69	120	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1698	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1698	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	11	8	75	130	189
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	73	8	75	130	189
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.9	7.9	1.8	37.9	16.2	37.9
Effective Green, g(s)	7.9	7.9	1.8	37.9	16.2	37.9
Actuated g/C Ratio	0.21	0.21	0.05	1.00	0.43	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	350	354	88	1560	1467	1544
v/s Ratio Prot	c0.04	0.04	0.00		0.04	
v/s Ratio Perm				0.05		c0.12
v/c Ratio	0.21	0.21	0.09	0.05	0.09	0.12
Uniform Delay, d1	12.4	12.4	17.3	0.0	6.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.3	0.4	0.1	0.0	0.2
Delay (s)	12.7	12.7	17.7	0.1	6.5	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		12.7	1.8		2.7	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	37.9	Sum of lost time (s)	4.0
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑		↰↱	↑	
Volume (vph)	88	988	9	25	1166	1	10	8	19	111	4	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1529	1681	1563		3433	1561	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1529	1681	1563		3433	1561	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	1074	10	27	1267	1	11	9	21	121	4	89
RTOR Reduction (vph)	0	0	6	0	0	1	0	15	0	0	76	0
Lane Group Flow (vph)	96	1074	4	27	1267	0	10	16	0	121	17	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.3	46.7	46.7	3.1	40.4	40.4	32.1	32.1		18.2	18.2	
Effective Green, g (s)	9.3	46.7	46.7	3.1	40.4	40.4	32.1	32.1		18.2	18.2	
Actuated g/C Ratio	0.08	0.39	0.39	0.03	0.34	0.34	0.27	0.27		0.15	0.15	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	137	1979	586	46	1712	515	450	418		521	237	
v/s Ratio Prot	c0.05	0.21		0.02	c0.25		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.70	0.54	0.01	0.59	0.74	0.00	0.02	0.04		0.23	0.07	
Uniform Delay, d1	54.0	28.4	22.4	57.8	35.2	26.4	32.4	32.5		44.8	43.7	
Progression Factor	1.00	1.00	1.00	0.98	0.67	0.44	1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.4	0.5	0.0	10.9	1.9	0.0	0.1	0.2		0.1	0.0	
Delay (s)	66.4	28.9	22.5	67.7	25.5	11.6	32.5	32.7		44.8	43.7	
Level of Service	E	C	C	E	C	B	C	C		D	D	
Approach Delay (s)		31.9			26.3			32.6			44.4	
Approach LOS		C			C			C			D	

Intersection Summary		
HCM Average Control Delay	30.2	HCM Level of Service C
HCM Volume to Capacity ratio	0.42	
Actuated Cycle Length (s)	120.0	Sum of lost time (s) 20.0
Intersection Capacity Utilization	55.1%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/24/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	906	162	317	1099	47	127	30	352	45	20	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2835	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6358		3433	1863	1560	1610	2835	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	985	176	345	1195	51	138	33	383	49	22	125
RTOR Reduction (vph)	0	0	131	0	4	0	0	0	0	0	116	0
Lane Group Flow (vph)	54	985	45	345	1242	0	138	33	383	44	36	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.0	38.2	30.6	22.9	54.4		30.6	30.6	120.0	8.4	8.4	
Effective Green, g (s)	7.0	38.2	30.6	22.9	54.4		30.6	30.6	120.0	8.4	8.4	
Actuated g/C Ratio	0.06	0.32	0.26	0.19	0.45		0.26	0.26	1.00	0.07	0.07	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	103	1619	404	655	2882		875	475	1560	113	198	
v/s Ratio Prot	0.03	c0.19	0.03	c0.10	0.20		0.04	0.02		c0.03	0.01	
v/s Ratio Perm									c0.25			
v/c Ratio	0.52	0.61	0.11	0.53	0.43		0.16	0.07	0.25	0.39	0.18	
Uniform Delay, d1	54.9	34.6	34.3	43.7	22.3		34.7	33.9	0.0	53.3	52.6	
Progression Factor	0.68	1.59	1.88	1.23	1.25		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	0.9	0.5	0.2	0.1		0.4	0.3	0.4	2.2	0.4	
Delay (s)	39.4	56.0	65.0	53.8	27.9		35.1	34.2	0.4	55.6	53.0	
Level of Service	D	E	E	D	C		D	C	A	E	D	
Approach Delay (s)		56.5			33.5			11.0			53.6	
Approach LOS		E			C			B			D	
Intersection Summary												
HCM Average Control Delay			39.0			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			83.6%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 3: N. Harbor Dr & Rental Car Access Rd

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↑	↱	↰	↑	↱
Volume (vph)	22	2335	65	166	2047	6	62	0	175	4	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.93	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Fr	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1770	1547	1770	1487	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2538	71	180	2225	7	67	0	190	4	1	11
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	137	0	11	0
Lane Group Flow (vph)	24	2538	42	180	2232	0	0	67	53	4	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.3	47.7	47.7	14.4	57.8			33.3	33.3	5.1	5.1	
Effective Green, g (s)	4.3	47.7	47.7	14.4	57.8			33.3	33.3	5.1	5.1	
Actuated g/C Ratio	0.04	0.40	0.40	0.12	0.48			0.28	0.28	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	63	2547	611	412	2448			491	429	75	63	
v/s Ratio Prot	0.01	c0.40		c0.05	c0.44			c0.04		c0.00	0.00	
v/s Ratio Perm			0.03						0.03			
v/c Ratio	0.38	1.00	0.07	0.44	0.91			0.14	0.12	0.05	0.02	
Uniform Delay, d1	56.5	36.1	22.4	49.0	28.7			32.6	32.4	55.1	55.1	
Progression Factor	1.21	0.71	0.30	1.08	1.32			1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	16.8	0.1	0.2	5.1			0.6	0.6	0.1	0.1	
Delay (s)	69.9	42.3	6.9	53.2	42.9			33.1	33.0	55.2	55.1	
Level of Service	E	D	A	D	D			C	C	E	E	
Approach Delay (s)		41.6			43.7			33.0			55.1	
Approach LOS		D			D			C			E	
Intersection Summary												
HCM Average Control Delay			42.2			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			24.8			
Intersection Capacity Utilization			81.9%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/24/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔	↑↑↑	↑↑↑	↗	↔↔	↗
Volume (vph)	945	1643	1213	120	69	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.1	4.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3436	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1027	1786	1318	130	75	5
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1027	1786	1318	130	75	4
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	37.6	70.7	28.9	120.0	38.8	120.0
Effective Green, g (s)	37.6	70.7	28.9	120.0	38.8	120.0
Actuated g/C Ratio	0.31	0.59	0.24	1.00	0.32	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1076	2996	1225	1560	1111	1419
v/s Ratio Prot	c0.30	0.35	c0.26		0.02	
v/s Ratio Perm				c0.08		0.00
v/c Ratio	0.95	0.60	1.08	0.08	0.07	0.00
Uniform Delay, d1	40.4	15.6	45.6	0.0	28.1	0.0
Progression Factor	0.54	0.07	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	0.3	48.8	0.1	0.1	0.0
Delay (s)	29.8	1.3	94.3	0.1	28.2	0.0
Level of Service	C	A	F	A	C	A
Approach Delay (s)		11.7	85.8		26.8	
Approach LOS		B	F		C	

Intersection Summary			
HCM Average Control Delay	36.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰			↰↰↰
Volume (vph)	120	871	524	0	0	1732
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3928
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3928
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	947	570	0	0	1883
RTOR Reduction (vph)	0	27	0	0	0	1036
Lane Group Flow (vph)	130	920	570	0	0	847
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm			custom	
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	50.7	50.7	49.5			49.5
Effective Green, g (s)	50.7	50.7	49.5			49.5
Actuated g/C Ratio	0.46	0.46	0.45			0.45
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	816	1255	2246			1768
v/s Ratio Prot	0.07		0.11			
v/s Ratio Perm		c0.34				c0.22
v/c Ratio	0.16	0.73	0.25			0.48
Uniform Delay, d1	17.3	24.1	18.8			21.2
Progression Factor	0.46	0.62	0.47			1.00
Incremental Delay, d2	0.0	1.4	0.3			0.9
Delay (s)	7.9	16.4	9.2			22.1
Level of Service	A	B	A			C
Approach Delay (s)	15.3		9.2		22.1	
Approach LOS	B		A		C	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	554	266	926	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	602	289	1007	958
RTOR Reduction (vph)	0	0	0	60	0	0
Lane Group Flow (vph)	0	0	602	229	1007	958
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			56.6	56.6	44.1	110.0
Effective Green, g (s)			56.6	56.6	44.1	110.0
Actuated g/C Ratio			0.51	0.51	0.40	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2616	791	1376	3539
v/s Ratio Prot			0.12		c0.29	c0.27
v/s Ratio Perm				0.15		
v/c Ratio			0.23	0.29	0.73	0.27
Uniform Delay, d1			14.7	15.2	27.9	0.0
Progression Factor			1.00	1.00	0.97	1.00
Incremental Delay, d2			0.2	0.9	1.6	0.1
Delay (s)			14.9	16.2	28.7	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		15.3			14.8
Approach LOS	A		B			B
Intersection Summary						
HCM Average Control Delay			14.9		HCM Level of Service	B
HCM Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	4.4
Intersection Capacity Utilization			59.5%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	266	781	34	50	566	70	67	376	141	101	280	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5049		1770	3473		1770	4846		1770	4601	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5049		1770	3473		1770	4846		1770	4601	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	289	849	37	54	615	76	73	409	153	110	304	392
RTOR Reduction (vph)	0	4	0	0	9	0	0	65	0	0	227	0
Lane Group Flow (vph)	289	882	0	54	682	0	73	497	0	110	469	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	18.4	39.4		3.5	23.9		4.8	15.5		9.2	19.8	
Effective Green, g (s)	18.4	39.4		3.5	23.9		4.8	15.5		9.2	19.8	
Actuated g/C Ratio	0.21	0.46		0.04	0.28		0.06	0.18		0.11	0.23	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap. (vph)	377	2300		72	960		98	868		188	1053	
v/s Ratio Prot	c0.16	0.17		0.03	c0.20		0.04	c0.10		c0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.77	0.38		0.75	0.71		0.74	0.57		0.59	0.45	
Uniform Delay, d1	32.0	15.5		41.1	28.2		40.2	32.5		36.8	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.1	0.1		31.6	2.4		23.2	1.0		3.0	0.4	
Delay (s)	40.2	15.7		72.7	30.6		63.4	33.4		39.8	29.1	
Level of Service	D	B		E	C		E	C		D	C	
Approach Delay (s)		21.7			33.6			36.9			30.5	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	24.5
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				←↑↑	←↑↑	←	↑↑↑	↑↑↑			↑↑↑	↑↑↑
Volume (vph)	0	0	0	126	971	82	108	454	0	0	337	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Fr					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4992		1770	5085			5018	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4992		1770	5085			5018	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	137	1055	89	117	493	0	0	366	29
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1273	0	117	493	0	0	387	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					59.9		10.8	40.3			24.6	
Effective Green, g (s)					59.9		10.8	40.3			24.6	
Actuated g/C Ratio					0.54		0.10	0.37			0.22	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2718		174	1863			1122	
v/s Ratio Prot							c0.07	0.10			c0.08	
v/s Ratio Perm					0.25							
v/c Ratio					7.61dl		0.67	0.26			0.35	
Uniform Delay, d1					15.3		47.9	24.5			35.9	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		7.8	0.3			0.8	
Delay (s)					15.4		55.7	24.8			36.8	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			15.4			30.7			36.8	
Approach LOS		A			B			C			D	

Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	60	1438	43	0	0	0	0	539	459	122	399	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5073	1548					4673		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5073	1548					4673		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	1563	47	0	0	0	0	586	499	133	434	0
RTOR Reduction (vph)	0	0	24	0	0	0	0	38	0	0	0	0
Lane Group Flow (vph)	0	1628	23	0	0	0	0	1047	0	133	434	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		51.0	51.0					28.8		11.2	43.9	
Effective Green, g (s)		51.0	51.0					28.8		11.2	43.9	
Actuated g/C Ratio		0.48	0.48					0.27		0.11	0.42	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2459	750					1279		188	2122	
v/s Ratio Prot								c0.22		c0.08	0.09	
v/s Ratio Perm		0.32	0.01									
v/c Ratio		0.66	0.03					1.05dr		0.71	0.20	
Uniform Delay, d1		20.6	14.2					35.8		45.4	19.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.8	0.0					4.3		9.5	0.0	
Delay (s)		21.3	14.2					40.0		54.9	19.6	
Level of Service		C	B					D		D	B	
Approach Delay (s)		21.1			0.0			40.0			27.9	
Approach LOS		C			A			D			C	

Intersection Summary		
HCM Average Control Delay	28.4	HCM Level of Service C
HCM Volume to Capacity ratio	0.72	
Actuated Cycle Length (s)	105.2	Sum of lost time (s) 14.2
Intersection Capacity Utilization	68.8%	ICU Level of Service C
Analysis Period (min)	15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.		
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	↗
Volume (vph)	98	0	27	9	4	36	11	375	15	23	396	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1595	1477	1762	3515		1770	3440	
Flt Permitted		0.79			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1415			1512	1477	1762	3515		1770	3440	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	29	10	4	39	12	408	16	25	430	80
RTOR Reduction (vph)	0	6	0	0	7	14	0	3	0	0	18	0
Lane Group Flow (vph)	0	130	0	0	20	12	12	421	0	25	492	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		26.9			26.9	26.9	0.9	18.7		1.0	18.8	
Effective Green, g (s)		26.9			26.9	26.9	0.9	18.7		1.0	18.8	
Actuated g/C Ratio		0.46			0.46	0.46	0.02	0.32		0.02	0.32	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		650			694	678	27	1122		30	1104	
v/s Ratio Prot							0.01	0.12		c0.01	c0.14	
v/s Ratio Perm		c0.09			0.01	0.01						
v/c Ratio		0.20			0.03	0.02	0.44	0.37		0.83	0.45	
Uniform Delay, d1		9.4			8.7	8.6	28.6	15.4		28.7	15.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	4.2	0.2		93.0	0.2	
Delay (s)		9.5			8.7	8.6	32.8	15.6		121.7	16.0	
Level of Service		A			A	A	C	B		F	B	
Approach Delay (s)		9.5			8.7			16.1			20.9	
Approach LOS		A			A			B			C	

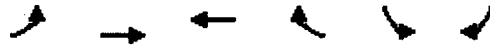
Intersection Summary		
HCM Average Control Delay	17.2	HCM Level of Service B
HCM Volume to Capacity ratio	0.29	
Actuated Cycle Length (s)	58.6	Sum of lost time (s) 8.0
Intersection Capacity Utilization	42.7%	ICU Level of Service A
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	256	33	23	145	184	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	36	25	158	200	270
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	156	158	25	158	200	270
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.2	11.2	3.0	37.5	11.3	37.5
Effective Green, g (s)	11.2	11.2	3.0	37.5	11.3	37.5
Actuated g/C Ratio	0.30	0.30	0.08	1.00	0.30	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	502	509	149	1560	1034	1544
v/s Ratio Prot	c0.09	0.09	0.01		0.06	
v/s Ratio Perm				0.10		c0.17
v/c Ratio	0.31	0.31	0.17	0.10	0.19	0.17
Uniform Delay, d1	10.2	10.2	16.1	0.0	9.7	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	0.5	0.1	0.1	0.2
Delay (s)	10.5	10.5	16.6	0.1	9.8	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		10.5	2.4		4.3	
Approach LOS		B	A		A	
Intersection Summary						
HCM Average Control Delay			6.0		HCM Level of Service	A
HCM Volume to Capacity ratio			0.22			
Actuated Cycle Length (s)			37.5		Sum of lost time (s)	4.0
Intersection Capacity Utilization			28.1%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/24/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	720	5	20	1140	5	10	5	10	130	10	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1530	1681	1569		3433	1579	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1530	1681	1569		3433	1579	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	783	5	22	1239	5	11	5	11	141	11	98
RTOR Reduction (vph)	0	0	3	0	0	3	0	8	0	0	87	0
Lane Group Flow (vph)	130	783	2	22	1239	2	10	9	0	141	22	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	12.1	50.1	50.1	3.5	41.4	41.4	30.7	30.7		13.8	13.8	
Effective Green, g (s)	12.1	50.1	50.1	3.5	41.4	41.4	30.7	30.7		13.8	13.8	
Actuated g/C Ratio	0.10	0.42	0.42	0.03	0.35	0.35	0.26	0.26		0.12	0.12	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	182	2159	639	53	1784	537	437	408		401	185	
v/s Ratio Prot	c0.07	0.15		0.01	c0.24		c0.01	0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.71	0.36	0.00	0.42	0.69	0.00	0.02	0.02		0.35	0.12	
Uniform Delay, d1	51.3	23.1	19.6	56.2	32.9	24.9	32.5	32.5		48.0	46.7	
Progression Factor	1.00	1.00	1.00	0.47	1.39	1.81	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.5	0.2	0.0	1.4	1.1	0.0	0.1	0.1		0.2	0.1	
Delay (s)	61.8	23.3	19.6	27.9	46.9	45.1	32.6	32.6		48.2	46.8	
Level of Service	E	C	B	C	D	D	C	C		D	D	
Approach Delay (s)		28.7			46.6			32.6			47.6	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM Average Control Delay			39.9				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			118.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			56.7%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	35	660	100	310	1550	10	70	30	160	50	20	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	8.7	7.9	7.4	8.4		7.9	7.9	7.0	7.9	7.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2822	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2822	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	717	109	337	1685	11	76	33	174	54	22	98
RTOR Reduction (vph)	0	0	76	0	1	0	0	0	0	0	93	0
Lane Group Flow (vph)	38	717	33	337	1695	0	76	33	174	49	32	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.7	35.1	38.2	15.8	46.5		38.2	38.2	118.0	9.0	9.0	
Effective Green, g (s)	1.7	32.1	35.2	12.8	43.5		35.2	35.2	118.0	6.0	6.0	
Actuated g/C Ratio	0.01	0.27	0.30	0.11	0.37		0.30	0.30	1.00	0.05	0.05	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	26	1383	472	372	2359		1024	556	1560	82	143	
v/s Ratio Prot	0.02	0.14	0.02	c0.10	c0.26		0.02	0.02		c0.03	0.01	
v/s Ratio Perm									c0.11			
v/c Ratio	1.46	0.52	0.07	0.91	0.72		0.07	0.06	0.11	0.60	0.22	
Uniform Delay, d1	58.1	36.4	29.7	52.0	32.0		29.7	29.6	0.0	54.8	53.8	
Progression Factor	0.82	1.14	3.77	0.96	0.51		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	337.4	0.6	0.3	8.9	0.4		0.1	0.2	0.1	11.2	0.8	
Delay (s)	385.0	42.3	112.2	58.6	16.8		29.8	29.8	0.1	66.0	54.6	
Level of Service	F	D	F	E	B		C	C	A	E	D	
Approach Delay (s)		66.2			23.7			11.6			57.8	
Approach LOS		E			C			B			E	

Intersection Summary												
HCM Average Control Delay		35.4		HCM Level of Service						D		
HCM Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		118.0		Sum of lost time (s)		23.7						
Intersection Capacity Utilization		77.0%		ICU Level of Service		D						
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰↱	↑↑↑↑			↑	↱	↰	↱	
Volume (vph)	60	1920	80	170	2730	10	60	15	140	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	2087	87	185	2967	11	65	16	152	5	5	5
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	135	0	5	0
Lane Group Flow (vph)	65	2087	54	185	2978	0	0	81	17	5	5	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Effective Green, g (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Actuated g/C Ratio	0.09	0.56	0.56	0.12	0.59			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	153	3557	854	422	3006			203	176	77	71	
v/s Ratio Prot	0.04	0.33		c0.05	c0.59			c0.05		0.00	c0.00	
v/s Ratio Perm			0.04						0.01			
v/c Ratio	0.42	0.59	0.06	0.44	0.99			0.40	0.10	0.06	0.07	
Uniform Delay, d1	51.1	17.3	12.1	48.0	23.8			48.6	46.9	54.2	54.2	
Progression Factor	0.81	1.53	2.14	0.70	1.88			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.4	0.1	0.2	13.5			5.8	1.1	0.1	0.2	
Delay (s)	41.9	26.9	26.0	33.7	58.1			54.3	48.0	54.3	54.3	
Level of Service	D	C	C	C	E			D	D	D	D	
Approach Delay (s)		27.3			56.7			50.2			54.3	
Approach LOS		C			E			D			D	

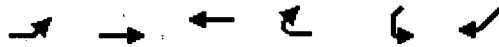
Intersection Summary			
HCM Average Control Delay	44.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/24/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↖↗	↑↑↑	↑↑↑	↑	↖↗	↑
Volume (vph)	880	1430	1710	35	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	3.1	2.0	3.2	2.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3434	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3434	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	957	1554	1859	38	54	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	957	1554	1859	38	54	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	26.3	82.6	52.1	118.0	24.9	118.0
Effective Green, g (s)	28.3	84.6	54.1	118.0	26.9	118.0
Actuated g/C Ratio	0.24	0.72	0.46	1.00	0.23	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	823	3646	2331	1560	783	1419
v/s Ratio Prot	c0.28	0.31	c0.37		c0.02	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.16	0.43	0.80	0.02	0.07	0.01
Uniform Delay, d1	44.9	6.8	27.3	0.0	35.7	0.0
Progression Factor	0.88	1.94	1.00	1.00	1.00	1.00
Incremental Delay, d2	85.0	0.2	2.6	0.0	0.2	0.0
Delay (s)	124.5	13.5	29.8	0.0	35.9	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		55.8	29.2		30.4	
Approach LOS		E	C		C	

Intersection Summary		
HCM Average Control Delay	44.1	HCM Level of Service D
HCM Volume to Capacity ratio	0.71	
Actuated Cycle Length (s)	118.0	Sum of lost time (s) 8.7
Intersection Capacity Utilization	93.1%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰↰			↰↰↰
Volume (vph)	90	1300	340	0	0	1460
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3928
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3928
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1413	370	0	0	1587
RTOR Reduction (vph)	0	97	0	0	0	882
Lane Group Flow (vph)	98	1316	370	0	0	705
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm			custom	
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	51.3	51.3	48.9			48.9
Effective Green, g (s)	51.3	51.3	48.9			48.9
Actuated g/C Ratio	0.47	0.47	0.44			0.44
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	825	1270	2218			1746
v/s Ratio Prot	0.06		0.07			
v/s Ratio Perm		0.48				0.18
v/c Ratio	0.12	1.04	0.17			0.40
Uniform Delay, d1	16.6	29.4	18.3			20.7
Progression Factor	0.60	0.74	0.33			1.00
Incremental Delay, d2	0.0	26.6	0.2			0.7
Delay (s)	9.9	48.5	6.3			21.4
Level of Service	A	D	A			C
Approach Delay (s)	46.0		6.3		21.4	
Approach LOS	D		A		C	
Intersection Summary						
HCM Average Control Delay			30.5		HCM Level of Service	C
HCM Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	9.8
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/24/2013























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	340	90	900	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.9	7.9	7.4	8.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	370	98	978	696
RTOR Reduction (vph)	0	0	0	49	0	0
Lane Group Flow (vph)	0	0	370	49	978	696
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type			Perm	Prot		
Protected Phases			2	1	6	
Permitted Phases			2			
Actuated Green, G (s)			58.1	58.1	42.6	110.0
Effective Green, g (s)			55.1	55.1	39.6	110.0
Actuated g/C Ratio			0.50	0.50	0.36	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2547	770	1236	3539
v/s Ratio Prot			0.07		c0.28	c0.20
v/s Ratio Perm				0.03		
v/c Ratio			0.15	0.06	0.79	0.20
Uniform Delay, d1			14.8	14.2	31.5	0.0
Progression Factor			1.00	1.00	0.97	1.00
Incremental Delay, d2			0.1	0.2	3.1	0.1
Delay (s)			14.9	14.3	33.7	0.1
Level of Service			B	B	C	A
Approach Delay (s)	0.0		14.8			19.7
Approach LOS	A		B			B
Intersection Summary						
HCM Average Control Delay			18.7		HCM Level of Service	B
HCM Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	7.4
Intersection Capacity Utilization			63.8%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/24/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	640	15	40	620	50	50	200	80	110	190	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5066		1770	3494		1770	4832		1770	4431	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5066		1770	3494		1770	4832		1770	4431	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	696	16	43	674	54	54	217	87	120	207	663
RTOR Reduction (vph)	0	2	0	0	5	0	0	69	0	0	309	0
Lane Group Flow (vph)	304	710	0	43	723	0	54	235	0	120	561	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.4	43.5		2.4	25.9		3.5	17.8		9.5	23.7	
Effective Green, g (s)	19.4	43.5		2.4	25.9		3.5	17.8		9.5	23.7	
Actuated g/C Ratio	0.21	0.47		0.03	0.28		0.04	0.19		0.10	0.26	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	373	2393		46	983		67	934		183	1140	
v/s Ratio Prot	c0.17	0.14		0.02	c0.21		0.03	0.05		c0.07	c0.13	
v/s Ratio Perm												
v/c Ratio	0.82	0.30		0.93	0.74		0.81	0.25		0.66	0.92dr	
Uniform Delay, d1	34.6	14.9		44.8	30.0		44.0	31.5		39.7	29.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.2	0.1		106.2	2.8		46.6	0.2		6.3	0.5	
Delay (s)	46.8	15.0		150.9	32.8		90.5	31.7		46.0	29.6	
Level of Service	D	B		F	C		F	C		D	C	
Approach Delay (s)		24.5			39.4			40.5			31.6	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay			32.2			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			92.1			Sum of lost time (s)			14.6			
Intersection Capacity Utilization			75.9%			ICU Level of Service			D			
Analysis Period (min)			15									
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/24/2013















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑	↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	460	1510	80	90	200	0	0	180	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.9			4.4	4.9			5.4	
Lane Util. Factor				0.91			1.00	0.91			0.91	
Flpb, ped/bikes				1.00			1.00	1.00			0.99	
Flpb, ped/bikes				1.00			1.00	1.00			1.00	
Frt				0.99			1.00	1.00			0.98	
Flt Protected				0.99			0.95	1.00			1.00	
Satd. Flow (prot)				4995			1770	5085			4936	
Flt Permitted				0.99			0.95	1.00			1.00	
Satd. Flow (perm)				4995			1770	5085			4936	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	500	1641	87	98	217	0	0	196	38
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	0	0	0	2225	0	98	217	0	0	205	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)				74.3			8.8	25.9			12.2	
Effective Green, g (s)				74.3			8.8	25.9			12.2	
Actuated g/C Ratio				0.68			0.08	0.24			0.11	
Clearance Time (s)				4.9			4.4	4.9			5.4	
Vehicle Extension (s)				2.4			2.0	3.3			2.4	
Lane Grp Cap (vph)				3374			142	1197			547	
v/s Ratio Prot				c0.45			c0.06	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio				2.18dl			0.69	0.18			0.37	
Uniform Delay, d1				10.4			49.3	33.6			45.4	
Progression Factor				1.00			1.00	1.00			1.00	
Incremental Delay, d2				0.4			11.0	0.3			2.0	
Delay (s)				10.9			60.3	33.9			47.3	
Level of Service				B			E	C			D	
Approach Delay (s)		0.0		10.9			42.1				47.3	
Approach LOS		A		B			D				D	
Intersection Summary												
HCM Average Control Delay			17.5				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			14.7		
Intersection Capacity Utilization			71.7%				ICU Level of Service			C		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/24/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	30	810	30	0	0	0	0	290	280	45	660	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5076	1555					4662		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5076	1555					4662		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	880	33	0	0	0	0	315	304	49	717	0
RTOR Reduction (vph)	0	0	18	0	0	0	0	136	0	0	0	0
Lane Group Flow (vph)	0	913	15	0	0	0	0	483	0	49	717	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		26.3	26.3					13.4		3.7	21.0	
Effective Green, g (s)		26.3	26.3					13.4		3.7	21.0	
Actuated g/C Ratio		0.46	0.46					0.23		0.06	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2318	710					1085		114	1854	
v/s Ratio Prot		c0.18						c0.10		0.03	c0.14	
v/s Ratio Perm			0.01									
v/c Ratio		0.39	0.02					0.45		0.43	0.39	
Uniform Delay, d1		10.4	8.6					18.9		25.9	13.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.3		0.9	0.1	
Delay (s)		10.5	8.6					19.2		26.9	13.6	
Level of Service		B	A					B		C	B	
Approach Delay (s)		10.5			0.0			19.2			14.5	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		14.1						HCM Level of Service		B		
HCM Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		57.6						Sum of lost time (s)		15.2		
Intersection Capacity Utilization		71.7%						ICU Level of Service		C		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/24/2013



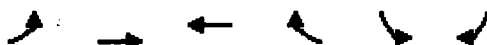
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	
Volume (vph)	50	5	20	5	5	30	10	180	10	25	280	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		0.99	1.00	
Frt		0.96			0.92	0.85	1.00	0.99		1.00	0.96	
Flt Protected		0.97			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1590	1478	1762	3506		1758	3374	
Flt Permitted		0.83			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1474			1538	1478	1762	3506		1758	3374	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	5	22	5	5	33	11	196	11	27	304	109
RTOR Reduction (vph)	0	11	0	0	9	15	0	4	0	0	33	0
Lane Group Flow (vph)	0	70	0	0	13	6	11	203	0	27	380	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		14.3			14.3	14.3	0.7	23.5		0.9	23.7	
Effective Green, g (s)		14.3			14.3	14.3	0.7	23.5		0.9	23.7	
Actuated g/C Ratio		0.28			0.28	0.28	0.01	0.46		0.02	0.47	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		416			434	417	24	1625		31	1577	
v/s Ratio Prot							0.01	0.06		c0.02	c0.11	
v/s Ratio Perm		c0.05			0.01	0.00						
v/c Ratio		0.17			0.03	0.01	0.46	0.13		0.87	0.24	
Uniform Delay, d1		13.7			13.2	13.1	24.8	7.7		24.8	8.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	5.0	0.0		106.2	0.1	
Delay (s)		13.9			13.2	13.1	29.8	7.8		131.0	8.2	
Level of Service		B			B	B	C	A		F	A	
Approach Delay (s)		13.9			13.2			8.9			15.7	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM Average Control Delay		13.5										
HCM Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		50.7										
Intersection Capacity Utilization		40.5%										
Analysis Period (min)		15										
Intersection Summary												
HCM Average Control Delay		13.5										
HCM Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		50.7										
Intersection Capacity Utilization		40.5%										
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰↱	↰↱
Volume (vph)	130	15	10	70	125	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1702	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1702	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	16	11	76	136	196
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	78	79	11	76	136	196
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.9	7.9	1.8	37.5	15.8	37.5
Effective Green, g (s)	7.9	7.9	1.8	37.5	15.8	37.5
Actuated g/C Ratio	0.21	0.21	0.05	1.00	0.42	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	354	359	89	1560	1446	1544
v/s Ratio Prot	0.05	0.05	0.01		0.04	
v/s Ratio Perm				0.05		0.13
v/c Ratio	0.22	0.22	0.12	0.05	0.09	0.13
Uniform Delay, d1	12.3	12.3	17.1	0.0	6.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.3	0.6	0.1	0.0	0.2
Delay (s)	12.6	12.6	17.7	0.1	6.6	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		12.6	2.3		2.8	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	37.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑		↰↱	↑	
Volume (vph)	90	1060	10	30	1260	5	15	10	20	120	5	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1529	1681	1573		3433	1563	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1529	1681	1573		3433	1563	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1152	11	33	1370	5	16	11	22	130	5	98
RTOR Reduction (vph)	0	0	7	0	0	3	0	17	0	0	79	0
Lane Group Flow (vph)	98	1152	4	33	1370	2	14	18	0	130	24	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.0	46.8	46.8	2.8	40.5	40.5	27.1	27.1		23.4	23.4	
Effective Green, g (s)	9.0	46.8	46.8	2.8	40.5	40.5	27.1	27.1		23.4	23.4	
Actuated g/C Ratio	0.08	0.39	0.39	0.02	0.34	0.34	0.23	0.23		0.19	0.19	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	133	1983	587	41	1716	516	380	355		669	305	
v/s Ratio Prot	c0.06	0.23		0.02	c0.27		0.01	c0.01		c0.04	0.02	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.74	0.58	0.01	0.80	0.80	0.00	0.04	0.05		0.19	0.08	
Uniform Delay, d1	54.3	28.9	22.4	58.3	36.0	26.4	36.3	36.4		40.4	39.5	
Progression Factor	1.00	1.00	1.00	1.06	0.78	0.71	1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.6	0.7	0.0	63.1	2.9	0.0	0.2	0.3		0.1	0.0	
Delay (s)	71.0	29.5	22.4	124.9	30.9	18.8	36.4	36.6		40.5	39.5	
Level of Service	E	C	C	F	C	B	D	D		D	D	
Approach Delay (s)		32.7			33.0			36.6			40.1	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	55	980	170	330	1180	50	130	35	370	50	25	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	5.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6359		3433	1863	1560	1610	2858	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6359		3433	1863	1560	1610	2858	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	1065	185	359	1283	54	141	38	402	54	27	130
RTOR Reduction (vph)	0	0	151	0	4	0	0	0	0	0	120	0
Lane Group Flow (vph)	60	1065	34	359	1333	0	141	38	402	49	42	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.5	41.1	22.9	26.8	60.7		22.9	22.9	120.0	9.3	9.3	
Effective Green, g (s)	6.5	40.1	21.9	26.8	60.7		22.9	22.9	120.0	9.3	9.3	
Actuated g/C Ratio	0.05	0.33	0.18	0.22	0.51		0.19	0.19	1.00	0.08	0.08	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	96	1699	289	767	3217		655	356	1560	125	221	
v/s Ratio Prot	0.03	c0.21	0.02	c0.10	0.21		0.04	0.02		0.03	0.01	
v/s Ratio Perm									c0.26			
v/c Ratio	0.62	0.63	0.12	0.47	0.41		0.22	0.11	0.26	0.39	0.19	
Uniform Delay, d1	55.6	33.6	41.0	40.4	18.5		41.0	40.1	0.0	52.7	51.8	
Progression Factor	0.51	1.44	4.04	1.23	1.31		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.6	0.9	0.7	0.1	0.1		0.8	0.6	0.4	2.0	0.4	
Delay (s)	36.0	49.4	166.4	49.6	24.3		41.7	40.7	0.4	54.7	52.2	
Level of Service	D	D	F	D	C		D	D	A	D	D	
Approach Delay (s)		65.3			29.7			13.1			52.8	
Approach LOS		E			C			B			D	

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.1
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↰	↱	↰	↱	
Volume (vph)	25	2510	70	180	2200	10	70	5	190	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.4	4.3	4.3	3.4	4.3			3.9	3.9		3.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98		0.92	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00		1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5081			1779	1547		1463	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00		1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5081			1779	1547		1463	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2728	76	196	2391	11	76	5	207	0	0	11
RTOR Reduction (vph)	0	0	28	0	1	0	0	0	148	0	10	0
Lane Group Flow (vph)	27	2728	48	196	2401	0	0	81	59	0	1	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.4	48.2	48.2	14.4	58.2			33.4	33.4		4.5	
Effective Green, g (s)	5.4	49.2	49.2	15.4	59.2			34.4	34.4		5.5	
Actuated g/C Ratio	0.05	0.41	0.41	0.13	0.49			0.29	0.29		0.05	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9		4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0		2.0	
Lane Grp Cap (vph)	80	2627	631	441	2507			510	443		67	
v/s Ratio Prot	0.02	c0.43		c0.06	c0.47			c0.05			c0.00	
v/s Ratio Perm			0.03						0.04			
v/c Ratio	0.34	1.04	0.08	0.44	0.96			0.16	0.13		0.01	
Uniform Delay, d1	55.6	35.4	21.6	48.3	29.2			32.0	31.7		54.6	
Progression Factor	1.21	0.70	0.33	1.09	1.33			1.00	1.00		1.00	
Incremental Delay, d2	0.9	28.4	0.1	0.2	8.4			0.7	0.6		0.0	
Delay (s)	67.9	53.1	7.2	52.8	47.1			32.7	32.4		54.7	
Level of Service	E	D	A	D	D			C	C		D	
Approach Delay (s)		52.0			47.5			32.5			54.7	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	49.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/24/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↖↗	↑↑↑	↑↑↑	↖	↖↗	↖
Volume (vph)	1020	1770	1310	130	70	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.1	4.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3436	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1109	1924	1424	141	76	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1109	1924	1424	141	76	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	60.8	93.9	28.9	120.0	15.6	120.0
Effective Green, g (s)	60.8	93.9	28.9	120.0	15.6	120.0
Actuated g/C Ratio	0.51	0.78	0.24	1.00	0.13	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1739	3979	1225	1560	447	1419
v/s Ratio Prot	c0.32	0.38	c0.28		c0.02	
v/s Ratio Perm				0.09		0.01
v/c Ratio	0.64	0.48	1.16	0.09	0.17	0.01
Uniform Delay, d1	21.6	4.6	45.5	0.0	46.4	0.0
Progression Factor	0.64	0.09	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1	82.4	0.1	0.8	0.0
Delay (s)	14.3	0.5	128.0	0.1	47.3	0.0
Level of Service	B	A	F	A	D	A
Approach Delay (s)		5.5	116.5		41.8	
Approach LOS		A	F		D	
Intersection Summary						
HCM Average Control Delay			43.3	HCM Level of Service		D
HCM Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			120.0	Sum of lost time (s)		14.7
Intersection Capacity Utilization			91.7%	ICU Level of Service		F
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰			↰↰↰
Volume (vph)	130	910	560	0	0	1870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9			4.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3936
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3936
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	989	609	0	0	2033
RTOR Reduction (vph)	0	25	0	0	0	915
Lane Group Flow (vph)	141	964	609	0	0	1118
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	39.7	39.7	60.5			60.5
Effective Green, g (s)	39.7	39.7	60.5			60.5
Actuated g/C Ratio	0.36	0.36	0.55			0.55
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	639	983	2745			2165
v/s Ratio Prot	0.08		0.12			
v/s Ratio Perm		0.35				0.28
v/c Ratio	0.22	0.98	0.22			0.52
Uniform Delay, d1	24.4	34.8	12.7			15.6
Progression Factor	0.58	0.70	0.04			1.00
Incremental Delay, d2	0.0	19.5	0.2			0.9
Delay (s)	14.2	43.8	0.6			16.4
Level of Service	B	D	A			B
Approach Delay (s)	40.1		0.6		16.4	
Approach LOS	D		A		B	
Intersection Summary						
HCM Average Control Delay			21.0		HCM Level of Service	C
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	9.8
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	600	290	1000	950
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	4.4	5.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	652	315	1087	1033
RTOR Reduction (vph)	0	0	0	54	0	0
Lane Group Flow (vph)	0	0	652	261	1087	1033
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			53.4	53.4	47.3	110.0
Effective Green, g (s)			53.4	53.4	47.3	110.0
Actuated g/C Ratio			0.49	0.49	0.43	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2469	746	1476	3539
v/s Ratio Prot			0.13		0.32	0.29
v/s Ratio Perm				0.17		
v/c Ratio			0.26	0.35	0.74	0.29
Uniform Delay, d1			16.7	17.5	26.2	0.0
Progression Factor			1.00	1.00	0.98	1.00
Incremental Delay, d2			0.3	1.3	1.5	0.2
Delay (s)			17.0	18.8	27.2	0.2
Level of Service			B	B	C	A
Approach Delay (s)	0.0		17.6			14.0
Approach LOS	A		B			B

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.3
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	300	860	40	60	620	80	80	430	160	110	320	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5047		1770	3470		1770	4845		1770	4601	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5047		1770	3470		1770	4845		1770	4601	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	326	935	43	65	674	87	87	467	174	120	348	446
RTOR Reduction (vph)	0	4	0	0	9	0	0	64	0	0	223	0
Lane Group Flow (vph)	326	974	0	65	752	0	87	577	0	120	571	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	20.6	41.2		4.8	24.8		4.8	16.6		9.5	21.2	
Effective Green, g (s)	20.6	41.2		4.8	24.8		4.8	16.6		9.5	21.2	
Actuated g/C Ratio	0.23	0.45		0.05	0.27		0.05	0.18		0.10	0.23	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	401	2285		93	946		93	884		185	1072	
v/s Ratio Prot	c0.18	0.19		0.04	c0.22		c0.05	c0.12		c0.07	0.12	
v/s Ratio Perm												
v/c Ratio	0.81	0.43		0.70	0.79		0.94	0.65		0.65	0.53	
Uniform Delay, d1	33.4	16.9		42.4	30.7		42.9	34.5		39.1	30.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.3	0.2		16.9	4.6		71.1	1.8		5.8	0.7	
Delay (s)	44.7	17.1		59.3	35.3		114.1	36.3		44.9	31.2	
Level of Service	D	B		E	D		F	D		D	C	
Approach Delay (s)		24.0			37.2			45.6			33.0	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	33.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				←↑↑	↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	140	1000	90	120	520	0	0	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4986		1770	5085			5019	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4986		1770	5085			5019	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	152	1087	98	130	565	0	0	424	33
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1329	0	130	565	0	0	449	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					61.8		11.7	38.4			21.8	
Effective Green, g (s)					61.8		11.7	38.4			21.8	
Actuated g/C Ratio					0.56		0.11	0.35			0.20	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2801		188	1775			995	
v/s Ratio Prot							c0.07	0.11			c0.09	
v/s Ratio Perm					0.27							
v/c Ratio					8.00dl		0.69	0.32			0.45	
Uniform Delay, d1					14.4		47.4	26.2			38.8	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		8.5	0.5			1.5	
Delay (s)					14.5		55.9	26.7			40.3	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			14.5			32.2			40.3	
Approach LOS		A			B			C			D	

Intersection Summary			
HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

dl : Defacto Left Lane. Recode with 1 though lane as a left lane.

dr : Defacto Right Lane. Recode with 1 though lane as a right lane.

c : Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/24/2013















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	70	1570	50	0	0	0	0	620	510	140	460	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5072	1548					4680		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5072	1548					4680		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	1707	54	0	0	0	0	674	554	152	500	0
RTOR Reduction (vph)	0	0	28	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	0	1783	26	0	0	0	0	1198	0	152	500	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		51.2	51.2					30.4		12.1	46.4	
Effective Green, g (s)		51.2	51.2					30.4		12.1	46.4	
Actuated g/C Ratio		0.47	0.47					0.28		0.11	0.43	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2407	735					1319		198	2187	
v/s Ratio Prot								c0.26		c0.09	0.10	
v/s Ratio Perm		0.35	0.02									
v/c Ratio		0.74	0.03					1.16dr		0.77	0.23	
Uniform Delay, d1		23.0	15.1					37.4		46.5	19.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.0					9.4		14.7	0.0	
Delay (s)		24.3	15.2					46.8		61.3	19.5	
Level of Service		C	B					D		E	B	
Approach Delay (s)		24.1			0.0			46.8			29.2	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	107.9	Sum of lost time (s)	14.2
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 10: Sheraton Dwy & Harbor Island Drive

10/24/2013

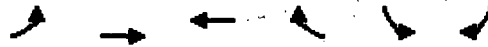
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	↗
Volume (vph)	100	5	30	10	5	40	15	390	20	25	410	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		5.0	5.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1595	1476	1770	3508		1770	3436	
Flt Permitted		0.79			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1416			1505	1476	1770	3508		1770	3436	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	5	33	11	5	43	16	424	22	27	446	87
RTOR Reduction (vph)	0	7	0	0	9	16	0	4	0	0	18	0
Lane Group Flow (vph)	0	140	0	0	22	12	16	442	0	27	515	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		27.1			27.1	27.1	1.0	21.9		2.1	23.0	
Effective Green, g (s)		27.1			27.1	27.1	1.0	21.9		1.1	22.0	
Actuated g/C Ratio		0.43			0.43	0.43	0.02	0.35		0.02	0.35	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		608			646	634	28	1218		31	1198	
v/s Ratio Prot							0.01	0.13		c0.02	c0.15	
v/s Ratio Perm		c0.10			0.01	0.01						
v/c Ratio		0.23			0.03	0.02	0.57	0.36		0.87	0.43	
Uniform Delay, d1		11.4			10.4	10.4	30.8	15.4		30.9	15.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	16.3	0.1		106.2	0.2	
Delay (s)		11.5			10.4	10.4	47.1	15.5		137.1	15.9	
Level of Service		B			B	B	D	B		F	B	
Approach Delay (s)		11.5			10.4			16.6			21.8	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay		18.1					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		63.1					Sum of lost time (s)			9.0		
Intersection Capacity Utilization		44.2%					ICU Level of Service			A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	260	35	25	150	190	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	38	27	163	207	272
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	158	163	27	163	207	272
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.2	11.2	3.0	37.4	11.2	37.4
Effective Green, g (s)	11.2	11.2	3.0	37.4	11.2	37.4
Actuated g/C Ratio	0.30	0.30	0.08	1.00	0.30	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	503	510	149	1560	1028	1544
v/s Ratio Prot	0.09	c0.10	0.01		0.06	
v/s Ratio Perm				0.10		c0.18
v/c Ratio	0.31	0.32	0.18	0.10	0.20	0.18
Uniform Delay, d1	10.1	10.1	16.1	0.0	9.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	0.6	0.1	0.1	0.2
Delay (s)	10.5	10.5	16.6	0.1	9.9	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		10.5	2.5		4.4	
Approach LOS		B	A		A	
Intersection Summary						
HCM Average Control Delay			6.0		HCM Level of Service	A
HCM Volume to Capacity ratio			0.22			
Actuated Cycle Length (s)			37.4		Sum of lost time (s)	4.0
Intersection Capacity Utilization			28.4%		ICU Level of Service	A
Analysis Period (min)			15			











c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/24/2013

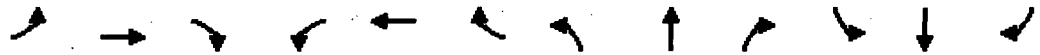


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	738	5	20	1157	5	10	5	10	136	10	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1528	1681	1566		3433	1579	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1528	1681	1566		3433	1579	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	196	1203	5	22	1258	5	11	5	11	148	11	98
RTOR Reduction (vph)	0	0	3	0	0	3	0	9	0	0	83	0
Lane Group Flow (vph)	196	1203	2	22	1258	2	10	8	0	148	26	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	17.0	52.9	52.9	3.0	38.8	38.8	23.6	23.6		18.6	18.6	
Effective Green, g (s)	17.0	52.9	52.9	3.0	38.8	38.8	23.6	23.6		18.6	18.6	
Actuated g/C Ratio	0.14	0.45	0.45	0.03	0.33	0.33	0.20	0.20		0.16	0.16	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	255	2280	675	45	1672	502	336	313		541	249	
v/s Ratio Prot	0.11	0.24		0.01	0.25		0.01	0.01		0.04	0.02	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.77	0.53	0.00	0.49	0.75	0.00	0.03	0.03		0.27	0.11	
Uniform Delay, d1	48.6	23.5	18.0	56.7	35.3	26.6	38.0	38.0		43.8	42.6	
Progression Factor	1.00	1.00	1.00	0.62	1.57	2.01	1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.8	0.4	0.0	2.2	1.7	0.0	0.2	0.2		0.1	0.1	
Delay (s)	60.4	23.9	18.0	37.3	57.1	53.4	38.2	38.1		43.9	42.6	
Level of Service	E	C	B	D	E	D	D	D		D	D	
Approach Delay (s)		29.0			56.8			38.1			43.3	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM Average Control Delay	42.3			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.49											
Actuated Cycle Length (s)	118.0			Sum of lost time (s)			20.0					
Intersection Capacity Utilization	60.5%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	35	660	124	369	1550	10	98	58	215	50	54	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	8.7	7.9	7.4	8.4		7.9	7.9	7.0	7.9	7.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.94	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2894	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2894	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	717	135	401	1685	11	107	63	234	54	59	98
RTOR Reduction (vph)	0	0	94	0	1	0	0	0	0	0	95	0
Lane Group Flow (vph)	38	717	41	401	1695	0	107	63	234	49	67	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free		Split	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.7	34.5	38.5	18.1	48.2		38.5	38.5	118.0	7.0	7.0	
Effective Green, g (s)	1.7	31.5	35.5	15.1	45.2		35.5	35.5	118.0	4.0	4.0	
Actuated g/C Ratio	0.01	0.27	0.30	0.13	0.38		0.30	0.30	1.00	0.03	0.03	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap. (vph)	26	1357	476	439	2452		1033	560	1560	55	98	
v/s Ratio Prot	0.02	0.14	0.03	c0.12	c0.26		0.03	0.03		c0.03	0.02	
v/s Ratio Perm									c0.15			
v/c Ratio	1.46	0.53	0.09	0.91	0.69		0.10	0.11	0.15	0.89	0.69	
Uniform Delay, d1	58.1	36.9	29.6	50.8	30.5		29.8	29.9	0.0	56.8	56.4	
Progression Factor	1.19	0.90	4.28	0.96	0.46		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	330.4	0.6	0.3	7.3	0.3		0.2	0.4	0.2	92.6	32.7	
Delay (s)	399.6	34.0	127.0	56.2	14.5		30.0	30.3	0.2	149.4	89.1	
Level of Service	F	C	F	E	B		C	C	A	F	F	
Approach Delay (s)		63.7			22.5			12.8			103.1	
Approach LOS		E			C			B			F	

Intersection Summary												
HCM Average Control Delay		36.3		HCM Level of Service						D		
HCM Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		118.0		Sum of lost time (s)				15.3				
Intersection Capacity Utilization		88.2%		ICU Level of Service				E				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑			↑	↱	↰	↑	
Volume (vph)	60	1975	80	170	2789	10	60	15	140	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	2147	87	185	3032	11	65	16	152	5	5	5
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	135	0	5	0
Lane Group Flow (vph)	65	2147	55	185	3043	0	0	81	17	5	5	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Effective Green, g (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Actuated g/C Ratio	0.09	0.56	0.56	0.12	0.59			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	153	3557	854	422	3006			203	176	77	71	
v/s Ratio Prot	0.04	0.34		c0.05	c0.60			c0.05		0.00	c0.00	
v/s Ratio Perm			0.04						0.01			
v/c Ratio	0.42	0.60	0.06	0.44	1.01			0.40	0.10	0.06	0.07	
Uniform Delay, d1	51.1	17.6	12.1	48.0	24.1			48.6	46.9	54.2	54.2	
Progression Factor	0.81	1.51	2.10	0.70	1.86			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.5	0.1	0.2	18.6			5.8	1.1	0.1	0.2	
Delay (s)	42.3	26.9	25.5	33.7	63.5			54.3	48.0	54.3	54.3	
Level of Service	D	C	C	C	E			D	D	D	D	
Approach Delay (s)		27.3			61.8			50.2			54.3	
Approach LOS		C			E			D			D	

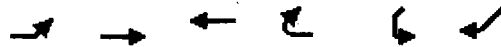
Intersection Summary												
HCM Average Control Delay		47.6		HCM Level of Service		D						
HCM Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		118.0		Sum of lost time (s)		19.5						
Intersection Capacity Utilization		96.3%		ICU Level of Service		F						
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/24/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	←	↑↑↑	↑↑↑	↑	↑↑	↑
Volume (vph)	896	1469	1751	35	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	3.1	2.0	3.2	2.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3434	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3434	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	974	1597	1903	38	54	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	974	1597	1903	38	54	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	26.3	82.6	52.1	118.0	24.9	118.0
Effective Green, g (s)	28.3	84.6	54.1	118.0	26.9	118.0
Actuated g/C Ratio	0.24	0.72	0.46	1.00	0.23	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	823	3646	2331	1560	783	1419
v/s Ratio Prot	c0.28	0.31	c0.37		c0.02	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.18	0.44	0.82	0.02	0.07	0.01
Uniform Delay, d1	44.9	6.9	27.7	0.0	35.7	0.0
Progression Factor	0.87	1.97	1.00	1.00	1.00	1.00
Incremental Delay, d2	93.4	0.2	2.9	0.0	0.2	0.0
Delay (s)	132.4	13.8	30.5	0.0	35.9	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		58.8	29.9		30.4	
Approach LOS		E	C		C	

Intersection Summary			
HCM Average Control Delay	46.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/24/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰↰			↰↰↰
Volume (vph)	90	1335	346	0	0	1499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.9	2.9	2.9			2.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.95
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3870
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3870
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	100%	100%	100%	100%
Adj. Flow (vph)	147	2177	376	0	0	1629
RTOR Reduction (vph)	0	52	0	0	0	1312
Lane Group Flow (vph)	147	2125	376	0	0	317
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type	Perm			custom		
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	80.8	80.8	19.4			19.4
Effective Green, g (s)	82.8	82.8	21.4			21.4
Actuated g/C Ratio	0.75	0.75	0.19			0.19
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	1332	2050	971			753
v/s Ratio Prot	0.08		0.08			
v/s Ratio Perm		c0.78				c0.08
v/c Ratio	0.11	1.04	0.39			0.42
Uniform Delay, d1	3.7	13.6	38.6			38.9
Progression Factor	0.76	1.43	1.30			1.00
Incremental Delay, d2	0.0	26.9	1.2			1.7
Delay (s)	2.8	46.4	51.4			40.6
Level of Service	A	D	D			D
Approach Delay (s)	43.7		51.4		40.6	
Approach LOS	D		D		D	
Intersection Summary						
HCM Average Control Delay	43.2		HCM Level of Service		D	
HCM Volume to Capacity ratio	0.91					
Actuated Cycle Length (s)	110.0		Sum of lost time (s)		5.8	
Intersection Capacity Utilization	74.4%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/24/2013























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	346	90	933	646
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.9	7.9	7.4	8.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Flpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	376	98	1014	702
RTOR Reduction (vph)	0	0	0	35	0	0
Lane Group Flow (vph)	0	0	376	63	1014	702
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			58.2	58.2	42.5	110.0
Effective Green, g (s)			55.2	55.2	39.5	110.0
Actuated g/C Ratio			0.50	0.50	0.36	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap. (vph)			2552	771	1233	3539
v/s Ratio Prot			0.07		c0.30	c0.20
v/s Ratio Perm				0.04		
v/c Ratio			0.15	0.08	0.82	0.20
Uniform Delay, d1			14.7	14.2	32.1	0.0
Progression Factor			1.00	1.00	1.05	1.00
Incremental Delay, d2			0.1	0.2	3.7	0.1
Delay (s)			14.9	14.4	37.2	0.1
Level of Service			B	B	D	A
Approach Delay (s)	0.0		14.8			22.0
Approach LOS	A		B			C
Intersection Summary						
HCM Average Control Delay			20.5		HCM Level of Service	C
HCM Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	7.4
Intersection Capacity Utilization			67.2%		ICU Level of Service	C
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/24/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	285	651	15	40	632	50	50	200	80	110	190	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5066		1770	3495		1770	4832		1770	4429	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5066		1770	3495		1770	4832		1770	4429	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	708	16	43	687	54	54	217	87	120	207	670
RTOR Reduction (vph)	0	2	0	0	5	0	0	68	0	0	308	0
Lane Group Flow (vph)	310	722	0	43	736	0	54	236	0	120	569	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.8	44.4		2.4	26.4		3.5	18.3		9.5	24.2	
Effective Green, g (s)	19.8	44.4		2.4	26.4		3.5	18.3		9.5	24.2	
Actuated g/C Ratio	0.21	0.47		0.03	0.28		0.04	0.20		0.10	0.26	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	375	2406		45	987		66	946		180	1146	
v/s Ratio Prot	c0.18	0.14		0.02	c0.21		0.03	0.05		c0.07	c0.13	
v/s Ratio Perm												
v/c Ratio	0.83	0.30		0.96	0.75		0.82	0.25		0.67	0.93dr	
Uniform Delay, d1	35.2	15.0		45.5	30.5		44.7	31.8		40.5	29.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.2	0.1		115.5	3.0		50.1	0.2		7.0	0.5	
Delay (s)	48.4	15.1		161.0	33.5		94.8	31.9		47.5	30.0	
Level of Service	D	B		F	C		F	C		D	C	
Approach Delay (s)		25.1			40.5			41.4			32.1	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay		32.9					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		93.5					Sum of lost time (s)		14.6			
Intersection Capacity Utilization		76.5%					ICU Level of Service		D			
Analysis Period (min)		15										
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/24/2013















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑	↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	460	1533	80	102	200	0	0	180	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Flpb, ped/bikes					1.00		1.00	1.00			0.99	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.98	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4996		1770	5085			4936	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4996		1770	5085			4936	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	500	1666	87	111	217	0	0	196	38
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	0	0	0	2250	0	111	217	0	0	205	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					74.3		9.1	25.9			11.9	
Effective Green, g (s)					74.3		9.1	25.9			11.9	
Actuated g/C Ratio					0.68		0.08	0.24			0.11	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					3375		146	1197			534	
v/s Ratio Prot					c0.45		c0.06	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio					2.18dl		0.76	0.18			0.38	
Uniform Delay, d1					10.5		49.4	33.6			45.6	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.4		18.7	0.3			2.1	
Delay (s)					11.0		68.0	33.9			47.7	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			11.0			45.5			47.7	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM Average Control Delay			18.1			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			14.7			
Intersection Capacity Utilization			72.8%			ICU Level of Service			C			
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/24/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	30	832	41	0	0	0	0	302	280	45	660	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5076	1555					4670		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5076	1555					4670		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	904	45	0	0	0	0	328	304	49	717	0
RTOR Reduction (vph)	0	0	24	0	0	0	0	133	0	0	0	0
Lane Group Flow (vph)	0	937	21	0	0	0	0	499	0	49	717	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		27.5	27.5					13.6		3.7	21.2	
Effective Green, g (s)		27.5	27.5					13.6		3.7	21.2	
Actuated g/C Ratio		0.47	0.47					0.23		0.06	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2366	725					1076		111	1827	
v/s Ratio Prot		c0.18						c0.11		0.03	c0.14	
v/s Ratio Perm			0.01									
v/c Ratio		0.40	0.03					0.46		0.44	0.39	
Uniform Delay, d1		10.3	8.5					19.6		26.7	14.1	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.4		1.0	0.1	
Delay (s)		10.5	8.5					19.9		27.7	14.2	
Level of Service		B	A					B		C	B	
Approach Delay (s)		10.4			0.0			19.9			15.1	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		14.4						HCM Level of Service		B		
HCM Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		59.0						Sum of lost time (s)		15.2		
Intersection Capacity Utilization		72.8%						ICU Level of Service		C		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	
Volume (vph)	50	5	20	5	5	30	10	291	10	25	397	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96			0.92	0.85	1.00	0.99		1.00	0.97	
Flt Protected		0.97			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1589	1478	1762	3518		1770	3412	
Flt Permitted		0.84			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1496			1548	1478	1762	3518		1770	3412	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	5	22	5	5	33	11	316	11	27	432	109
RTOR Reduction (vph)	0	10	0	0	8	14	0	2	0	0	22	0
Lane Group Flow (vph)	0	71	0	0	14	7	11	325	0	27	519	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		19.9			19.9	19.9	0.8	23.4		1.0	23.6	
Effective Green, g (s)		19.9			19.9	19.9	0.8	23.4		1.0	23.6	
Actuated g/C Ratio		0.35			0.35	0.35	0.01	0.42		0.02	0.42	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		529			547	522	25	1462		31	1430	
v/s Ratio Prot							0.01	0.09		c0.02	c0.15	
v/s Ratio Perm		c0.05			0.01	0.01						
v/c Ratio		0.13			0.03	0.01	0.44	0.22		0.87	0.36	
Uniform Delay, d1		12.4			11.9	11.8	27.5	10.6		27.6	11.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0	0.0	4.4	0.1		106.2	0.1	
Delay (s)		12.4			11.9	11.8	32.0	10.6		133.7	11.3	
Level of Service		B			B	B	C	B		F	B	
Approach Delay (s)		12.4			11.9			11.3			17.1	
Approach LOS		B			B			B			B	

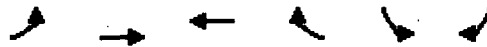
Intersection Summary		
HCM Average Control Delay	14.6	HCM Level of Service B
HCM Volume to Capacity ratio	0.25	
Actuated Cycle Length (s)	56.3	Sum of lost time (s) 8.0
Intersection Capacity Utilization	40.7%	ICU Level of Service A
Analysis Period (min)	15	

c - Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/24/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	130	15	10	181	242	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1702	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1702	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	16	11	197	263	196
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	78	79	11	197	263	196
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.3	7.3	6.8	44.6	18.5	44.6
Effective Green, g (s)	7.3	7.3	6.8	44.6	18.5	44.6
Actuated g/C Ratio	0.16	0.16	0.15	1.00	0.41	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	275	279	284	1560	1424	1544
v/s Ratio Prot	0.05	c0.05	0.01		c0.08	
v/s Ratio Perm				0.13		c0.13
v/c Ratio	0.28	0.28	0.04	0.13	0.18	0.13
Uniform Delay, d1	16.4	16.4	16.1	0.0	8.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.6	0.1	0.2	0.1	0.2
Delay (s)	16.9	16.9	16.2	0.2	8.3	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		16.9	1.0		4.8	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	44.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↕		↰↱	↱	
Volume (vph)	90	1081	10	30	1283	5	15	10	20	126	5	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	6.7	5.4	6.8	6.8	5.9	5.9		5.9	5.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.96	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1528	1681	1573		3433	1563	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1528	1681	1573		3433	1563	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1175	11	33	1395	5	16	11	22	137	5	98
RTOR Reduction (vph)	0	0	7	0	0	3	0	17	0	0	80	0
Lane Group Flow (vph)	98	1175	4	33	1395	2	14	18	0	137	23	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.2	45.3	45.3	3.9	39.9	39.9	27.5	27.5		23.4	23.4	
Effective Green, g (s)	8.2	44.3	44.3	2.9	38.9	38.9	26.5	26.5		22.4	22.4	
Actuated g/C Ratio	0.07	0.37	0.37	0.02	0.32	0.32	0.22	0.22		0.19	0.19	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	121	1877	556	43	1648	495	371	347		641	292	
v/s Ratio Prot	c0.06	c0.23		0.02	c0.27		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.81	0.63	0.01	0.77	0.85	0.00	0.04	0.05		0.21	0.08	
Uniform Delay, d1	55.1	31.1	23.9	58.2	37.8	27.4	36.7	36.8		41.3	40.3	
Progression Factor	1.00	1.00	1.00	1.07	0.77	0.69	1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.0	0.9	0.0	49.3	4.4	0.0	0.2	0.3		0.1	0.0	
Delay (s)	85.2	32.0	24.0	111.4	33.3	19.0	36.9	37.1		41.4	40.3	
Level of Service	F	C	C	F	C	B	D	D		D	D	
Approach Delay (s)		36.0			35.0			37.1			40.9	
Approach LOS		D			C			D			D	













Intersection Summary												
HCM Average Control Delay		35.9		HCM Level of Service						D		
HCM Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				30.7				
Intersection Capacity Utilization		60.2%		ICU Level of Service				B				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/29/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	980	198	400	1180	50	168	73	447	50	66	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	5.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6359		3433	1863	1560	1610	2972	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6359		3433	1863	1560	1610	2972	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	1065	215	435	1283	54	183	79	486	54	72	130
RTOR Reduction (vph)	0	0	179	0	4	0	0	0	0	0	120	0
Lane Group Flow (vph)	60	1065	36	435	1333	0	183	79	486	49	87	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.5	40.2	21.3	29.2	62.2		21.3	21.3	120.0	9.4	9.4	
Effective Green, g (s)	6.5	39.2	20.3	29.2	62.2		21.3	21.3	120.0	9.4	9.4	
Actuated g/C Ratio	0.05	0.33	0.17	0.24	0.52		0.18	0.18	1.00	0.08	0.08	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	96	1661	268	835	3296		609	331	1560	126	233	
v/s Ratio Prot	0.03	c0.21	0.02	c0.13	0.21		0.05	0.04		0.03	0.03	
v/s Ratio Perm									c0.31			
v/c Ratio	0.62	0.64	0.14	0.52	0.40		0.30	0.24	0.31	0.39	0.37	
Uniform Delay, d1	55.6	34.4	42.4	39.3	17.6		42.9	42.4	0.0	52.6	52.5	
Progression Factor	0.50	1.55	3.83	1.31	1.25		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.4	1.0	0.9	0.1	0.1		1.3	1.7	0.5	2.0	1.0	
Delay (s)	35.3	54.4	163.1	51.6	22.0		44.1	44.1	0.5	54.6	53.5	
Level of Service	D	D	F	D	C		D	D	A	D	D	
Approach Delay (s)		71.0			29.3			15.8			53.7	
Approach LOS		E			C			B			D	
Intersection Summary												
HCM Average Control Delay			41.9			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			11.1			
Intersection Capacity Utilization			87.8%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↑	↱	↰	↑	
Volume (vph)	25	2587	70	180	2270	10	70	5	190	5	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.4	3.3	4.3	2.4	3.3			3.9	3.9	3.9	3.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5081			1779	1547	1770	1565	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5081			1779	1547	1770	1565	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2812	76	196	2467	11	76	5	207	5	5	16
RTOR Reduction (vph)	0	0	28	0	1	0	0	0	148	0	15	0
Lane Group Flow (vph)	27	2812	48	196	2477	0	0	81	59	5	6	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.4	48.7	48.7	13.1	57.4			33.3	33.3	5.4	5.4	
Effective Green, g (s)	5.4	50.7	49.7	15.1	59.4			34.3	34.3	6.4	6.4	
Actuated g/C Ratio	0.05	0.42	0.41	0.13	0.49			0.29	0.29	0.05	0.05	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap. (vph)	80	2707	637	432	2515			508	442	94	83	
v/s Ratio Prot	0.02	c0.44		c0.06	c0.49			c0.05		0.00	c0.00	
v/s Ratio Perm			0.03						0.04			
v/c Ratio	0.34	1.04	0.08	0.45	0.99			0.16	0.13	0.05	0.07	
Uniform Delay, d1	55.6	34.6	21.3	48.6	29.9			32.1	31.8	53.9	54.0	
Progression Factor	1.19	0.67	0.36	1.10	1.30			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	28.3	0.1	0.2	12.2			0.7	0.6	0.1	0.1	
Delay (s)	67.1	51.5	7.7	53.9	50.9			32.7	32.4	54.0	54.1	
Level of Service	E	D	A	D	D			C	C	D	D	
Approach Delay (s)		50.5			51.1			32.5			54.1	
Approach LOS		D			D			C			D	

Intersection Summary												
HCM Average Control Delay		49.9		HCM Level of Service						D		
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)						16.8		
Intersection Capacity Utilization		84.1%		ICU Level of Service						E		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/29/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↰	↑↑↑	↑↑↑	↑	↰	↑
Volume (vph)	1043	1824	1359	130	70	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.1	4.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3436	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1134	1983	1477	141	76	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1134	1983	1477	141	76	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	60.8	93.9	28.9	120.0	15.6	120.0
Effective Green, g (s)	60.8	93.9	28.9	120.0	15.6	120.0
Actuated g/C Ratio	0.51	0.78	0.24	1.00	0.13	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1739	3979	1225	1560	447	1419
v/s Ratio Prot	c0.33	0.39	c0.29		c0.02	
v/s Ratio Perm				0.09		0.01
v/c Ratio	0.65	0.50	1.21	0.09	0.17	0.01
Uniform Delay, d1	21.8	4.7	45.5	0.0	46.4	0.0
Progression Factor	0.65	0.14	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	100.5	0.1	0.8	0.0
Delay (s)	14.7	0.7	146.1	0.1	47.3	0.0
Level of Service	B	A	F	A	D	A
Approach Delay (s)		5.8	133.3		41.8	
Approach LOS		A	F		D	

Intersection Summary			
HCM Average Control Delay	49.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰			↰↰↰↰
Volume (vph)	130	952	567	0	0	1924
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9	7.9			7.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3918
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3918
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1035	616	0	0	2091
RTOR Reduction (vph)	0	11	0	0	0	1306
Lane Group Flow (vph)	141	1024	616	0	0	785
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	57.0	57.0	43.2			43.2
Effective Green, g (s)	54.0	54.0	40.2			40.2
Actuated g/C Ratio	0.49	0.49	0.37			0.37
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	869	1337	1824			1432
v/s Ratio Prot	0.08		0.12			
v/s Ratio Perm		c0.38				c0.20
v/c Ratio	0.16	0.77	0.34			0.55
Uniform Delay, d1	15.5	22.8	25.3			27.7
Progression Factor	0.48	0.66	0.38			1.00
Incremental Delay, d2	0.0	1.7	0.5			1.5
Delay (s)	7.5	16.8	10.0			29.2
Level of Service	A	B	B			C
Approach Delay (s)	15.7		10.0		29.2	
Approach LOS	B		B		C	

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	607	290	1046	958
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.9	7.9	7.4	8.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	660	315	1137	1041
RTOR Reduction (vph)	0	0	0	47	0	0
Lane Group Flow (vph)	0	0	660	268	1137	1041
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			51.2	51.2	49.5	110.0
Effective Green, g (s)			48.2	48.2	46.5	110.0
Actuated g/C Ratio			0.44	0.44	0.42	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2228	673	1451	3539
v/s Ratio Prot			0.13		0.33	0.29
v/s Ratio Perm				0.17		
v/c Ratio			0.30	0.40	0.78	0.29
Uniform Delay, d1			19.9	21.0	27.4	0.0
Progression Factor			1.00	1.00	0.99	1.00
Incremental Delay, d2			0.3	1.8	1.9	0.1
Delay (s)			20.3	22.8	29.2	0.1
Level of Service			C	C	C	A
Approach Delay (s)	0.0		21.1			15.3
Approach LOS	A		C			B

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.3
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	308	875	40	60	634	80	80	430	160	110	320	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5048		1770	3472		1770	4845		1770	4597	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5048		1770	3472		1770	4845		1770	4597	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	951	43	65	689	87	87	467	174	120	348	453
RTOR Reduction (vph)	0	4	0	0	9	0	0	63	0	0	224	0
Lane Group Flow (vph)	335	990	0	65	767	0	87	578	0	120	577	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	21.5	43.2		4.7	25.8		4.7	17.7		9.6	22.5	
Effective Green, g (s)	21.5	43.2		4.7	25.8		4.7	17.7		9.6	22.5	
Actuated g/C Ratio	0.23	0.46		0.05	0.27		0.05	0.19		0.10	0.24	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	404	2317		88	952		88	911		181	1099	
v/s Ratio Prot	c0.19	0.20		0.04	c0.22		c0.05	c0.12		c0.07	0.13	
v/s Ratio Perm												
v/c Ratio	0.83	0.43		0.74	0.81		0.99	0.63		0.66	0.52	
Uniform Delay, d1	34.6	17.1		44.1	31.8		44.7	35.2		40.7	31.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.6	0.2		24.0	5.0		91.1	1.5		6.9	0.6	
Delay (s)	47.1	17.3		68.1	36.8		135.8	36.7		47.6	31.8	
Level of Service	D	B		E	D		F	D		D	C	
Approach Delay (s)		24.8			39.2			48.6			33.8	
Approach LOS		C			D			D			C	

Intersection Summary		
HCM Average Control Delay	34.7	HCM Level of Service C
HCM Volume to Capacity ratio	0.76	
Actuated Cycle Length (s)	94.1	Sum of lost time (s) 19.5
Intersection Capacity Utilization	78.0%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: Hawthorn St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	140	1028	90	134	520	0	0	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flt					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4989		1770	5085			5019	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4989		1770	5085			5019	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	152	1117	98	146	565	0	0	424	33
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	1359	0	146	565	0	0	449	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn-Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					62.8		12.8	37.4			19.7	
Effective Green, g (s)					62.8		12.8	37.4			19.7	
Actuated g/C Ratio					0.57		0.12	0.34			0.18	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2848		206	1729			899	
v/s Ratio Prot							c0.08	0.11			c0.09	
v/s Ratio Perm					0.27							
v/c Ratio					8.44dl		0.71	0.33			0.50	
Uniform Delay, d1					13.9		46.8	27.0			40.7	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		8.8	0.5			2.0	
Delay (s)					14.0		55.6	27.5			42.7	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			14.0			33.2			42.7	
Approach LOS		A			B			C			D	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/29/2013















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	70	1601	65	0	0	0	0	634	510	140	460	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9					5.9		5.4	6.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5072	1547					4684		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5072	1547					4684		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	120%	100%
Adj. Flow (vph)	76	1740	71	0	0	0	0	689	554	152	600	0
RTOR Reduction (vph)	0	0	38	0	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	1816	33	0	0	0	0	1217	0	152	600	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		51.1	51.1					31.1		12.3	47.3	
Effective Green, g (s)		50.1	50.1					30.1		11.3	46.3	
Actuated g/C Ratio		0.46	0.46					0.28		0.10	0.43	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2338	713					1297		184	2166	
v/s Ratio Prot								c0.26		c0.09	0.12	
v/s Ratio Perm		0.36	0.02									
v/c Ratio		0.78	0.05					1.19dr		0.83	0.28	
Uniform Delay, d1		24.6	16.1					38.4		47.7	20.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.8	0.0					12.9		24.0	0.0	
Delay (s)		26.4	16.2					51.3		71.8	20.4	
Level of Service		C	B					D		E	C	
Approach Delay (s)		26.0			0.0			51.3			30.7	
Approach LOS		C			A			D			C	

Intersection Summary												
HCM Average Control Delay		35.0	HCM Level of Service		D							
HCM Volume to Capacity ratio		0.84										
Actuated Cycle Length (s)		108.7	Sum of lost time (s)		17.2							
Intersection Capacity Utilization		78.6%	ICU Level of Service		D							
Analysis Period (min)		15										
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/29/2013

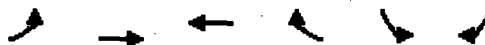
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	
Volume (vph)	100	5	30	10	5	40	15	543	20	25	549	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	7.0		5.0	5.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1595	1476	1770	3516		1770	3458	
Flt Permitted		0.79			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1413			1504	1476	1770	3516		1770	3458	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	5	33	11	5	43	16	590	22	27	597	87
RTOR Reduction (vph)	0	7	0	0	9	16	0	3	0	0	12	0
Lane Group Flow (vph)	0	140	0	0	22	12	16	609	0	27	672	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		26.8			26.8	26.8	1.0	23.6		2.2	24.8	
Effective Green, g (s)		26.8			26.8	26.8	1.0	20.6		1.2	23.8	
Actuated g/C Ratio		0.41			0.41	0.41	0.02	0.32		0.02	0.37	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		586			624	612	27	1121		33	1274	
v/s Ratio Prot							0.01	0.17		c0.02	c0.19	
v/s Ratio Perm		c0.10			0.01	0.01						
v/c Ratio		0.24			0.04	0.02	0.59	0.54		0.82	0.53	
Uniform Delay, d1		12.3			11.2	11.1	31.6	18.1		31.6	16.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.0	0.0	21.0	0.4		81.1	0.3	
Delay (s)		12.4			11.2	11.2	52.6	18.6		112.7	16.3	
Level of Service		B			B	B	D	B		F	B	
Approach Delay (s)		12.4			11.2			19.4			20.0	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		18.7					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.36										
Actuated Cycle Length (s)		64.6					Sum of lost time (s)			9.0		
Intersection Capacity Utilization		49.0%					ICU Level of Service			A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	260	35	25	303	329	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	38	27	329	358	272
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	158	163	27	329	358	272
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.4	11.4	5.5	42.4	13.5	42.4
Effective Green, g (s)	11.4	11.4	5.5	42.4	13.5	42.4
Actuated g/C Ratio	0.27	0.27	0.13	1.00	0.32	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	452	458	242	1560	1093	1544
v/s Ratio Prot	0.09	c0.10	0.01		c0.10	
v/s Ratio Perm				c0.21		0.18
v/c Ratio	0.35	0.36	0.11	0.21	0.33	0.18
Uniform Delay, d1	12.5	12.5	16.3	0.0	11.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.5	0.2	0.3	0.2	0.2
Delay (s)	13.0	13.0	16.5	0.3	11.2	0.2
Level of Service	B	B	B	A	B	A
Approach Delay (s)		13.0	1.5		6.5	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	42.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↕		↰↱	↱	
Volume (vph)	120	737	5	20	1165	5	10	5	10	136	10	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Flpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1506	1770	5085	1528	1681	1568		3433	1579	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1506	1770	5085	1528	1681	1568		3433	1579	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	140%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	130	1122	5	22	1266	5	11	5	11	148	11	98
RTOR Reduction (vph)	0	0	3	0	0	3	0	8	0	0	83	0
Lane Group Flow (vph)	130	1122	2	22	1266	2	10	9	0	148	26	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	11.5	47.5	47.5	3.0	38.9	38.9	29.0	29.0		18.6	18.6	
Effective Green, g (s)	11.5	47.5	47.5	3.0	38.9	38.9	29.0	29.0		18.6	18.6	
Actuated g/C Ratio	0.10	0.40	0.40	0.03	0.33	0.33	0.25	0.25		0.16	0.16	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	173	2047	606	45	1676	504	413	385		541	249	
v/s Ratio Prot	0.07	0.22		0.01	0.25		0.01	0.01		0.04	0.02	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.75	0.55	0.00	0.49	0.76	0.00	0.02	0.02		0.27	0.11	
Uniform Delay, d1	51.9	27.0	21.1	56.7	35.3	26.5	33.8	33.8		43.8	42.6	
Progression Factor	1.00	1.00	1.00	0.62	1.45	1.97	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.0	0.5	0.0	2.3	1.7	0.0	0.1	0.1		0.1	0.1	
Delay (s)	66.8	27.5	21.1	37.3	52.8	52.2	33.9	33.9		43.9	42.6	
Level of Service	E	C	C	D	D	D	C	C		D	D	
Approach Delay (s)		31.6			52.5			33.9			43.3	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	42.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑	↱	↰	↑↑	
Volume (vph)	35	660	123	366	1550	10	112	72	244	50	53	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	8.7	7.9	7.4	8.4		7.9	7.9	7.0	7.9	7.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.94	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2891	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6400		3433	1863	1560	1610	2891	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	717	134	398	1685	11	122	78	265	54	58	98
RTOR Reduction (vph)	0	0	94	0	1	0	0	0	0	0	95	0
Lane Group Flow (vph)	38	717	40	398	1695	0	122	78	265	49	66	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.7	34.6	38.5	18.0	48.2		38.5	38.5	118.0	7.0	7.0	
Effective Green, g (s)	1.7	31.6	35.5	15.0	45.2		35.5	35.5	118.0	4.0	4.0	
Actuated g/C Ratio	0.01	0.27	0.30	0.13	0.38		0.30	0.30	1.00	0.03	0.03	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	26	1362	476	436	2452		1033	560	1560	55	98	
v/s Ratio Prot	0.02	0.14	0.03	c0.12	c0.26		0.04	0.04		c0.03	0.02	
v/s Ratio Perm									c0.17			
v/c Ratio	1.46	0.53	0.08	0.91	0.69		0.12	0.14	0.17	0.89	0.68	
Uniform Delay, d1	58.1	36.8	29.6	50.9	30.5		29.9	30.1	0.0	56.8	56.4	
Progression Factor	1.15	0.96	4.36	0.97	0.47		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	329.4	0.6	0.3	7.3	0.3		0.2	0.5	0.2	92.6	31.6	
Delay (s)	396.5	36.1	129.4	56.4	14.5		30.1	30.6	0.2	149.4	88.0	
Level of Service	F	D	F	E	B		C	C	A	F	F	
Approach Delay (s)		65.5			22.5			13.2			102.3	
Approach LOS		E			C			B			F	

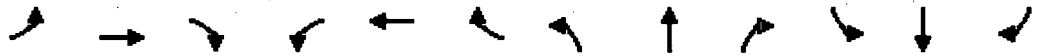
Intersection Summary		
HCM Average Control Delay	36.3	HCM Level of Service D
HCM Volume to Capacity ratio	0.47	
Actuated Cycle Length (s)	118.0	Sum of lost time (s) 15.3
Intersection Capacity Utilization	94.1%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/29/2013



Movement	FBL	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰↱	↑↑↑↑			↑	↱	↰	↱	
Volume (vph)	60	2004	80	170	2786	10	60	15	140	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Fr	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5082			1791	1547	1770	1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	2178	87	185	3028	11	65	16	152	5	5	5
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	135	0	5	0
Lane Group Flow (vph)	65	2178	55	185	3039	0	0	81	17	5	5	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Effective Green, g (s)	10.2	65.5	65.5	14.5	69.8			13.4	13.4	5.1	5.1	
Actuated g/C Ratio	0.09	0.56	0.56	0.12	0.59			0.11	0.11	0.04	0.04	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	153	3557	854	422	3006			203	176	77	71	
v/s Ratio Prot	0.04	0.34		c0.05	c0.60			c0.05		0.00	c0.00	
v/s Ratio Perm			0.04						0.01			
v/c Ratio	0.42	0.61	0.06	0.44	1.01			0.40	0.10	0.06	0.07	
Uniform Delay, d1	51.1	17.7	12.1	48.0	24.1			48.6	46.9	54.2	54.2	
Progression Factor	0.82	1.50	2.07	0.71	1.86			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.5	0.1	0.2	18.3			5.8	1.1	0.1	0.2	
Delay (s)	42.5	27.0	25.1	34.1	63.1			54.3	48.0	54.3	54.3	
Level of Service	D	C	C	C	E			D	D	D	D	
Approach Delay (s)		27.4			61.4			50.2			54.3	
Approach LOS		C			E			D			D	

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/29/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	←	↑↑↑	↑↑↑	↑	↑↑	↑
Volume (vph)	905	1489	1749	35	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	2.3	1.1	3.0	5.2	4.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3434	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3434	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	984	1618	1901	38	54	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	984	1618	1901	38	54	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	26.3	82.6	52.1	118.0	24.9	118.0
Effective Green, g (s)	28.3	85.6	56.1	118.0	24.9	118.0
Actuated g/C Ratio	0.24	0.73	0.48	1.00	0.21	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	823	3689	2418	1560	725	1419
v/s Ratio Prot	c0.29	0.32	c0.37		c0.02	
v/s Ratio Perm				0.02		0.01
v/c Ratio	1.20	0.44	0.79	0.02	0.07	0.01
Uniform Delay, d1	44.9	6.5	25.9	0.0	37.3	0.0
Progression Factor	0.87	1.98	1.00	1.00	1.00	1.00
Incremental Delay, d2	98.3	0.2	2.3	0.0	0.2	0.0
Delay (s)	137.2	13.2	28.3	0.0	37.5	0.0
Level of Service	F	B	C	A	D	A
Approach Delay (s)		60.1	27.7		31.7	
Approach LOS		E	C		C	

Intersection Summary			
HCM Average Control Delay	46.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	↰	↰↰	↰↰↰			↰↰↰
Volume (vph)	90	1333	346	0	0	1519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9	7.9			7.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3937
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3937
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1449	376	0	0	1651
RTOR Reduction (vph)	0	537	0	0	0	734
Lane Group Flow (vph)	98	912	376	0	0	917
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm			custom	
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	36.1	36.1	64.1			64.1
Effective Green, g (s)	33.1	33.1	61.1			61.1
Actuated g/C Ratio	0.30	0.30	0.56			0.56
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	533	819	2772			2187
v/s Ratio Prot	0.06		0.08			
v/s Ratio Perm		c0.33				c0.23
v/c Ratio	0.18	1.11	0.14			0.42
Uniform Delay, d1	28.5	38.5	11.8			14.2
Progression Factor	0.73	0.61	0.89			1.00
Incremental Delay, d2	0.0	58.4	0.1			0.6
Delay (s)	20.9	81.8	10.6			14.8
Level of Service	C	F	B			B
Approach Delay (s)	78.0		10.6		14.8	
Approach LOS	E		B		B	
Intersection Summary						
HCM Average Control Delay			41.7		HCM Level of Service	D
HCM Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	15.8
Intersection Capacity Utilization			62.1%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/29/2013
























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	346	90	950	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.9	7.9	7.4	8.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	376	98	1033	705
RTOR Reduction (vph)	0	0	0	38	0	0
Lane Group Flow (vph)	0	0	376	60	1033	705
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			57.2	57.2	43.5	110.0
Effective Green, g (s)			54.2	54.2	40.5	110.0
Actuated g/C Ratio			0.49	0.49	0.37	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap. (vph)			2506	757	1264	3539
v/s Ratio Prot			0.07		c0.30	c0.20
v/s Ratio Perm				0.04		
v/c Ratio			0.15	0.08	0.82	0.20
Uniform Delay, d1			15.3	14.7	31.4	0.0
Progression Factor			1.00	1.00	1.05	1.00
Incremental Delay, d2			0.1	0.2	3.6	0.1
Delay (s)			15.4	14.9	36.6	0.1
Level of Service			B	B	D	A
Approach Delay (s)	0.0		15.3			21.8
Approach LOS	A		B			C
Intersection Summary						
HCM Average Control Delay			20.4		HCM Level of Service	C
HCM Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	7.4
Intersection Capacity Utilization			67.7%		ICU Level of Service	C
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/29/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	288	657	15	40	631	50	50	200	80	110	190	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.96		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5066		1770	3495		1770	4832		1770	4429	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5066		1770	3495		1770	4832		1770	4429	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	714	16	43	686	54	54	217	87	120	207	670
RTOR Reduction (vph)	0	2	0	0	5	0	0	69	0	0	317	0
Lane Group Flow (vph)	313	728	0	43	735	0	54	235	0	120	560	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.7	44.2		2.4	26.3		3.5	17.1		9.5	23.0	
Effective Green, g (s)	19.7	44.2		2.4	26.3		3.5	17.1		9.5	23.0	
Actuated g/C Ratio	0.21	0.48		0.03	0.29		0.04	0.19		0.10	0.25	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	379	2431		46	998		67	897		183	1106	
v/s Ratio Prot	c0.18	0.14		0.02	c0.21		0.03	0.05		c0.07	c0.13	
v/s Ratio Perm												
v/c Ratio	0.83	0.30		0.93	0.74		0.81	0.26		0.66	0.94dr	
Uniform Delay, d1	34.6	14.5		44.8	29.8		44.0	32.1		39.7	29.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.1	0.1		106.2	2.8		46.6	0.2		6.3	0.5	
Delay (s)	47.6	14.6		150.9	32.5		90.5	32.3		46.0	30.2	
Level of Service	D	B		F	C		F	C		D	C	
Approach Delay (s)		24.5			39.0			41.1			32.1	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay			32.3			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			92.1			Sum of lost time (s)			14.6			
Intersection Capacity Utilization			76.7%			ICU Level of Service			D			
Analysis Period (min)			15									
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	460	1532	80	101	200	0	0	180	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9		4.4	4.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Frpb, ped/bikes					1.00		1.00	1.00			0.99	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.98	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4996		1770	5085			4936	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4996		1770	5085			4936	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	500	1665	87	110	217	0	0	196	38
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	0	0	0	2249	0	110	217	0	0	205	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					74.2		9.1	26.0			12.0	
Effective Green, g (s)					74.2		9.1	26.0			12.0	
Actuated g/C Ratio					0.67		0.08	0.24			0.11	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					3370		146	1202			538	
v/s Ratio Prot					c0.45		c0.06	0.04			c0.04	
v/s Ratio Perm												
v/c Ratio					2.18dl		0.75	0.18			0.38	
Uniform Delay, d1					10.6		49.4	33.5			45.5	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.4		17.6	0.3			2.0	
Delay (s)					11.0		66.9	33.8			47.6	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			11.0			45.0			47.6	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM Average Control Delay			18.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			14.7			
Intersection Capacity Utilization			72.8%			ICU Level of Service			C			
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑↑		↑	↑↑↑	
Volume (vph)	30	844	46	0	0	0	0	301	280	45	660	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.9	4.9					4.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5076	1555					4670		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5076	1555					4670		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	917	50	0	0	0	0	327	304	49	717	0
RTOR Reduction (vph)	0	0	27	0	0	0	0	125	0	0	0	0
Lane Group Flow (vph)	0	950	23	0	0	0	0	506	0	49	717	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm							Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		27.6	27.6					13.8		3.6	21.3	
Effective Green, g (s)		28.6	27.6					13.8		3.6	21.3	
Actuated g/C Ratio		0.48	0.47					0.23		0.06	0.36	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2452	725					1089		108	1830	
v/s Ratio Prot		c0.19						c0.11		0.03	c0.14	
v/s Ratio Perm			0.01									
v/c Ratio		0.39	0.03					0.46		0.45	0.39	
Uniform Delay, d1		9.7	8.6					19.5		26.9	14.1	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.2	0.0					0.3		1.1	0.1	
Delay (s)		9.9	8.6					19.9		28.0	14.2	
Level of Service		A	A					B		C	B	
Approach Delay (s)		9.8			0.0			19.9			15.1	
Approach LOS		A			A			B			B	

Intersection Summary		
HCM Average Control Delay	14.2	HCM Level of Service B
HCM Volume to Capacity ratio	0.44	
Actuated Cycle Length (s)	59.2	Sum of lost time (s) 14.2
Intersection Capacity Utilization	72.8%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	<div>↔↔↔↔↔↔↔↔↔↔↔↔</div>												
Volume (vph)	50	5	20	5	5	30	10	348	10	25	392	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0			5.0			4.0	5.0	5.0			4.0	
Lane Util. Factor	1.00			0.95			0.95	1.00	0.95	1.00			0.95
Frb, ped/bikes	0.99			0.99			0.98	1.00	1.00	1.00			0.99
Flpb, ped/bikes	1.00			1.00			1.00	1.00	1.00	1.00			1.00
Frt	0.96			0.92			0.85	1.00	1.00	1.00			0.97
Flt Protected	0.97			0.99			1.00	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1720			1589			1477	1762	3521	1770			3411
Flt Permitted	0.83			0.96			1.00	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1476			1544			1477	1762	3521	1770			3411
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	54	5	22	5	5	33	11	378	11	27	426	109	
RTOR Reduction (vph)	0	11	0	0	8	14	0	2	0	0	21	0	
Lane Group Flow (vph)	0	70	0	0	14	7	11	387	0	27	514	0	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10	
Turn Type	Prot			Prot			Perm			Prot			
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases							8						
Actuated Green, G (s)	19.6			19.6			19.6	0.8	24.3	2.1			25.6
Effective Green, g (s)	18.6			18.6			18.6	0.8	23.3	1.1			25.6
Actuated g/C Ratio	0.32			0.32			0.32	0.01	0.40	0.02			0.44
Clearance Time (s)	4.0			4.0			4.0	4.0	4.0	4.0			4.0
Vehicle Extension (s)	2.5			2.0			2.0	2.0	2.5	2.0			2.5
Lane Grp Cap (vph)	473			495			474	24	1414	34		1506	
v/s Ratio Prot								0.01	0.11	0.02		0.15	
v/s Ratio Perm	0.05			0.01			0.00						
v/c Ratio	0.15			0.03			0.01	0.46	0.27	0.79		0.34	
Uniform Delay, d1	14.1			13.5			13.4	28.4	11.7	28.3		10.7	
Progression Factor	1.00			1.00			1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.1			0.0			0.0	5.0	0.1	71.5		0.1	
Delay (s)	14.2			13.5			13.4	33.4	11.7	99.8		10.8	
Level of Service	B			B			B	C	B	F		B	
Approach Delay (s)	14.2			13.5			12.3			15.0			
Approach LOS	B			B			B			B			
Intersection Summary													
HCM Average Control Delay	13.9			HCM Level of Service			B						
HCM Volume to Capacity ratio	0.26												
Actuated Cycle Length (s)	58.0			Sum of lost time (s)			10.0						
Intersection Capacity Utilization	42.5%			ICU Level of Service			A						
Analysis Period (min)	15												

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	WBT	WBR	SEB	SBR
Lane Configurations	←	↑	↑	↑	↙	↗
Volume (vph)	130	15	10	238	237	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1702	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1702	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	16	11	259	258	196
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	78	79	11	259	258	196
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	7.3	7.3	6.8	44.6	18.5	44.6
Effective Green, g (s)	7.3	7.3	6.8	44.6	18.5	44.6
Actuated g/C Ratio	0.16	0.16	0.15	1.00	0.41	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	275	279	284	1560	1424	1544
v/s Ratio Prot	0.05	0.05	0.01		0.08	
v/s Ratio Perm				0.17		0.13
v/c Ratio	0.28	0.28	0.04	0.17	0.18	0.13
Uniform Delay, d1	16.4	16.4	16.1	0.0	8.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.6	0.1	0.2	0.1	0.2
Delay (s)	16.9	16.9	16.2	0.2	8.3	0.2
Level of Service	B	B	B	A	A	A
Approach Delay (s)		16.9	0.9		4.8	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	44.6	Sum of lost time (s)	4.0
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: N. Harbor Dr & Terminal 2 Entrance

10/29/2013



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑		↰↱	↑	
Volume (vph)	90	1088	10	30	1279	5	15	10	20	129	5	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	6.7	5.4	6.8	6.8	5.9	5.9		5.9	5.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.96	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1505	1770	5085	1528	1681	1573		3433	1563	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	1505	1770	5085	1528	1681	1573		3433	1563	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1183	11	33	1390	5	16	11	22	140	5	98
RTOR Reduction (vph)	0	0	7	0	0	3	0	17	0	0	80	0
Lane Group Flow (vph)	98	1183	4	33	1390	2	14	18	0	140	23	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.2	45.2	45.2	3.9	39.8	39.8	27.6	27.6		23.4	23.4	
Effective Green, g (s)	8.2	44.2	44.2	2.9	38.8	38.8	26.6	26.6		22.4	22.4	
Actuated g/C Ratio	0.07	0.37	0.37	0.02	0.32	0.32	0.22	0.22		0.19	0.19	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.8	5.8	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.9	4.9	2.0	4.8	4.8	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	121	1873	554	43	1644	494	373	349		641	292	
v/s Ratio Prot	c0.06	c0.23		0.02	c0.27		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.81	0.63	0.01	0.77	0.85	0.00	0.04	0.05		0.22	0.08	
Uniform Delay, d1	55.1	31.2	24.0	58.2	37.8	27.5	36.7	36.8		41.4	40.3	
Progression Factor	1.00	1.00	1.00	1.13	0.71	0.45	1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.0	1.0	0.0	48.9	4.3	0.0	0.2	0.3		0.1	0.0	
Delay (s)	85.2	32.2	24.0	114.6	31.2	12.3	36.8	37.0		41.4	40.3	
Level of Service	F	C	C	F	C	B	D	D		D	D	
Approach Delay (s)		36.1			33.1			37.0			41.0	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	35.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	30.7
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: N. Harbor Dr & Harbor Island Drive

10/29/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	980	207	424	1180	50	162	66	433	50	83	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	6.7	5.9	4.4	5.4		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.86		0.97	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	6359		3433	1863	1560	1610	3001	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	6359		3433	1863	1560	1610	3001	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	1065	225	461	1283	54	176	72	471	54	90	130
RTOR Reduction (vph)	0	0	180	0	4	0	0	0	0	0	120	0
Lane Group Flow (vph)	60	1065	45	461	1333	0	176	72	471	49	105	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Over	Prot			Split		Free	Split		
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases									Free			
Actuated Green, G (s)	7.2	40.1	24.8	26.3	59.5		24.8	24.8	120.0	8.9	8.9	
Effective Green, g (s)	6.2	39.1	23.8	26.3	59.5		24.8	24.8	120.0	8.9	8.9	
Actuated g/C Ratio	0.05	0.33	0.20	0.22	0.50		0.21	0.21	1.00	0.07	0.07	
Clearance Time (s)	4.4	5.7	4.9	4.4	5.4		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.9		2.0	2.0		3.0	3.0	
Lane Grp Cap (vph)	91	1657	314	752	3153		709	385	1560	119	223	
v/s Ratio Prot	0.03	c0.21	0.03	c0.13	0.21		0.05	0.04		0.03	c0.03	
v/s Ratio Perm									c0.30			
v/c Ratio	0.66	0.64	0.14	0.61	0.42		0.25	0.19	0.30	0.41	0.47	
Uniform Delay, d1	55.9	34.5	39.7	42.3	19.3		39.8	39.3	0.0	53.1	53.3	
Progression Factor	0.62	1.57	3.18	1.37	1.13		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.4	1.0	0.8	0.3	0.1		0.8	1.1	0.5	2.3	1.6	
Delay (s)	44.8	55.1	126.8	58.0	21.8		40.6	40.4	0.5	55.4	54.8	
Level of Service	D	E	F	E	C		D	D	A	E	D	
Approach Delay (s)		66.6			31.1			14.3			54.9	
Approach LOS		E			C			B			D	
Intersection Summary												
HCM Average Control Delay			41.3			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			88.5%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: N. Harbor Dr & Rental Car Access Rd

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑			↑	↱	↰	↑	
Volume (vph)	25	2573	70	180	2294	10	70	5	190	5	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.4	3.3	4.3	2.4	3.3			3.9	3.9	3.9	3.9	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91			1.00	1.00	1.00	1.00	
Flph, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.98	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1538	3433	5081			1779	1547	1770	1565	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1538	3433	5081			1779	1547	1770	1565	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2797	76	196	2493	11	76	5	207	5	5	16
RTOR Reduction (vph)	0	0	28	0	1	0	0	0	148	0	15	0
Lane Group Flow (vph)	27	2797	48	196	2503	0	0	81	59	5	6	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			
Actuated Green, G (s)	4.4	48.7	48.7	13.1	57.4			33.3	33.3	5.4	5.4	
Effective Green, g (s)	5.4	50.7	49.7	15.1	59.4			34.3	34.3	6.4	6.4	
Actuated g/C Ratio	0.05	0.42	0.41	0.13	0.49			0.29	0.29	0.05	0.05	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3			4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.6	5.6	2.0	5.6			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	80	2707	637	432	2515			508	442	94	83	
v/s Ratio Prot	0.02	0.44		c0.06	c0.49			c0.05		0.00	c0.00	
v/s Ratio Perm			0.03						0.04			
v/c Ratio	0.34	1.03	0.08	0.45	1.00			0.16	0.13	0.05	0.07	
Uniform Delay, d1	55.6	34.6	21.3	48.6	30.2			32.1	31.8	53.9	54.0	
Progression Factor	1.19	0.66	0.33	1.10	1.30			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	26.4	0.1	0.2	14.3			0.7	0.6	0.1	0.1	
Delay (s)	66.8	49.3	7.2	53.7	53.5			32.7	32.4	54.0	54.1	
Level of Service	E	D	A	D	D			C	C	D	D	
Approach Delay (s)		48.3			53.5			32.5			54.1	
Approach LOS		D			D			C			D	

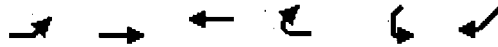
Intersection Summary			
HCM Average Control Delay	49.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: N. Harbor Dr & Laurel St

10/29/2013



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔	↑↑↑	↑↑↑	↑	↔↔	↑
Volume (vph)	1039	1814	1376	130	70	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.4	3.3	4.6	2.0	3.2	2.0
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	5085	1560	3436	1419
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	5085	1560	3436	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1129	1972	1496	141	76	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	1129	1972	1496	141	76	10
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot			Free		Free
Protected Phases	7	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	60.8	93.9	28.9	120.0	15.6	120.0
Effective Green, g (s)	62.8	95.9	29.4	120.0	17.6	120.0
Actuated g/C Ratio	0.52	0.80	0.24	1.00	0.15	1.00
Clearance Time (s)	4.4	5.3	5.1		5.2	
Vehicle Extension (s)	2.0	6.5	7.0		2.0	
Lane Grp Cap (vph)	1797	4064	1246	1560	504	1419
v/s Ratio Prot	c0.33	0.39	c0.29		c0.02	
v/s Ratio Perm				0.09		0.01
v/c Ratio	0.63	0.49	1.20	0.09	0.15	0.01
Uniform Delay, d1	20.3	4.0	45.3	0.0	44.7	0.0
Progression Factor	0.56	0.14	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1	98.2	0.1	0.6	0.0
Delay (s)	11.8	0.7	143.5	0.1	45.3	0.0
Level of Service	B	A	F	A	D	A
Approach Delay (s)		4.7	131.2		40.1	
Approach LOS		A	F		D	
Intersection Summary						
HCM Average Control Delay			48.3		HCM Level of Service	D
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	10.2
Intersection Capacity Utilization			91.7%		ICU Level of Service	F
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Hawthorn St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations	←	→	←	→	←	→
Volume (vph)	130	967	569	0	0	1914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9	7.9			7.9
Lane Util. Factor	1.00	0.88	0.94			0.64
Frpb, ped/bikes	1.00	0.98	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			0.85
Flt Protected	0.95	1.00	0.95			1.00
Satd. Flow (prot)	1770	2723	4990			3917
Flt Permitted	0.95	1.00	0.95			1.00
Satd. Flow (perm)	1770	2723	4990			3917
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1051	618	0	0	2080
RTOR Reduction (vph)	0	10	0	0	0	1325
Lane Group Flow (vph)	141	1041	618	0	0	755
Confl. Peds. (#/hr)	10	10	10	10	10	10
Turn Type		Perm				custom
Protected Phases	8		2			
Permitted Phases		8				6
Actuated Green, G (s)	58.0	58.0	42.2			42.2
Effective Green, g (s)	55.0	55.0	39.2			39.2
Actuated g/C Ratio	0.50	0.50	0.36			0.36
Clearance Time (s)	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	2.0	4.1			3.7
Lane Grp Cap (vph)	885	1362	1778			1396
v/s Ratio Prot	0.08		0.12			
v/s Ratio Perm		0.38				0.19
v/c Ratio	0.16	0.76	0.35			0.54
Uniform Delay, d1	14.9	22.3	26.0			28.2
Progression Factor	0.48	0.66	0.41			1.00
Incremental Delay, d2	0.0	1.6	0.5			1.5
Delay (s)	7.2	16.3	11.1			29.7
Level of Service	A	B	B			C
Approach Delay (s)	15.2		11.1		29.7	
Approach LOS	B		B		C	

Intersection Summary			
HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Grape St & N. Harbor Dr

10/29/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↑	↑↑	↑↑
Volume (vph)	0	0	609	290	1038	956
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.9	7.9	7.4	8.2
Lane Util. Factor			0.91	1.00	0.97	0.95
Frpb, ped/bikes			1.00	0.97	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1537	3433	3539
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1537	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	662	315	1128	1039
RTOR Reduction (vph)	0	0	0	47	0	0
Lane Group Flow (vph)	0	0	662	268	1128	1039
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type				Perm	Prot	
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			51.5	51.5	49.2	110.0
Effective Green, g (s)			48.5	48.5	46.2	110.0
Actuated g/C Ratio			0.44	0.44	0.42	1.00
Clearance Time (s)			4.9	4.9	4.4	5.2
Vehicle Extension (s)			5.4	5.4	3.0	3.7
Lane Grp Cap (vph)			2242	678	1442	3539
v/s Ratio Prot			0.13		0.33	0.29
v/s Ratio Perm				0.17		
v/c Ratio			0.30	0.40	0.78	0.29
Uniform Delay, d1			19.8	20.8	27.6	0.0
Progression Factor			1.00	1.00	0.99	1.00
Incremental Delay, d2			0.3	1.7	1.9	0.1
Delay (s)			20.1	22.5	29.3	0.1
Level of Service			C	C	C	A
Approach Delay (s)	0.0		20.9			15.3
Approach LOS	A		C			B

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.3
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Laurel St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑		↰	↑↑		↰	↑↑↑		↰	↑↑↑	
Volume (vph)	306	873	40	60	639	80	80	430	160	110	320	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.4	4.2		4.4	5.8		4.4	4.9		4.4	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.96		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5048		1770	3472		1770	4845		1770	4596	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5048		1770	3472		1770	4845		1770	4596	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	333	949	43	65	695	87	87	467	174	120	348	455
RTOR Reduction (vph)	0	4	0	0	9	0	0	63	0	0	226	0
Lane Group Flow (vph)	333	988	0	65	773	0	87	578	0	120	577	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	21.1	42.8		4.7	25.8		4.7	17.6		9.6	22.4	
Effective Green, g (s)	22.1	43.8		4.7	25.8		4.7	17.6		9.6	22.4	
Actuated g/C Ratio	0.24	0.47		0.05	0.28		0.05	0.19		0.10	0.24	
Clearance Time (s)	4.4	5.2		4.4	5.8		4.4	4.9		4.4	5.0	
Vehicle Extension (s)	2.0	3.9		2.0	2.7		2.0	3.3		2.0	4.1	
Lane Grp Cap (vph)	418	2362		89	957		89	911		182	1100	
v/s Ratio Prot	c0.19	0.20		0.04	c0.22		c0.05	c0.12		c0.07	0.13	
v/s Ratio Perm												
v/c Ratio	0.80	0.42		0.73	0.81		0.98	0.63		0.66	0.52	
Uniform Delay, d1	33.6	16.5		43.8	31.6		44.4	35.0		40.4	31.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	0.2		23.0	5.0		86.8	1.5		6.4	0.6	
Delay (s)	43.1	16.6		66.8	36.6		131.2	36.5		46.9	31.6	
Level of Service	D	B		E	D		F	D		D	C	
Approach Delay (s)		23.3			38.9			47.8			33.6	
Approach LOS		C			D			D			C	

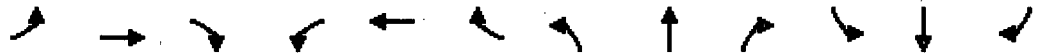
Intersection Summary			
HCM Average Control Delay	33.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	18.5
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Hawthorn St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←↑↑		↑	↑↑↑			↑↑↑	
Volume (vph)	0	0	0	140	1038	90	139	520	0	0	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.9		3.4	3.9			5.4	
Lane Util. Factor					0.91		1.00	0.91			0.91	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.99	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4989		1770	5085			5025	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					4989		1770	5085			5025	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	110%	100%
Adj. Flow (vph)	0	0	0	152	1128	98	151	565	0	0	466	33
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	0	1370	0	151	565	0	0	492	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Prot			Prot					
Protected Phases				3	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					62.9		12.1	37.3			20.3	
Effective Green, g (s)					63.9		13.1	38.3			20.3	
Actuated g/C Ratio					0.58		0.12	0.35			0.18	
Clearance Time (s)					4.9		4.4	4.9			5.4	
Vehicle Extension (s)					2.4		2.0	3.3			2.4	
Lane Grp Cap (vph)					2898		211	1771			927	
v/s Ratio Prot							c0.09	0.11			c0.10	
v/s Ratio Perm					0.27							
v/c Ratio					8.44dl		0.72	0.32			0.53	
Uniform Delay, d1					13.3		46.7	26.3			40.5	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.1		9.2	0.5			2.2	
Delay (s)					13.4		55.9	26.8			42.7	
Level of Service					B		E	C			D	
Approach Delay (s)		0.0			13.4			32.9			42.7	
Approach LOS		A			B			C			D	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.7
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: Grape St & Pacific Hwy

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑			↑↑↑			↑↑↑		
Volume (vph)	70	1595	63	0	0	0	0	639	510	140	460	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9					5.9		4.4	5.4	
Lane Util. Factor		0.91	1.00					0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.98					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5072	1547					4686		1770	5085	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5072	1547					4686		1770	5085	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	130%	100%
Adj. Flow (vph)	76	1734	68	0	0	0	0	695	554	152	650	0
RTOR Reduction (vph)	0	0	37	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	0	1810	31	0	0	0	0	1219	0	152	650	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot		Perm						Prot			
Protected Phases	7	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		51.1	51.1					31.1		12.1	47.1	
Effective Green, g (s)		50.1	50.1					30.1		12.1	47.1	
Actuated g/C Ratio		0.46	0.46					0.28		0.11	0.43	
Clearance Time (s)		4.9	4.9					4.9		4.4	5.4	
Vehicle Extension (s)		4.2	4.2					3.3		2.0	2.4	
Lane Grp Cap (vph)		2342	714					1300		197	2207	
v/s Ratio Prot								c0.26		c0.09	0.13	
v/s Ratio Perm		0.36	0.02									
v/c Ratio		0.77	0.04					1.18dr		0.77	0.29	
Uniform Delay, d1		24.4	16.0					38.3		46.9	19.9	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.8	0.0					12.9		15.5	0.0	
Delay (s)		26.2	16.1					51.1		62.4	20.0	
Level of Service		C	B					D		E	B	
Approach Delay (s)		25.9			0.0			51.1			28.0	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	108.5	Sum of lost time (s)	16.2
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

10: Sheraton Dwy & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↕		↖	↕	
Volume (vph)	100	5	30	10	5	40	15	516	20	25	599	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	7.0		5.0	5.0	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			0.93	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.96			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1595	1476	1770	3515		1770	3464	
Flt Permitted		0.79			0.93	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1412			1503	1476	1770	3515		1770	3464	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	5	33	11	5	43	16	561	22	27	651	87
RTOR Reduction (vph)	0	7	0	0	9	17	0	3	0	0	11	0
Lane Group Flow (vph)	0	140	0	0	22	11	16	580	0	27	727	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)		26.7			26.7	26.7	1.0	24.3		2.2	25.5	
Effective Green, g (s)		26.7			26.7	26.7	1.0	21.3		1.2	24.5	
Actuated g/C Ratio		0.41			0.41	0.41	0.02	0.33		0.02	0.38	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5			2.0	2.0	2.0	2.5		2.0	2.5	
Lane Grp Cap (vph)		578			615	604	27	1148		33	1302	
v/s Ratio Prot							0.01	0.17		c0.02	c0.21	
v/s Ratio Perm		c0.10			0.01	0.01						
v/c Ratio		0.24			0.04	0.02	0.59	0.51		0.82	0.56	
Uniform Delay, d1		12.6			11.5	11.5	31.9	17.7		31.9	16.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.0	0.0	21.0	0.3		81.1	0.4	
Delay (s)		12.8			11.5	11.5	52.9	18.0		113.0	16.5	
Level of Service		B			B	B	D	B		F	B	
Approach Delay (s)		12.8			11.5			18.9			19.9	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Harbor Island Dr (west) & Harbor Island Drive

10/29/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Volume (vph)	260	35	25	276	379	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1681	1704	1863	1560	3433	1544
Flt Permitted	0.95	0.96	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1681	1704	1863	1560	3433	1544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	38	27	300	412	272
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	158	163	27	300	412	272
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Split			Free		Free
Protected Phases	4	4	8		6	
Permitted Phases				Free		Free
Actuated Green, G (s)	11.5	11.5	5.5	43.2	14.2	43.2
Effective Green, g (s)	12.5	12.5	6.5	43.2	15.2	43.2
Actuated g/C Ratio	0.29	0.29	0.15	1.00	0.35	1.00
Clearance Time (s)	4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	486	493	280	1560	1208	1544
v/s Ratio Prot	0.09	c0.10	0.01		c0.12	
v/s Ratio Perm				c0.19		0.18
v/c Ratio	0.33	0.33	0.10	0.19	0.34	0.18
Uniform Delay, d1	12.0	12.1	15.8	0.0	10.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	0.2	0.3	0.2	0.2
Delay (s)	12.4	12.5	16.0	0.3	10.5	0.2
Level of Service	B	B	B	A	B	A
Approach Delay (s)		12.4	1.6		6.4	
Approach LOS		B	A		A	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	43.2	Sum of lost time (s)	6.0
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX D

ARTERIAL ANALYSIS CALCULATIONS SHEETS

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Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.3	31.2	0.09	10.4	D
Total	IV		19.9	11.3	31.2	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	20.9	35.3	0.05	5.5	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	24.2	56.4	0.14	8.6	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.4	43.5	0.11	8.7	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.0	111.3	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	22.4	57.5	0.23	14.3	C
Harbor Island Drive	IV	25	26.5	41.6	68.1	0.15	7.8	E
	IV	25	77.3	28.2	105.5	0.54	18.3	C
Laurel St	IV	25	58.0	12.7	70.7	0.38	19.3	B
N. Harbor Dr	IV	25	69.0	0.7	69.7	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	117.2	436.6	2.04	16.8	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	13.9	39.5	0.14	13.0	D
Hawthorn St	IV	25	18.0	18.5	36.5	0.07	6.7	F
Laurel St	IV	25	69.0	28.6	97.6	0.45	16.6	C
Rental Car Access Rd	IV	25	58.0	41.4	99.4	0.38	13.7	C
Harbor Island Drive	IV	25	77.3	13.1	90.4	0.54	21.4	B
Terminal 2 Entrance	IV	25	26.5	46.4	72.9	0.15	7.3	E
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	175.7	485.2	1.95	14.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.0	4.4	6.4	0.01	7.9	F
Grape St	III	35	22.1	12.3	34.4	0.17	18.0	C
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.1	56.8	0.28	17.8	D
Total	III		67.5	73.0	140.5	0.53	13.7	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.2	40.8	0.22	19.6	C
Hawthorn St	III	35	33.7	38.5	72.2	0.28	14.0	E
Grape St	III	35	9.7	14.1	23.8	0.07	10.2	E
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	71.5	163.6	0.74	16.3	D

Arterial Level of Service

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	57.9	77.8	0.09	4.2	F
Total	IV		19.9	57.9	77.8	0.09	4.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	23.6	51.9	0.16	10.9	D
N. Harbor Dr	IV	25	17.8	6.1	23.9	0.08	12.2	D
Total	IV		46.1	29.7	75.8	0.24	11.3	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	35.9	48.2	0.11	8.0	F
N. Harbor Dr	II	40	36.2	37.8	74.0	0.38	18.4	D
Total	II		54.1	83.8	137.9	0.53	13.9	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
Harbor Island Drive	IV	25	35.1	30.3	65.4	0.23	12.6	D
Laurel St	IV	25	26.5	48.4	74.9	0.15	7.1	E
N. Harbor Dr	IV	25	79.7	51.6	131.3	0.52	14.3	C
Grape St	IV	25	60.5	0.7	61.2	0.40	23.3	B
Total	IV		324.3	145.2	469.5	2.04	15.7	C

Arterial Level of Service

Existing PM

10/28/2013

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.4	42.0	0.14	12.2	D
Hawthorn St	IV	25	18.0	8.9	26.9	0.07	9.1	D
Laurel St	IV	25	69.0	41.5	110.5	0.45	14.7	C
Rental Car Access Rd	IV	25	60.5	47.4	107.9	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	17.3	97.0	0.52	19.3	B
Terminal 2 Entrance	IV	25	26.5	23.6	50.1	0.15	10.6	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	169.5	483.9	1.95	14.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.4	5.1	7.5	0.02	7.9	F
Grape St	III	35	22.1	40.3	62.4	0.17	9.9	F
Hawthorn St	III	35	9.7	24.3	34.0	0.07	7.1	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		67.9	102.1	170.0	0.54	11.4	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	19.4	46.0	0.22	17.4	D
Hawthorn St	III	35	33.7	36.5	70.2	0.28	14.4	D
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	80.2	172.3	0.74	15.5	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.8	32.7	0.09	9.9	D
Total	IV		19.9	12.8	32.7	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	25.0	39.4	0.05	4.9	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	28.3	60.5	0.14	8.0	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	14.2	50.4	0.38	26.9	C
Kettner	II	40	12.4	12.4	24.8	0.11	15.6	E
Total	II		48.6	26.6	75.2	0.48	23.2	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	12.1	10.5	22.6	0.11	16.8	E
Pacific Hwy	II	40	12.4	36.5	48.9	0.11	7.9	F
N. Harbor Dr	II	40	36.2	31.7	67.9	0.38	20.0	D
Total	II		60.7	78.7	139.4	0.59	15.2	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	25.5	11.6	37.1	0.14	13.8	C
	IV	25	35.1	24.4	59.5	0.23	13.9	C
Harbor Island Drive	IV	25	26.5	45.9	72.4	0.15	7.3	E
	IV	25	77.3	29.6	106.9	0.54	18.1	C
Laurel St	IV	25	58.0	15.7	73.7	0.38	18.5	C
N. Harbor Dr	IV	25	69.0	1.0	70.0	0.45	23.2	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		309.4	128.3	437.7	1.95	16.1	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.2	41.8	0.14	12.2	D
Hawthorn St	IV	25	18.0	18.7	36.7	0.07	6.7	F
Laurel St	IV	25	69.0	30.5	99.5	0.45	16.3	C
Rental Car Access Rd	IV	25	58.0	54.8	112.8	0.38	12.1	D
Harbor Island Drive	IV	25	77.3	17.5	94.8	0.54	20.4	B
Terminal 2 Entrance	IV	25	26.5	50.2	76.7	0.15	6.9	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	201.7	511.2	1.95	13.8	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.9	5.2	8.1	0.02	8.9	F
Grape St	III	35	22.1	16.5	38.6	0.17	16.1	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	25.2	58.9	0.28	17.2	D
Total	III		68.4	80.4	148.8	0.54	13.1	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	17.5	44.1	0.22	18.1	C
Hawthorn St	III	35	33.7	40.9	74.6	0.28	13.5	E
Grape St	III	35	9.7	15.5	25.2	0.07	9.6	F
Cedar Street	III	35	22.1	5.4	27.5	0.17	22.6	C
Total	III		92.1	79.3	171.4	0.74	15.6	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	104.7	124.6	0.09	2.6	F
Total	IV		19.9	104.7	124.6	0.09	2.6	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.3	48.6	0.16	11.6	D
N. Harbor Dr	IV	25	17.8	6.4	24.2	0.08	12.1	D
Total	IV		46.1	26.7	72.8	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.0	54.2	0.38	25.1	C
Kettner	II	40	12.3	16.9	29.2	0.11	13.2	E
Total	II		48.5	34.9	83.4	0.48	20.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	9.6	10.4	20.0	0.08	15.0	E
Pacific Hwy	II	40	12.3	39.6	51.9	0.11	7.4	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		58.1	92.5	150.6	0.57	13.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	22.6	12.8	35.4	0.13	12.8	D
	IV	25	35.1	31.3	66.4	0.23	12.4	D
Harbor Island Drive	IV	25	26.5	50.4	76.9	0.15	6.9	F
	IV	25	79.7	68.3	148.0	0.52	12.7	D
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	2.7	71.7	0.45	22.7	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		311.4	166.4	477.8	1.94	14.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	18.2	43.8	0.14	11.7	D
Hawthorn St	IV	25	18.0	9.3	27.3	0.07	9.0	E
Laurel St	IV	25	69.0	123.4	192.4	0.45	8.4	E
Rental Car Access Rd	IV	25	60.5	47.4	107.9	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	25.1	104.8	0.52	17.9	C
Terminal 2 Entrance	IV	25	26.5	35.0	61.5	0.15	8.6	E
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	272.8	587.2	1.95	12.0	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.5	5.1	8.6	0.02	10.0	F
Grape St	III	35	22.1	46.8	68.9	0.17	9.0	F
Hawthorn St	III	35	9.7	28.1	37.8	0.07	6.4	F
Laurel St	III	35	33.7	35.1	68.8	0.28	14.7	D
Total	III		69.0	115.1	184.1	0.54	10.6	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	22.0	48.6	0.22	16.4	D
Hawthorn St	III	35	33.7	41.4	75.1	0.28	13.5	E
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	87.7	179.8	0.74	14.9	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.8	32.7	0.09	9.9	D
Total	IV		19.9	12.8	32.7	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	26.3	40.7	0.05	4.8	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	29.6	61.8	0.14	7.9	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	14.4	50.6	0.38	26.8	C
Kettner	II	40	20.1	21.8	41.9	0.17	15.0	E
Total	II		56.3	36.2	92.5	0.55	21.5	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	20.1	63.0	83.1	0.17	7.6	F
N. Harbor Dr	II	40	36.2	31.7	67.9	0.38	20.0	D
Total	II		56.3	94.7	151.0	0.55	13.2	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	11.6	36.4	0.11	11.1	D
Terminal 2 Entrance	IV	25	35.1	26.8	61.9	0.23	13.3	C
Harbor Island Drive	IV	25	26.5	47.5	74.0	0.15	7.1	E
	IV	25	77.3	29.7	107.0	0.54	18.1	C
Laurel St	IV	25	58.0	17.9	75.9	0.38	18.0	C
N. Harbor Dr	IV	25	69.0	1.5	70.5	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		308.7	135.1	443.8	1.92	15.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	19.7	45.3	0.14	11.3	D
Hawthorn St	IV	25	18.0	21.7	39.7	0.07	6.2	F
Laurel St	IV	25	69.0	31.3	100.3	0.45	16.2	C
Rental Car Access Rd	IV	25	58.0	77.6	135.6	0.38	10.1	D
Harbor Island Drive	IV	25	77.3	20.6	97.9	0.54	19.8	B
Terminal 2 Entrance	IV	25	26.5	53.4	79.9	0.15	6.6	F
McCain Rd	IV	25	35.1	13.9	49.0	0.23	16.8	C
Total	IV		309.5	238.2	547.7	1.95	12.8	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.8	8.2	0.02	10.1	E
Grape St	III	35	22.1	17.3	39.4	0.17	15.8	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	23.2	56.9	0.28	17.8	D
Total	III		68.9	78.8	147.7	0.54	13.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	8.3	34.9	0.22	22.9	C
Hawthorn St	III	35	33.7	41.2	74.9	0.28	13.5	E
Grape St	III	35	9.7	16.1	25.8	0.07	9.4	F
Cedar Street	III	35	22.1	5.6	27.7	0.17	22.4	C
Total	III		92.1	71.2	163.3	0.74	16.4	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	127.7	147.6	0.09	2.2	F
Total	IV		19.9	127.7	147.6	0.09	2.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	231.6	259.9	0.16	2.2	F
N. Harbor Dr	IV	25	17.8	14.3	32.1	0.08	9.1	D
Total	IV		46.1	245.9	292.0	0.24	2.9	F

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.1	54.3	0.38	25.0	C
Kettner	II	40	15.0	21.4	36.4	0.13	12.9	F
Total	II		51.2	39.5	90.7	0.51	20.2	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	15.8	11.6	27.4	0.14	18.1	D
Pacific Hwy	II	40	15.0	51.5	66.5	0.13	7.1	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		67.0	105.6	172.6	0.65	13.5	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	13.3	38.1	0.11	10.6	D
	IV	25	35.1	33.6	68.7	0.23	12.0	D
Harbor Island Drive	IV	25	26.5	56.6	83.1	0.15	6.4	F
	IV	25	79.7	80.4	160.1	0.52	11.7	D
Laurel St	IV	25	60.5	0.9	61.4	0.40	23.2	B
N. Harbor Dr	IV	25	69.0	7.1	76.1	0.45	21.3	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		313.6	192.1	505.7	1.92	13.7	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	24.8	50.4	0.14	10.2	D
Hawthorn St	IV	25	18.0	9.4	27.4	0.07	8.9	E
Laurel St	IV	25	69.0	140.3	209.3	0.45	7.8	E
Rental Car Access Rd	IV	25	60.5	50.9	111.4	0.40	12.8	D
Harbor Island Drive	IV	25	79.7	26.3	106.0	0.52	17.7	C
Terminal 2 Entrance	IV	25	26.5	35.0	61.5	0.15	8.6	E
McCain Rd	IV	25	35.1	14.3	49.4	0.23	16.7	C
Total	IV		314.4	301.0	615.4	1.95	11.4	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	8.0	11.4	0.02	7.3	F
Grape St	III	35	22.1	49.9	72.0	0.17	8.6	F
Hawthorn St	III	35	9.7	30.5	40.2	0.07	6.0	F
Laurel St	III	35	33.7	34.5	68.2	0.28	14.8	D
Total	III		68.9	122.9	191.8	0.54	10.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	21.5	48.1	0.22	16.6	D
Hawthorn St	III	35	33.7	19.5	53.2	0.28	19.0	C
Grape St	III	35	9.7	20.6	30.3	0.07	8.0	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	66.3	158.4	0.74	16.9	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.9	32.8	0.09	9.9	D
Total	IV		19.9	12.9	32.8	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	26.2	40.6	0.05	4.8	F
N. Harbor Dr	IV	25	17.8	12.0	29.8	0.08	9.8	D
Total	IV		32.2	38.2	70.4	0.14	6.9	F

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	15.3	51.5	0.38	26.4	C
Kettner	II	40	20.1	21.8	41.9	0.17	15.0	E
Total	II		56.3	37.1	93.4	0.55	21.3	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	11.2	15.6	26.8	0.10	13.1	E
Pacific Hwy	II	40	20.1	61.7	81.8	0.17	7.7	F
N. Harbor Dr	II	40	36.2	33.2	69.4	0.38	19.6	D
Total	II		67.5	110.5	178.0	0.65	13.1	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	11.6	36.4	0.11	11.1	D
	IV	25	35.1	29.5	64.6	0.23	12.8	D
Harbor Island Drive	IV	25	26.5	45.5	72.0	0.15	7.3	E
	IV	25	77.3	30.0	107.3	0.54	18.0	C
Laurel St	IV	25	58.0	16.8	74.8	0.38	18.2	C
N. Harbor Dr	IV	25	69.0	0.9	69.9	0.45	23.2	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		308.7	134.4	443.1	1.92	15.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.6	42.2	0.14	12.1	D
Hawthorn St	IV	25	18.0	19.7	37.7	0.07	6.5	F
Laurel St	IV	25	69.0	31.2	100.2	0.45	16.2	C
Rental Car Access Rd	IV	25	58.0	58.3	116.3	0.38	11.7	D
Harbor Island Drive	IV	25	77.3	20.6	97.9	0.54	19.8	B
Terminal 2 Entrance	IV	25	26.5	51.9	78.4	0.15	6.7	F
McCain Rd	IV	25	35.1	13.9	49.0	0.23	16.8	C
Total	IV		309.5	212.2	521.7	1.95	13.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.8	8.2	0.02	10.1	E
Grape St	III	35	22.1	18.2	40.3	0.17	15.4	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	22.9	56.6	0.28	17.9	D
Total	III		68.9	79.4	148.3	0.54	13.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	8.1	34.7	0.22	23.0	C
Hawthorn St	III	35	33.7	41.2	74.9	0.28	13.5	E
Grape St	III	35	9.7	16.9	26.6	0.07	9.1	F
Cedar Street	III	35	22.1	5.4	27.5	0.17	22.6	C
Total	III		92.1	71.6	163.7	0.74	16.3	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	124.8	144.7	0.09	2.2	F
Total	IV		19.9	124.8	144.7	0.09	2.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	19.1	47.4	0.16	11.9	D
N. Harbor Dr	IV	25	17.8	6.6	24.4	0.08	12.0	D
Total	IV		46.1	25.7	71.8	0.24	11.9	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.6	54.8	0.38	24.8	C
Kettner	II	40	15.0	21.4	36.4	0.13	12.9	F
Total	II		51.2	40.0	91.2	0.51	20.0	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	15.8	11.6	27.4	0.14	18.1	D
Pacific Hwy	II	40	15.0	52.2	67.2	0.13	7.0	F
N. Harbor Dr	II	40	36.2	43.4	79.6	0.38	17.1	D
Total	II		67.0	107.2	174.2	0.65	13.3	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	12.9	37.7	0.11	10.8	D
	IV	25	35.1	33.7	68.8	0.23	12.0	D
Harbor Island Drive	IV	25	26.5	56.1	82.6	0.15	6.4	F
	IV	25	79.7	76.9	156.6	0.52	12.0	D
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	4.1	73.1	0.45	22.2	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		313.6	184.6	498.2	1.92	13.9	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	21.5	47.1	0.14	10.9	D
Hawthorn St	IV	25	18.0	12.0	30.0	0.07	8.2	E
Laurel St	IV	25	69.0	138.0	207.0	0.45	7.8	E
Rental Car Access Rd	IV	25	60.5	56.3	116.8	0.40	12.2	D
Harbor Island Drive	IV	25	79.7	25.3	105.0	0.52	17.9	C
Terminal 2 Entrance	IV	25	26.5	36.1	62.6	0.15	8.5	E
McCain Rd	IV	25	35.1	14.2	49.3	0.23	16.7	C
Total	IV		314.4	303.4	617.8	1.95	11.4	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.0	7.4	0.02	11.2	E
Grape St	III	35	22.1	49.7	71.8	0.17	8.7	F
Hawthorn St	III	35	9.7	27.9	37.6	0.07	6.4	F
Laurel St	III	35	33.7	34.4	68.1	0.28	14.8	D
Total	III		68.9	116.0	184.9	0.54	10.6	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	21.4	48.0	0.22	16.6	D
Hawthorn St	III	35	33.7	43.4	77.1	0.28	13.1	E
Grape St	III	35	9.7	20.3	30.0	0.07	8.1	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	89.8	181.9	0.74	14.7	D

APPENDIX F

CMP ANALYSIS CALCULATION SHEETS

WORKSHEET: APPENDIX F - CMP ANALYSIS CALCULATION SHEETS

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Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	11.3	31.2	0.09	10.4	D
Total	IV		19.9	11.3	31.2	0.09	10.4	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	20.9	35.3	0.05	5.5	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	24.2	56.4	0.14	8.6	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	13.3	49.5	0.38	27.4	C
Kettner	II	40	12.1	11.6	23.7	0.11	16.0	E
Total	II		48.3	24.9	73.2	0.48	23.7	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	12.1	31.4	43.5	0.11	8.7	F
N. Harbor Dr	II	40	36.2	31.6	67.8	0.38	20.0	D
Total	II		48.3	63.0	111.3	0.48	15.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	11.5	47.0	0.23	17.8	C
	IV	25	35.1	22.4	57.5	0.23	14.3	C
Harbor Island Drive	IV	25	26.5	41.6	68.1	0.15	7.8	E
	IV	25	77.3	28.2	105.5	0.54	18.3	C
Laurel St	IV	25	58.0	12.7	70.7	0.38	19.3	B
N. Harbor Dr	IV	25	69.0	0.7	69.7	0.45	23.3	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		319.4	117.2	436.6	2.04	16.8	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	13.9	39.5	0.14	13.0	D
Hawthorn St	IV	25	18.0	18.5	36.5	0.07	6.7	F
Laurel St	IV	25	69.0	28.6	97.6	0.45	16.6	C
Rental Car Access Rd	IV	25	58.0	41.4	99.4	0.38	13.7	C
Harbor Island Drive	IV	25	77.3	13.1	90.4	0.54	21.4	B
Terminal 2 Entrance	IV	25	26.5	46.4	72.9	0.15	7.3	E
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	175.7	485.2	1.95	14.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.0	4.4	6.4	0.01	7.9	F
Grape St	III	35	22.1	12.3	34.4	0.17	18.0	C
Hawthorn St	III	35	9.7	33.2	42.9	0.07	5.6	F
Laurel St	III	35	33.7	23.1	56.8	0.28	17.8	D
Total	III		67.5	73.0	140.5	0.53	13.7	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	14.2	40.8	0.22	19.6	C
Hawthorn St	III	35	33.7	38.5	72.2	0.28	14.0	E
Grape St	III	35	9.7	14.1	23.8	0.07	10.2	E
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	71.5	163.6	0.74	16.3	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	57.9	77.8	0.09	4.2	F
Total	IV		19.9	57.9	77.8	0.09	4.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	23.6	51.9	0.16	10.9	D
N. Harbor Dr	IV	25	17.8	6.1	23.9	0.08	12.2	D
Total	IV		46.1	29.7	75.8	0.24	11.3	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	16.3	52.5	0.38	25.9	C
Kettner	II	40	12.3	14.9	27.2	0.11	14.2	E
Total	II		48.5	31.2	79.7	0.48	21.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	5.6	10.1	15.7	0.05	11.2	F
Pacific Hwy	II	40	12.3	35.9	48.2	0.11	8.0	F
N. Harbor Dr	II	40	36.2	37.8	74.0	0.38	18.4	D
Total	II		54.1	83.8	137.9	0.53	13.9	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	35.5	12.8	48.3	0.23	17.3	C
	IV	25	35.1	30.3	65.4	0.23	12.6	D
Harbor Island Drive	IV	25	26.5	48.4	74.9	0.15	7.1	E
	IV	25	79.7	51.6	131.3	0.52	14.3	C
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	1.3	70.3	0.45	23.1	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		324.3	145.2	469.5	2.04	15.7	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.4	42.0	0.14	12.2	D
Hawthorn St	IV	25	18.0	8.9	26.9	0.07	9.1	D
Laurel St	IV	25	69.0	41.5	110.5	0.45	14.7	C
Rental Car Access Rd	IV	25	60.5	47.4	107.9	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	17.3	97.0	0.52	19.3	B
Terminal 2 Entrance	IV	25	26.5	23.6	50.1	0.15	10.6	D
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	169.5	483.9	1.95	14.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.4	5.1	7.5	0.02	7.9	F
Grape St	III	35	22.1	40.3	62.4	0.17	9.9	F
Hawthorn St	III	35	9.7	24.3	34.0	0.07	7.1	F
Laurel St	III	35	33.7	32.4	66.1	0.28	15.3	D
Total	III		67.9	102.1	170.0	0.54	11.4	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	19.4	46.0	0.22	17.4	D
Hawthorn St	III	35	33.7	36.5	70.2	0.28	14.4	D
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	80.2	172.3	0.74	15.5	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.8	32.7	0.09	9.9	D
Total	IV		19.9	12.8	32.7	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	25.0	39.4	0.05	4.9	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	28.3	60.5	0.14	8.0	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	14.2	50.4	0.38	26.9	C
Kettner	II	40	12.4	12.4	24.8	0.11	15.6	E
Total	II		48.6	26.6	75.2	0.48	23.2	C

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	12.1	10.5	22.6	0.11	16.8	E
Pacific Hwy	II	40	12.4	36.5	48.9	0.11	7.9	F
N. Harbor Dr	II	40	36.2	31.7	67.9	0.38	20.0	D
Total	II		60.7	78.7	139.4	0.59	15.2	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	25.5	11.6	37.1	0.14	13.8	C
	IV	25	35.1	24.4	59.5	0.23	13.9	C
Harbor Island Drive	IV	25	26.5	45.9	72.4	0.15	7.3	E
	IV	25	77.3	29.6	106.9	0.54	18.1	C
Laurel St	IV	25	58.0	15.7	73.7	0.38	18.5	C
N. Harbor Dr	IV	25	69.0	1.0	70.0	0.45	23.2	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		309.4	128.3	437.7	1.95	16.1	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.2	41.8	0.14	12.2	D
Hawthorn St	IV	25	18.0	18.7	36.7	0.07	6.7	F
Laurel St	IV	25	69.0	30.5	99.5	0.45	16.3	C
Rental Car Access Rd	IV	25	58.0	54.8	112.8	0.38	12.1	D
Harbor Island Drive	IV	25	77.3	17.5	94.8	0.54	20.4	B
Terminal 2 Entrance	IV	25	26.5	50.2	76.7	0.15	6.9	F
McCain Rd	IV	25	35.1	13.8	48.9	0.23	16.9	C
Total	IV		309.5	201.7	511.2	1.95	13.8	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	2.9	5.2	8.1	0.02	8.9	F
Grape St	III	35	22.1	16.5	38.6	0.17	16.1	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	25.2	58.9	0.28	17.2	D
Total	III		68.4	80.4	148.8	0.54	13.1	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	17.5	44.1	0.22	18.1	C
Hawthorn St	III	35	33.7	40.9	74.6	0.28	13.5	E
Grape St	III	35	9.7	15.5	25.2	0.07	9.6	F
Cedar Street	III	35	22.1	5.4	27.5	0.17	22.6	C
Total	III		92.1	79.3	171.4	0.74	15.6	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	104.7	124.6	0.09	2.6	F
Total	IV		19.9	104.7	124.6	0.09	2.6	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	20.3	48.6	0.16	11.6	D
N. Harbor Dr	IV	25	17.8	6.4	24.2	0.08	12.1	D
Total	IV		46.1	26.7	72.8	0.24	11.8	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.0	54.2	0.38	25.1	C
Kettner	II	40	12.3	16.9	29.2	0.11	13.2	E
Total	II		48.5	34.9	83.4	0.48	20.9	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	9.6	10.4	20.0	0.08	15.0	E
Pacific Hwy	II	40	12.3	39.6	51.9	0.11	7.4	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		58.1	92.5	150.6	0.57	13.6	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	22.6	12.8	35.4	0.13	12.8	D
	IV	25	35.1	31.3	66.4	0.23	12.4	D
Harbor Island Drive	IV	25	26.5	50.4	76.9	0.15	6.9	F
	IV	25	79.7	68.3	148.0	0.52	12.7	D
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	2.7	71.7	0.45	22.7	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		311.4	166.4	477.8	1.94	14.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	18.2	43.8	0.14	11.7	D
Hawthorn St	IV	25	18.0	9.3	27.3	0.07	9.0	E
Laurel St	IV	25	69.0	123.4	192.4	0.45	8.4	E
Rental Car Access Rd	IV	25	60.5	47.4	107.9	0.40	13.2	C
Harbor Island Drive	IV	25	79.7	25.1	104.8	0.52	17.9	C
Terminal 2 Entrance	IV	25	26.5	35.0	61.5	0.15	8.6	E
McCain Rd	IV	25	35.1	14.4	49.5	0.23	16.7	C
Total	IV		314.4	272.8	587.2	1.95	12.0	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.5	5.1	8.6	0.02	10.0	F
Grape St	III	35	22.1	46.8	68.9	0.17	9.0	F
Hawthorn St	III	35	9.7	28.1	37.8	0.07	6.4	F
Laurel St	III	35	33.7	35.1	68.8	0.28	14.7	D
Total	III		69.0	115.1	184.1	0.54	10.6	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	22.0	48.6	0.22	16.4	D
Hawthorn St	III	35	33.7	41.4	75.1	0.28	13.5	E
Grape St	III	35	9.7	19.6	29.3	0.07	8.3	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	87.7	179.8	0.74	14.9	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.8	32.7	0.09	9.9	D
Total	IV		19.9	12.8	32.7	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	26.3	40.7	0.05	4.8	F
N. Harbor Dr	IV	25	17.8	3.3	21.1	0.08	13.8	C
Total	IV		32.2	29.6	61.8	0.14	7.9	E

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	14.4	50.6	0.38	26.8	C
Kettner	II	40	20.1	21.8	41.9	0.17	15.0	E
Total	II		56.3	36.2	92.5	0.55	21.5	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	20.1	63.0	83.1	0.17	7.6	F
N. Harbor Dr	II	40	36.2	31.7	67.9	0.38	20.0	D
Total	II		56.3	94.7	151.0	0.55	13.2	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time(s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	11.6	36.4	0.11	11.1	D
Terminal 2 Entrance	IV	25	35.1	26.8	61.9	0.23	13.3	C
Harbor Island Drive	IV	25	26.5	47.5	74.0	0.15	7.1	E
	IV	25	77.3	29.7	107.0	0.54	18.1	C
Laurel St	IV	25	58.0	17.9	75.9	0.38	18.0	C
N. Harbor Dr	IV	25	69.0	1.5	70.5	0.45	23.0	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		308.7	135.1	443.8	1.92	15.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	19.7	45.3	0.14	11.3	D
Hawthorn St	IV	25	18.0	21.7	39.7	0.07	6.2	F
Laurel St	IV	25	69.0	31.3	100.3	0.45	16.2	C
Rental Car Access Rd	IV	25	58.0	77.6	135.6	0.38	10.1	D
Harbor Island Drive	IV	25	77.3	20.6	97.9	0.54	19.8	B
Terminal 2 Entrance	IV	25	26.5	53.4	79.9	0.15	6.6	F
McCain Rd	IV	25	35.1	13.9	49.0	0.23	16.8	C
Total	IV		309.5	238.2	547.7	1.95	12.8	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.8	8.2	0.02	10.1	E
Grape St	III	35	22.1	17.3	39.4	0.17	15.8	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	23.2	56.9	0.28	17.8	D
Total	III		68.9	78.8	147.7	0.54	13.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	8.3	34.9	0.22	22.9	C
Hawthorn St	III	35	33.7	41.2	74.9	0.28	13.5	E
Grape St	III	35	9.7	16.1	25.8	0.07	9.4	F
Cedar Street	III	35	22.1	5.6	27.7	0.17	22.4	C
Total	III		92.1	71.2	163.3	0.74	16.4	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	127.7	147.6	0.09	2.2	F
Total	IV		19.9	127.7	147.6	0.09	2.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	231.6	259.9	0.16	2.2	F
N. Harbor Dr	IV	25	17.8	14.3	32.1	0.08	9.1	D
Total	IV		46.1	245.9	292.0	0.24	2.9	F

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.1	54.3	0.38	25.0	C
Kettner	II	40	15.0	21.4	36.4	0.13	12.9	F
Total	II		51.2	39.5	90.7	0.51	20.2	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	15.8	11.6	27.4	0.14	18.1	D
Pacific Hwy	II	40	15.0	51.5	66.5	0.13	7.1	F
N. Harbor Dr	II	40	36.2	42.5	78.7	0.38	17.3	D
Total	II		67.0	105.6	172.6	0.65	13.5	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	13.3	38.1	0.11	10.6	D
	IV	25	35.1	33.6	68.7	0.23	12.0	D
Harbor Island Drive	IV	25	26.5	56.6	83.1	0.15	6.4	F
	IV	25	79.7	80.4	160.1	0.52	11.7	D
Laurel St	IV	25	60.5	0.9	61.4	0.40	23.2	B
N. Harbor Dr	IV	25	69.0	7.1	76.1	0.45	21.3	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		313.6	192.1	505.7	1.92	13.7	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	24.8	50.4	0.14	10.2	D
Hawthorn St	IV	25	18.0	9.4	27.4	0.07	8.9	E
Laurel St	IV	25	69.0	140.3	209.3	0.45	7.8	E
Rental Car Access Rd	IV	25	60.5	50.9	111.4	0.40	12.8	D
Harbor Island Drive	IV	25	79.7	26.3	106.0	0.52	17.7	C
Terminal 2 Entrance	IV	25	26.5	35.0	61.5	0.15	8.6	E
McCain Rd	IV	25	35.1	14.3	49.4	0.23	16.7	C
Total	IV		314.4	301.0	615.4	1.95	11.4	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	8.0	11.4	0.02	7.3	F
Grape St	III	35	22.1	49.9	72.0	0.17	8.6	F
Hawthorn St	III	35	9.7	30.5	40.2	0.07	6.0	F
Laurel St	III	35	33.7	34.5	68.2	0.28	14.8	D
Total	III		68.9	122.9	191.8	0.54	10.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	21.5	48.1	0.22	16.6	D
Hawthorn St	III	35	33.7	19.5	53.2	0.28	19.0	C
Grape St	III	35	9.7	20.6	30.3	0.07	8.0	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	66.3	158.4	0.74	16.9	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	12.9	32.8	0.09	9.9	D
Total	IV		19.9	12.9	32.8	0.09	9.9	D

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	14.4	26.2	40.6	0.05	4.8	F
N. Harbor Dr	IV	25	17.8	12.0	29.8	0.08	9.8	D
Total	IV		32.2	38.2	70.4	0.14	6.9	F

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	15.3	51.5	0.38	26.4	C
Kettner	II	40	20.1	21.8	41.9	0.17	15.0	E
Total	II		56.3	37.1	93.4	0.55	21.3	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	11.2	15.6	26.8	0.10	13.1	E
Pacific Hwy	II	40	20.1	61.7	81.8	0.17	7.7	F
N. Harbor Dr	II	40	36.2	33.2	69.4	0.38	19.6	D
Total	II		67.5	110.5	178.0	0.65	13.1	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McCain Rd	IV	25	24.8	11.6	36.4	0.11	11.1	D
	IV	25	35.1	29.5	64.6	0.23	12.8	D
Harbor Island Drive	IV	25	26.5	45.5	72.0	0.15	7.3	E
	IV	25	77.3	30.0	107.3	0.54	18.0	C
Laurel St	IV	25	58.0	16.8	74.8	0.38	18.2	C
N. Harbor Dr	IV	25	69.0	0.9	69.9	0.45	23.2	B
Grape St	IV	25	18.0	0.1	18.1	0.07	13.5	C
Total	IV		308.7	134.4	443.1	1.92	15.6	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	16.6	42.2	0.14	12.1	D
Hawthorn St	IV	25	18.0	19.7	37.7	0.07	6.5	F
Laurel St	IV	25	69.0	31.2	100.2	0.45	16.2	C
Rental Car Access Rd	IV	25	58.0	58.3	116.3	0.38	11.7	D
Harbor Island Drive	IV	25	77.3	20.6	97.9	0.54	19.8	B
Terminal 2 Entrance	IV	25	26.5	51.9	78.4	0.15	6.7	F
McCain Rd	IV	25	35.1	13.9	49.0	0.23	16.8	C
Total	IV		309.5	212.2	521.7	1.95	13.5	C

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.8	8.2	0.02	10.1	E
Grape St	III	35	22.1	18.2	40.3	0.17	15.4	D
Hawthorn St	III	35	9.7	33.5	43.2	0.07	5.6	F
Laurel St	III	35	33.7	22.9	56.6	0.28	17.9	D
Total	III		68.9	79.4	148.3	0.54	13.2	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	8.1	34.7	0.22	23.0	C
Hawthorn St	III	35	33.7	41.2	74.9	0.28	13.5	E
Grape St	III	35	9.7	16.9	26.6	0.07	9.1	F
Cedar Street	III	35	22.1	5.4	27.5	0.17	22.6	C
Total	III		92.1	71.6	163.7	0.74	16.3	D

Arterial Level of Service: EB Grape St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	19.9	124.8	144.7	0.09	2.2	F
Total	IV		19.9	124.8	144.7	0.09	2.2	F

Arterial Level of Service: WB Hawthorn St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	IV	25	28.3	19.1	47.4	0.16	11.9	D
N. Harbor Dr	IV	25	17.8	6.6	24.4	0.08	12.0	D
Total	IV		46.1	25.7	71.8	0.24	11.9	D

Arterial Level of Service: EB Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Pacific Hwy	II	40	36.2	18.6	54.8	0.38	24.8	C
Kettner	II	40	15.0	21.4	36.4	0.13	12.9	F
Total	II		51.2	40.0	91.2	0.51	20.0	D

Arterial Level of Service: SW Laurel St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kettner	II	40	15.8	11.6	27.4	0.14	18.1	D
Pacific Hwy	II	40	15.0	52.2	67.2	0.13	7.0	F
N. Harbor Dr	II	40	36.2	43.4	79.6	0.38	17.1	D
Total	II		67.0	107.2	174.2	0.65	13.3	E

Arterial Level of Service: EB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
McGinn Rd	IV	25	24.8	12.9	37.7	0.11	10.8	D
	IV	25	35.1	33.7	68.8	0.23	12.0	D
Harbor Island Drive	IV	25	26.5	56.1	82.6	0.15	6.4	F
	IV	25	79.7	76.9	156.6	0.52	12.0	D
Laurel St	IV	25	60.5	0.7	61.2	0.40	23.3	B
N. Harbor Dr	IV	25	69.0	4.1	73.1	0.45	22.2	B
Grape St	IV	25	18.0	0.2	18.2	0.07	13.4	C
Total	IV		313.6	184.6	498.2	1.92	13.9	C

Arterial Level of Service: WB N. Harbor Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Grape St	IV	25	25.6	21.5	47.1	0.14	10.9	D
Hawthorn St	IV	25	18.0	12.0	30.0	0.07	8.2	E
Laurel St	IV	25	69.0	138.0	207.0	0.45	7.8	E
Rental Car Access Rd	IV	25	60.5	56.3	116.8	0.40	12.2	D
Harbor Island Drive	IV	25	79.7	25.3	105.0	0.52	17.9	C
Terminal 2 Entrance	IV	25	26.5	36.1	62.6	0.15	8.5	E
McCain Rd	IV	25	35.1	14.2	49.3	0.23	16.7	C
Total	IV		314.4	303.4	617.8	1.95	11.4	D

Arterial Level of Service: NB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedar Street	III	35	3.4	4.0	7.4	0.02	11.2	E
Grape St	III	35	22.1	49.7	71.8	0.17	8.7	F
Hawthorn St	III	35	9.7	27.9	37.6	0.07	6.4	F
Laurel St	III	35	33.7	34.4	68.1	0.28	14.8	D
Total	III		68.9	116.0	184.9	0.54	10.6	E

Arterial Level of Service: SB Pacific Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Laurel St	III	35	26.6	21.4	48.0	0.22	16.6	D
Hawthorn St	III	35	33.7	43.4	77.1	0.28	13.1	E
Grape St	III	35	9.7	20.3	30.0	0.07	8.1	F
Cedar Street	III	35	22.1	4.7	26.8	0.17	23.2	C
Total	III		92.1	89.8	181.9	0.74	14.7	D

Chapter 6

Mitigation Monitoring and Reporting Program

Purpose

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the Sunroad Harbor Island Hotel Project and other future hotel development associated with the East Harbor Island Subarea Port Master Plan Amendment implement environmental mitigation, as required by the Revised Final Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project and East Harbor Island Port Master Plan Amendment. Those mitigation measures have been integrated into this MMRP. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the EIR, and general guidelines for the use and implementation of the monitoring program are described below.

This MMRP is written in accordance with California Public Resources Code 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to adopt a reporting or monitoring program for changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment and to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The San Diego Unified Port District (SDUPD) is the designated Lead Agency for the MMRP. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required.

The Port District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieve the same or greater attenuation of the impact. Copies of the measures shall be distributed to the participants of the monitoring effort to ensure that all parties involved have a clear understanding of the mitigation monitoring measures adopted.

This MMRP reflects all changes shown in Chapter 3 (Errata and Revisions) of this Revised Final EIR.

Format

Mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or requiring supplemental structural controls. Within this document, mitigation measures are organized and referenced by subject category. The subject categories include: (1) biological resources; (2) hazards and hazardous materials; (3) noise; (4) geology and soils; (5) public services and utilities; (6) transportation, traffic, and parking; and (7) sea level rise. Each of the mitigation measures has a numerical reference. The following items are identified for each mitigation measure:

- Responsible party
- Mitigation Timing
- Monitoring and Reporting Procedure

Responsible Party

For each mitigation measure, the party responsible for monitoring implementation and verifying completion of the mitigation measure is identified. The responsible party shall implement the mitigation measures.

Mitigation Timing

The mitigation measures required for the project(s) will be implemented at various times before construction, during construction, prior to project completion, or during project operation.

Monitoring and Reporting Procedure

Includes the procedures for documenting and reporting mitigation implementation efforts. The respective Project Applicant is responsible for implementation of all mitigation measures.

Mitigation Monitoring and Reporting Program

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Mitigation Measures for 175-room Hotel Project			
BIOLOGICAL RESOURCES			
MM BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys To ensure compliance with Migratory Bird Treaty Act (MBTA) and similar provisions under the Fish and Game Code, the Project Applicant or its contractor shall implement one of the following restrictions: <ol style="list-style-type: none"> 1. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31). OR <ol style="list-style-type: none"> 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). <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</p>	Sunroad Marina Partners, LP	Throughout Construction	Contractor to confirm with Port District that vegetation removal was completed outside of breeding season OR Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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.			
HAZARDS AND HAZARDOUS MATERIALS			
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.	Sunroad Marina Partners, LP	Prior to Construction	Contractor to prepare and submit to the Port District's Environmental and Land Use Management 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. Contractor to notify Port District/County Department of Environmental Health if contaminated soils 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.	Sunroad Marina Partners, LP	Prior to Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
NOISE			
MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.	Sunroad Marina Partners, LP	Prior to Construction	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. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<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"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption 			
<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"> ■ 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 			
GEOLOGY AND SOILS			
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 H1 of the Draft EIR) including the following site design criteria:	Sunroad Marina Partners, LP	Prior to Construction	The Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H1 of the Draft EIR) including the following site design

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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).</p> <p>II. Ground improvements or deep foundations shall be implemented in conformance with the California Building Code (CBC) site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in the following table:</p>			<p>criteria. The site plans showing the design criteria will be submitted to the Port District and the City of San Diego.</p>

Site Design Criteria

Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S _D	S _F	Table 16-J
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q
Seismic Coefficient, C _v	1.02	1.87	Table 16-R
Near-Source Factor, N _a	1.3	1.3	Table 16-S
Near-Source Factor, N _v	1.6	1.6	Table 16-T
Seismic Source	B	B	Table 16-U

Notes:

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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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.</p>			
<p>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.</p>			
<p>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.</p>			
<p>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.</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>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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 recompact.			
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			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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> <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			
<p>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 in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. 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 in the vicinity of 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>	Sunroad Marina Partners, LP	Prior to issuance of certificate of occupancy	Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.

* Implementation of mitigation measure MM PUB-1 could mitigate impacts of the proposed 175-room hotel on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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:</p> <ul style="list-style-type: none"> ■ 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 <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"> ■ Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site. <p>Provide education and publicity about recycling and reducing waste, using signage and a case study.</p>	Sunroad Marina Partners, LP	Prior to demolition, grading or construction permits	Prepare a waste management plan and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
TRANSPORTATION, TRAFFIC AND PARKING			
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 9.0% 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. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 9.0% 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.
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. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay 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 2.2%	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 2.2% towards the reconfiguration of the eastbound approach to provide a

Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel project to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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. #			third left-turn lane and restriping the south-bound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C4: Pacific Highway/Hawthorn Street intersection.	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
The Project Applicant shall contribute a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. #			
MM TR-C5: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment.	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
The Project Applicant shall contribute a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. #			

Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
MM TR-C6: North Harbor Drive between Rental Car Access Road and Laurel Street segment. The Project Applicant shall contribute a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. [#]	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

Mitigation Measures for other future hotel development associated with the PMP Amendment

BIOLOGICAL RESOURCES

MM BIO-2: 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:

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

OR

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-

Future Project Applicant for Additional Hotel(s)

Throughout Construction

Contractor to confirm with Port District that vegetation removal was completed outside of breeding season

OR

Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.

[#] Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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 survey 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 confirmed that no new nests have been established.</p>			

HAZARDS AND HAZARDOUS MATERIALS

<p>MM HZ-2a: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare and submit to the Port District's Environmental and Land Use Management 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</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to commencement of Construction</p>	<p>Contractor to prepare and submit to the Port District's Environmental and Land Use Management Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant(s) and/or contractor in the event that undocumented areas of contamination are encountered during construction activities.</p> <p>Contractor to notify Port District/County Department of Environmental Health if contaminated soils encountered.</p>
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Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.			
<p>MM HZ-2b: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare a Site Safety Plan to address possible hazardous materials present within the East Harbor Island Subarea 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 hotel development to reduce potential health and safety hazards to workers and the public.</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.
NOISE			
<p>MM NOI-2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Future hotels 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"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <p>The following minimal performance requirements shall be adhered to as they pertain to interior/exterior sound transmission loss:</p> <ul style="list-style-type: none"> ■ Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52 	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant(s) 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. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<ul style="list-style-type: none"> ■ 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 			
<p>MM NOI-C1: Reduction of exterior noise impacts: The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 65 dBA (CNEL) or below standard. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<p>MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	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. Construction level plans showing adherence to standards will be provided to the Port District

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.			and the City of San Diego.

GEOLOGY AND SOILS

MM GEO-2: 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:

- 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 the following table:

Site Design Criteria

Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S _D	S _F	Table 16-J
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q
Seismic Coefficient, C _v	1.02	1.87	Table 16-R
Near-Source Factor, N _a	1.3	1.3	Table 16-S

Future Project Applicant for Additional Hotel(s)

Prior to commencement of Construction

The Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H1 of the Draft EIR) including the following site design criteria. The site plans showing the design criteria will be submitted to the Port District and the City of San Diego.

Proposed Mitigation				Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Near-Source Factor, N_v	1.6	1.6	Table 16-T			
Seismic Source	B	B	Table 16-U			

Notes:

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.

- 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

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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>			
<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</p>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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.			

PUBLIC SERVICES AND UTILITIES

MM PUB-2: Prior to the issuance of a certificate of occupancy for future hotels allowed by the PMP Amendment, the Project Applicant(s) shall pay its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution	Future Project Applicant for Additional Hotel(s)	Prior to issuance of certificate of occupancy	Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.
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Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>Fund No. 200636. In the event the City of San Diego has not determined the amount of the fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel project requests issuance of a certificate of occupancy, the Project Applicant(s) 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>MM PUB-3: Prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of building permit for construction of second hotel.</p>	<p>Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.</p>
<p>MM PUB-C2: Prior to the issuance of any demolition, grading, or construction permits for hotels within the PMP Amendment area, the Project Applicant(s) 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"> ■ 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 	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of demolition, grading, or construction permits</p>	<p>Project Applicant(s) shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.</p>

[†] Implementation of mitigation measure MM PUB-2 could mitigate impacts of the future hotels that could be constructed under the PMP Amendment on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
mulch and compost			
<ul style="list-style-type: none"> 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.			

TRANSPORTATION, TRAFFIC, AND PARKING

In Mitigation Measures MM TR-C7 through MM TR-C9 and MM TR-C12 through MM TR-C16, Scenario A refers to the East Harbor Island Subarea being developed with 175 "business" hotel rooms and 325 "resort" hotel rooms, and Scenario B refers to the East Harbor Island Subarea being developed with a total of 500 "business" hotel rooms.

MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance): The Project Applicant shall contribute a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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 from a "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. Modifications to the

Future Project Applicant for Additional Hotel(s)

Prior to issuance of building permits

Pay a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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.

traffic signal timing in conjunction with the change in lane designations are also recommended.**

MM TR-C8: North Harbor Drive / Rental Car Access Road

intersection: The Project Applicant shall contribute a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

MM TR-C9: North Harbor Drive / Laurel Street intersection: The Project Applicant shall contribute a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment: The Project Applicant shall contribute a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment: The Project Applicant shall contribute a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment: The Project Applicant shall contribute a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment: The Project Applicant shall contribute a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment: The Project Applicant shall contribute a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

PARKING

MM PARK-1:

a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the

Future Project
Applicant for
Additional Hotel(s)

Prior to approval of
Coastal Development
Permit

The Project Applicant shall submit a Site Plan showing demonstrating adequate on-site parking in

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

design of the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

b. Prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

Future Project
Applicant for
Additional Hotel(s)

Prior to demolition or
removal of parking
space in the existing
west marina parking
lot

accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

The Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

SEA LEVEL RISE

MM SLR-C1: Prior to the approval of a Coastal Development Permit for future hotel development that could occur under the proposed PMP Amendment, the project applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The report shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development.

Future Project
Applicant for
Additional Hotel(s)

Prior to approval of
Coastal Development
Permit

The Project Applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site-specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development.

(86)

**REFERENCE
COPY**

RESOLUTION 2014-52

61775

**RESOLUTION CERTIFYING REVISED FINAL
ENVIRONMENTAL IMPACT REPORT, ADOPTING
FINDINGS OF FACT AND A STATEMENT OF
OVERRIDING CONSIDERATIONS, ADOPTING
MITIGATION MONITORING AND REPORTING
PROGRAM, AND DIRECTING FILING OF THE
NOTICE OF DETERMINATION**

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I (Port Act); and

WHEREAS, Section 30.5(e) of the Port Act states any property acquired by the District shall become an asset of the public trust and be subject to Section 87; and

WHEREAS, Section 87(a)(5) of the Port Act specifically provides that the tide and submerged lands of the District may be used for the construction, reconstruction, repair, maintenance and operation of convention centers; and

WHEREAS, Section 87(b) of the Port Act grants authority to the District to lease the tide or submerged lands, or parts thereof, for limited periods, not exceeding 66 years, for purposes consistent with the trusts upon which those lands are held, by the State of California; and

WHEREAS, Sunroad Marina Partners, LP (Sunroad) currently has a 50-year lease with the District for a 600-slip marina at 955 Harbor Island Drive, in the City of San Diego, on east Harbor Island (Existing Leasehold) that will expire in 2037; and

WHEREAS, on June 14, 2011, the Board of Port Commissioners (Board) granted an option to lease agreement with Sunroad for a new 55-year lease located on the Existing Leasehold site for development of a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking (Sunroad Hotel Project) and the Sunroad Hotel Project would remove 111 parking spaces, an existing locker building and some parking, with the existing marina offices to remain; and

WHEREAS, the existing certified Port Master Plan (PMP) allows for commercial recreational use at the Sunroad Hotel Project site and allows for a hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the Sunroad Hotel Project site), which is currently used for

temporary rental car parking and was formerly used by the San Diego International Airport for employee parking; and

WHEREAS, an amendment to the PMP (PMP Amendment) is required for the Sunroad Hotel Project to be developed; and

WHEREAS, the proposed PMP Amendment includes, among other things, revisions to the precise plan text and maps, land use acreage tables, and project list for Planning District 2 and more specifically, the proposed PMP Amendment revises the precise plan text to (a) allow for development of two or three hotels on East Harbor Island, including the Sunroad Hotel Project, with a combined total of not more than 500 rooms, rather than a single 500-room hotel, (b) include the proposed road and traffic circle realignment, (c) revise the Project List to add the Sunroad Hotel Project and the other up to two hotels, and (d) revise land use acreage table to reflect proposed changes to the commercial recreation, promenade, open space (traffic circle), and street land use designations; and

WHEREAS, the Sunroad Hotel Project and PMP Amendment are collectively referred to as the "Project"; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, and its implementing regulations, 14 California Code of Regulations Section 15000, *et seq.* (CEQA Guidelines), in 2008, the District drafted a Draft Environmental Impact Report (Draft EIR) for the Project, which was circulated for 45 days from December 10, 2009 through January 25, 2010; and

WHEREAS, pursuant to CEQA and the CEQA Guidelines and based on comment letters received on the Draft EIR, the District drafted and recirculated the traffic-related analyses of the Draft EIR (Recirculated Portions of the Draft EIR) for a 45-day public review period from November 24, 2010 to January 10, 2011; and

WHEREAS, on June 14, 2011, the Board further (a) certified the Final Environmental Impact Report (Original Final EIR), adopted Findings of Fact and Statement of Overriding Considerations, adopted a Mitigation Monitoring and Reporting Program, and directed the filing of a Notice of Determination for the Project, (b) approved the PMP Amendment and directed it be filed with the California Coastal Commission for certification, and (c) granted conceptual approval for the Sunroad Hotel Project; and

WHEREAS, subsequently, a lawsuit was filed in the San Diego Superior Court entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, as Case No. 37-2011-00094537-CU-TT-CTL, challenging the adequacy of the District's compliance CEQA, for the Project, and on May 9, 2012, the San Diego Superior Court entered judgment in the lawsuit upholding the Original Final EIR's

environmental analysis for the Sunroad Hotel Project, but finding the environmental analysis for the PMP Amendment inadequate and directing issuance of a writ of mandate; and

WHEREAS, on August 14 2012, the Board adopted resolutions rescinding the concept approval granted to the Sunroad Hotel Project, the certification of the Original Final EIR and the approval of the PMP Amendment, and directed staff to prepare the additional environmental review necessary to evaluate the proposed PMP Amendment; and

WHEREAS, pursuant to CEQA and CEQA Guidelines and in compliance with the writ of mandate, the District prepared Revisions to the Draft EIR (Revised Draft EIR) for the Project that analyzed the PMP Amendment, which was made available for public review and comment for 89 days from July 10, 2013 to October 7, 2013; and

WHEREAS, the District received comments letters concerning the Revised Draft EIR from two agencies and pursuant to CEQA Guidelines section 15088, the District has prepared written responses to all comments received on the Revised Draft EIR during the public comment period which raised environmental issues; and

WHEREAS, the District received two late comment letters from private parties and oral responses to those comment letters were given on the record at the March 4, 2014 Board meeting; and

WHEREAS, the District has determined that the comments received on the Revised Draft EIR did not contain any significant new information within the meaning of CEQA Guidelines Section 15088.5 and therefore, recirculation of the Revised Draft EIR is not required; and

WHEREAS, the District has prepared a Revised Final Environmental Impact Report and Errata to the Revised Final EIR (collectively, Revised Final EIR), which contains the information required by CEQA Guidelines Section 15132, including the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, the revisions and additions thereto, technical appendices, public comments and the District's responses to public comments on the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, which has been filed with the Office of the District Clerk; and

WHEREAS, pursuant to CEQA Guidelines Sections 15091, 15093 and 15097, the District has prepared Findings of Fact and a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the Clerk of the Board has caused notice to be duly given of a public hearing in this matter in accordance with law, as evidenced by the affidavit of publication and affidavit of mailing on file with the Office of the District Clerk;

and

WHEREAS, all materials with regard to the Project were made available to the Board for its review and consideration of the Project including, but not limited to, the following:

1. The Draft EIR (December 2009);
2. The Recirculated Portions of the Draft EIR (November 2010);
3. The Revised Draft EIR (July, 2013);
4. The Revised Final EIR (November 2013, February 2014);
5. The Staff Report and Agenda Sheet (February 2014);
6. The proposed Findings of Fact and Statement of Overriding Considerations (February 2014);
7. The proposed Mitigation Monitoring and Reporting Program (February 2014); and
8. All documents and records filed in this proceeding by interested parties; and

WHEREAS, a duly noticed public hearing was held on March 4, 2014, before the Board, at which the Board received public testimony, reviewed and considered all testimony and materials made available to the Board regarding the Project; and

WHEREAS, having reviewed and considered all testimony and materials made available to the Board, including but not limited to the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, Revised Final EIR, the staff reports and all the testimony and evidence in the record of the proceedings with respect to the Project, the Board took the actions hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

1. The Board finds the facts recited above are true and further finds that this Board has jurisdiction to consider, approve and adopt the subject of this Resolution.

2. The Board finds and determines that the applicable provisions of CEQA, CEQA Guidelines, and District Guidelines have been duly observed in conjunction with said hearing and the considerations of this matter and all of the

previous proceedings related thereto.

3. The Board finds and determines that (a) the Revised Final EIR is complete and adequate in scope and has been completed in compliance with CEQA and the CEQA Guidelines and District Guidelines for implementation thereof, (b) the Revised Final EIR was presented to the Board, and the Board has fully reviewed and considered the information in Revised Final EIR prior to approving the Project, and (c) the Revised Final EIR reflects the District's independent judgment and analysis, and, therefore, the Revised Final EIR is hereby declared to be certified in relation to the subject of this Resolution.

4. The Board finds and determines that the Project is approved despite the existence of certain significant environmental effects identified in the Revised Final EIR and, pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, the Board hereby makes and adopts the findings with respect to each significant environmental effect as set forth in the Findings of Fact, appended hereto as Exhibit "A" and made a part hereof by this reference, and declares that it considered the evidence described in connection with each such finding.

5. The Board further finds and determines that the Project is approved despite the existence of certain unavoidable significant environmental effects identified in the Revised Final EIR, and, pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093, the Board hereby makes and adopts the Statement of Overriding Considerations appended hereto as Chapter 7 of Exhibit "A" and made part hereof by this reference, and finds that such effects are considered acceptable because the benefits of the Project outweigh the unavoidable environmental effects.

6. Pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d), the Board hereby adopts and approves the Mitigation Monitoring and Reporting Program, which is appended hereto as Exhibit "B" and is made a part hereof by this reference, with respect to the significant environmental effects identified in the Revised Final EIR, and hereby makes and adopts the provisions of the Mitigation Monitoring and Reporting Program as conditions of approval for the Project.

8. Pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15094, the Clerk of the Board shall cause a Notice of Determination to be filed with the Clerk of the County of San Diego and the State Office of Planning and Research. Unless the Project is declared exempt herein and a Certificate of Filing Fee Exemption is on file, the Project is not operative, vested or final until the filing fees required pursuant to Fish and Game Code Section 711.4 are paid to the Clerk of the County of San Diego.

9. Pursuant to Public Resources Code Section 21081.6(a)(2) and

CEQA Guidelines Section 15091(e), the location and custodian of the documents and other materials which constitute the record of proceedings on which this Resolution is based is the Clerk, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

APPROVED AS TO FORM AND LEGALITY:
PORT ATTORNEY



By: Assistant Deputy

Attachments

Exhibit A: Findings of Fact and Statement of Overriding Considerations

Exhibit B: Mitigation Monitoring and Reporting Program

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 4th day of March, 2014, by the following vote:

AYES: Bonelli, Malcolm, Merrifield, Moore, Nelson, and Valderrama

NAYS: None.

EXCUSED: None.

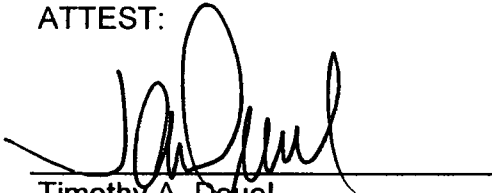
ABSENT: None.

ABSTAIN: Castellanos.



Robert E. Nelson, Chairman
Board of Port Commissioners

ATTEST:



Timothy A. Deuel
District Clerk

(Seal)

**THE BOARD OF PORT COMMISSIONERS
OF THE
SAN DIEGO UNIFIED PORT DISTRICT**

FINDINGS OF FACT

AND

STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

**SUNROAD HARBOR ISLAND HOTEL & EAST
HARBOR ISLAND SUBAREA PORT MASTER
PLAN AMENDMENT PROJECT**

**REVISED FINAL ENVIRONMENTAL IMPACT REPORT
(UPD # 83356-EIR-783; SCH # 2006021027)**

March 4, 2014

Includes revisions incorporated at 3/4/14 Board meeting for EIR certification

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**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
SUNROAD HARBOR ISLAND HOTEL
&
EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT
PROJECT

REVISED FINAL ENVIRONMENTAL IMPACT REPORT
(UPD # 83356-EIR-783; SCH # 2006021027)**

INTRODUCTION

The Board of Port Commissioners of the San Diego Unified Port District ("Port District") hereby makes the following Findings and Statement of Overriding Considerations concerning the Revised Final Environmental Impact Report ("Revised Final EIR") (UPD #83356-EIR-783 and SCH #2006021027) for the Sunroad Harbor Island Hotel & East Harbor Island Port Master Plan Amendment Project ("Project"), pursuant to the California Environmental Quality Act, Public Resources Code § 21000, *et seq.* ("CEQA"), and its implementing regulations, California Code of Regulations, title 14, § 15000, *et seq.* ("CEQA Guidelines").

The Revised Final EIR prepared for the Project consists of six volumes: Volume 1 contains an errata prepared for the Revised Final EIR; the final Executive Summary and Summary of Impacts and Mitigation Measures for the Proposed Project; a list of public agencies, organizations and persons commenting on the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR; comments received on the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR and the Port District's responses to those comments; and the mitigation monitoring and reporting program; Volume 2 contains the Draft EIR; Volume 3 and Volume 4 contain the appendices to the Draft EIR; Volume 5 contains the Recirculated Portions of the Draft EIR and its related appendices; and Volume 6 contains the Revisions to Draft EIR and its related appendices.

The environmental effects, proposed mitigation measures and alternatives analyzed in the Draft EIR, the Recirculated Portions of the Draft EIR and the Revisions to Draft EIR, and the public comments and responses thereto contained in the Revised Final EIR, have influenced the design of the Project. These environmental documents and procedures reflect the Port District's commitment to incorporate the environmental considerations identified during the CEQA process into the final project design.

1.0 PROJECT DESCRIPTION

The Project consists of the Sunroad Harbor Island Hotel ("Sunroad Hotel Project") and the East Harbor Island Subarea Port Master Plan Amendment ("PMP Amendment").

1.1 Project Location

The Sunroad Hotel Project is located at 955 Harbor Island Drive on the east end of Harbor Island in the City of San Diego. The Sunroad Hotel Project site consists of approximately 5.9 acres adjacent to the Sunroad Resort Marina in the Harbor Island/Lindbergh Field, Planning District 2, East Harbor Island Subarea (Subarea 23) of the certified Port Master Plan (PMP).

The PMP Amendment applies to Planning District 2, East Harbor Island Subarea (Subarea 23) of the certified PMP, and includes the Sunroad Hotel Project site and an approximately 7 acre parcel immediately to the west of the Sunroad Hotel Project site, which is designated in the existing PMP for development of a 500-room hotel and ancillary facilities and presently is used for rental car overflow parking.

1.2 Project Components

The Sunroad Hotel Project site is currently developed with parking lots and a marina locker building. The Sunroad Hotel Project proposes to: demolish the existing locker building and parking lot east of the existing marina building to construct a limited service four-story hotel with a total floor area of approximately 117,000 square feet, consisting of a maximum of 175 rooms, fitness room, limited meeting space, and common areas; reduce the traffic circle and realign a portion of eastern Harbor Island Drive and leasehold lines; reconfigure existing paved areas as necessary to accommodate ingress and egress to the hotel and surface parking; enhance public access along the Harbor Island East Basin side of the hotel; and realign existing sewer, water and utility lines. The Sunroad Hotel Project will involve landside work only; no in-water work will occur and the existing marina building and marina boat berths within the submerged tidelands would not be altered.

The Project also proposes a PMP Amendment to address the changes in land use from adding the "promenade" designation to the east end of Harbor Island, reconfiguring east Harbor Island Drive and the traffic circle at its eastern terminus, and providing for the 500 hotel rooms allowed under the existing PMP (currently allowed only on the parcel used for rental car overflow parking) to be developed with up to three hotels in two areas of the East Harbor Island subarea, with a combined maximum of not more than 500 rooms, inclusive of the Sunroad Hotel.

The Sunroad Hotel Project is described in greater detail in the Revised Final EIR, Volume 5 (Recirculated Portions of the Draft EIR), Chapter 3.0 (Project Description and Environmental Setting). The PMP Amendment is described in greater detail in the Revised Final EIR, Volume 6 (Revisions to Draft EIR), Section 9.1 (Port Master Plan Amendment Project Description).

1.3 Project Objectives

The Project is intended to accomplish the following objectives:

- 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 waterfront 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 Port Master Plan 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).¹

2.0 ENVIRONMENTAL PROCEDURES

2.1 Lead Agency

Pursuant to CEQA Guidelines §15367, the Port District is the "lead agency" for the purpose of preparing the environmental review required by CEQA. The environmental review prepared by the Port District will be used by the Board of Port Commissioners, the California Coastal Commission, the San Diego County Regional Airport Authority, and potentially other public entities in their respective

¹ Pursuant to the proposed PMP Amendment text, "several" means up to three hotels in up to two areas of Subarea 23.

decisions regarding the following actions associated with the Proposed Project:

- Port District: EIR certification, Port Master Plan Amendment approval, Coastal Development Permit issuance approval, and concept approval for the Sunroad Hotel Project
- California Coastal Commission: Port Master Plan Amendment certification²
- San Diego County Regional Airport Authority: Airport Land Use Compatibility Plan Determination of Consistency

Other public agencies that may have an interest in the project or resources affected by the project include the Federal Aviation Administration (FAA), California Department of Toxic Substances Control (DTSC), City of San Diego, and County of San Diego.

2.2 Environmental Impact Report

Pursuant to CEQA Guidelines §15080, *et seq.*, the Port District prepared an Environmental Impact Report (“EIR”) to analyze the potential impacts of the Project on the environment. The Revised Final EIR consists of six volumes, which contain all of the information required by CEQA Guidelines §15132, including the Draft EIR and the appendices to the Draft EIR, the Recirculated Portions of the Draft EIR and its appendices, and the Revisions to Draft EIR and its appendices.

2.3 Public Participation

Environmental review of the Project began on December 18, 2008, with the publication of a Notice of Preparation (NOP) of the EIR and a 30-day public review period. The Port District held a Public Scoping meeting on January 15, 2009. The Draft EIR was completed and made available for public review on December 10, 2009. The 45-day public review period required by CEQA began on December 10, 2009, and ended on January 25, 2010. Four public agencies submitted written comments on the Draft EIR. No comments on the Draft EIR were received from any organizations or individual members of the public.

In response to comments received on the Draft EIR, the Port District determined to revise and recirculate certain portions of the Draft EIR. The Recirculated Portions of the Draft EIR was made available for public review from November 24, 2010, through January 10, 2011. Five written comment letters were submitted on the Recirculated Portions of the Draft EIR – four from public

² The California Coastal Commission may also conduct independent CEQA review pursuant to its certified regulatory program, in which case, the Port District's environmental review may constitute substantial evidence to support the California Coastal Commission's CEQA analysis.

agencies and one from an organization. These comments and the Port District's responses to them were included in the original Final EIR as required by CEQA Guidelines sections 15088 and 15132. The original Final EIR was completed and the Port District's responses to comments were made available for review on April 29, 2011. Public hearings concerning certification of the original Final EIR were held by the Board of Port Commissioners of the Port District on May 10, 2011 and June 14, 2011, at which interested agencies, organizations and persons were given an opportunity to comment on the original Final EIR and the Project. The original Final EIR was certified by the Board of Port Commissioners on June 14, 2011.

2.4 Lawsuit Challenging Final EIR

On July 15, 2011, a lawsuit entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, San Diego Superior Court Case No. 37-2011-00094537-CU-TT-CTL ("Lawsuit") was filed, which challenged the adequacy of the original Final EIR certified by the Port District on June 14, 2011. Although it found the original Final EIR was adequate with respect to the Sunroad Hotel Project, the San Diego Superior Court held that the original Final EIR did not adequately analyze the potential environmental effects of the proposed PMP Amendment. Accordingly, the court ordered issuance of a writ of mandate requiring the Port District to set aside its certification of the original Final EIR and its approvals of the Project and to perform the additional environmental review of the proposed PMP Amendment before reapproving the Project in the future.

On August 14, 2012, the Port District adopted resolutions setting aside its certification of the original EIR, its adoption of the PMP Amendment and its concept approval of the Sunroad Hotel. Thereafter, the Port District undertook preparation of the additional environmental review required by the writ of mandate.

2.5 Additional Environmental Review

On July 10, 2013, a Notice of Availability of the Revisions to Draft EIR was published in the San Diego Daily Transcript and UT San Diego. The Revisions to Draft EIR was made available for a 45-day public review period from July 10, 2013 through August 26, 2013. On August 23, 2013, at the request of attorneys for Unite Here Local 30, the public review period for the Revisions to Draft EIR was extended an additional 45 days, ending on October 7, 2013. Three written comment letters were submitted during the extended public comment period on the Revisions to Draft EIR – one from the State Clearinghouse and two from the City of San Diego. These comments, as well as all comments received on the Draft EIR and Recirculated Portions of the Draft EIR, and the Port District's responses to them are included in the Revised Final EIR as required by CEQA Guidelines sections 15088 and 15132. The Revised Final EIR was completed and the Port District's responses to comments were made available for review on

November 8, 2013. Thereafter, the Port District prepared the Errata to the Revised Final EIR to clarify and correct a statement in the responses to public comments regarding the traffic impact analysis and also prepared written responses to late comments received from staff of the California Coastal Commission. A public hearing concerning certification of the Revised Final EIR was held by the Board of Port Commissioners of the Port District on March 4, 2014, at which interested agencies, organizations and persons were given an opportunity to comment on the Revised Final EIR and the Project.

2.6 Record of Proceedings

For purposes of CEQA and the findings set forth below, the administrative record of the Port District's decision concerning certification of the Revised Final EIR for the Project shall include the following:

- The Draft EIR (December 2009);
- The Recirculated Portions of the Draft EIR (November 2010);
- The Revisions to Draft EIR (July 2013);
- The Revised Final EIR (November 2013);
- The Errata to Revised Final EIR (February 2014);
- The appendices to the Draft EIR and Recirculated Portions of the Draft EIR and Revisions to Draft EIR;
- All documents and other materials listed as references and/or incorporated by reference in the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR, and Revised Final EIR, including but not limited to the materials identified in the Draft EIR, Chapter 8 (Citations, Consultations, and List of Preparers);
- All reports, applications, memoranda, maps, letters, and other documents prepared by the Port District's staff and consultants for the Project which are public records;
- All documents or other materials submitted by interested persons and public agencies in connection with the Draft EIR, Recirculated Portions of the Draft EIR, Revisions to Draft EIR, and the Revised Final EIR;
- The minutes, tape recordings, and verbatim transcripts, if any, of the public hearings held on May 10, 2011 and June 14, 2011, concerning the Final EIR, and held on March 4, 2014, concerning the Revised Final EIR and the Project; and

- Matters of common knowledge to the Board of Port Commissioners and the Port District, including but not limited to the Port Master Plan.

The custodian of the documents and other materials comprising the administrative record of the Port District's decision concerning certification of the Final EIR is the Clerk of the Board of Port Commissioners. The location of the administrative record is the Port District's office at 3165 Pacific Highway, San Diego, California 92101. (Public Resources Code § 21081.6(a)(2))

3.0 FINDINGS UNDER CEQA

3.1 Purpose

CEQA requires the Port District to make written findings of fact for each significant environmental impact identified in the Revised Final EIR (CEQA Guidelines §15091). The purpose of the findings is to systematically restate the significant effects of the Project on the environment and to determine the feasibility of mitigation measures and alternatives identified in the Revised Final EIR which would avoid or substantially lessen the significant effects. Once it has adopted sufficient measures to avoid or substantially lessen a significant impact, the Port District is not required to adopt every mitigation measure identified in the Revised Final EIR or otherwise brought to its attention. If significant impacts remain after application of all feasible mitigation measures, the Port District must review the alternatives identified in the Revised Final EIR and determine if they are feasible. These findings set forth the reasons, and the evidence in support of, the Port District's determinations.

3.2 Terminology

A "finding" is a written statement made by the Port District which explains how it dealt with each significant impact and alternative identified in the Revised Final EIR. Each finding contains an ultimate conclusion regarding each significant impact, substantial evidence supporting the conclusion, and an explanation of how the substantial evidence supports the conclusion.

For each significant effect identified in the Revised Final EIR, the Port District is required by CEQA to make a written finding reaching one or more of the following conclusions:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect identified in the EIR;
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or

- (3) Specific legal, economic, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (CEQA Guidelines §15091(a)).

A mitigation measure or an alternative is considered “feasible” if it is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines §15364).

3.3 Legal Effect

To the extent these findings conclude mitigation measures identified in the Revised Final EIR are feasible and have not been modified, superseded or withdrawn, the Port District hereby binds itself and any other responsible parties, including the Project Applicant and their successors in interest, to implement those mitigation measures. These findings are not merely informational, but constitute a binding set of obligations upon the Port District and responsible parties, which will take effect if and when the Port District adopts a resolution certifying the Revised Final EIR and the Port District and/or the responsible agencies adopt resolution(s) approving the Project.

3.4 Mitigation Monitoring and Reporting Program

In adopting these findings, the Port District also adopts a mitigation monitoring and reporting program pursuant to Public Resources Code §21081.6. This program is designed to ensure the Project complies with the feasible mitigation measures identified below during implementation of the Project. The program is set forth in the “Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment Mitigation Monitoring and Reporting Program,” which is adopted by the Port District concurrently with these findings and is incorporated herein by this reference.

4.0 FINDINGS REGARDING DIRECT SIGNIFICANT EFFECTS

The Project will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, Public Services and Utilities, and Parking. For purposes of clarity, the findings regarding the potential significant impacts of the Sunroad Hotel Project and the PMP Amendment are set forth separately below. The Revised Final EIR, which includes the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR, is referred to in the findings below as the “EIR.”

Sunroad Hotel Project

The Sunroad Hotel Project will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, and Public Services and Utilities. These significant environmental effects, and the mitigation measures identified to avoid or substantially lessen them, are discussed in detail in Chapter 3 (Errata and Revisions) of Volume 1 (Revised Final EIR); and Volume 2 (Draft EIR), Sections 4.2 (Biological Resources), 4.4 (Hazards and Hazardous Materials), 4.8 (Noise), 4.9 (Geology and Soils), and 4.10 (Public Services and Utilities). A summary of significant impacts and mitigation measures for the Sunroad Hotel Project is set forth in the Revised Final EIR, Volume 1, Chapter 2 (Executive Summary), Table 2-3.

Set forth below are the findings regarding the potential direct significant effects of the Sunroad Hotel Project. The findings incorporate by reference the discussion of potential significant impacts and mitigation measures contained in the Revised Final EIR (see Revised Final EIR, Volume 2 [Draft EIR], Chapter 4.0). The Sunroad Hotel Project is referred to in the findings below (Sections 4.1 through 4.5) as the "Sunroad Hotel Project."

4.1 Biological Resources

Potentially Significant Impact: The EIR identifies a potential significant impact to Biological Resources (Nesting) in that the removal of mature trees during construction and/or noise from construction activity could impede the use of bird breeding sites on and adjacent to the Sunroad Hotel Project site. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.2 (Biological Resources) of the Draft EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project which avoid or substantially lessen the significant environmental effect to Biological Resources (Nesting) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Biological Resources (Nesting) will be mitigated to a level less than significant by the Sunroad Hotel Project Applicant's or its contractor's implementing the following restriction which will ensure compliance with the Migratory Bird Treaty Act: (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 Sunroad Hotel 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. This measure is described in Mitigation Measure BIO-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.2.6 (Biological Resources Mitigation Measures), pages 4.2-14 through 4.2-15 of the EIR. Implementation of this mitigation measure will reduce the potential impact to Biological Resources (Nesting) to a level less than significant.

4.2 Hazards and Hazardous Materials

Potentially Significant Impact: The EIR identifies potentially significant impacts to Hazards and Hazardous Materials (Undocumented Contamination) in that construction workers could encounter undocumented contaminants and other construction related hazards during construction or ground-disturbing activities, which could result in a potentially significant impact by exposing construction crews to hazardous materials. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.4 (Hazards and Hazardous Materials) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect to Hazards and Hazardous Materials (Undocumented Contamination) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Hazards and Hazardous Materials (Undocumented Contamination) concerning construction crew health and safety from undocumented contaminated materials will be mitigated to a level less than significant through the Sunroad Hotel Project Applicant's preparation, and submittal to the Port District's Environmental and Land Use Management Department for approval, of a Contingency Plan and a

Site Safety Plan, prior to initiation of construction activities, to establish procedures to be followed 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 Sunroad Hotel 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 Sunroad Hotel Project Applicant shall prepare a plan for abatement and remediation of the contamination. Construction activities shall be discontinued until the Sunroad Hotel 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. The Site Safety Plan shall address possible hazardous materials present within the Sunroad Hotel Project Site associated with the underground storage tank (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 Sunroad Hotel 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 Sunroad Hotel Project site to reduce potential health and safety hazards to workers and the public. These measures are described in Mitigation Measures HZ-1a and HZ-1b, which are set forth in full in Volume 2 (Draft EIR), Section 4.4.6 (Hazards and Hazardous Materials Mitigation Measures), pages 4.4-19 through 4.4-20 of the EIR. Implementation of these mitigation measures will reduce the potential impact to Hazards and Hazardous Materials (Undocumented Contamination) to a level less than significant.

4.3 Noise

Potentially Significant Impact: The EIR identifies a potentially significant impact to Noise (Interior Noise) in that the Sunroad Hotel Project site may be exposed to high levels of single-event noise from aircraft at San Diego International Airport or Naval Air Station North Island and may result in a significant potential impact by exceeding the 45 dBA CNEL interior noise threshold. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.8 (Noise) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or

substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including noise insulation features and minimal performance requirements for sound transmission loss in the Sunroad Hotel Project design. The Sunroad Hotel Project 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 Sunroad Hotel Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that may be installed include, but are not limited to, the following: (1) acoustically rated dual pane windows and sliding glass door assemblies; and (2) heavy-weight drapes and thick carpets for sound absorption. The following minimal performance requirements as specified by the Sunroad Hotel Project's proposed franchiser shall be adhered to as they pertain to interior/exterior sound transmission loss: (1) exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52; (2) walls between guestrooms and stairwells shall have a minimum STC rating of 60; (3) all floor/ceiling assemblies shall have a minimum STC rating of 60; and (4) guest room entry doors shall receive full-frame sound insulation stripping. This measure is described in Mitigation Measure NOI-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.8.6 (Noise Mitigation Measures), pages 4.8-15 and 4.8-16 of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels at the Sunroad Hotel Project site to a level less than significant.

4.4 Geology and Soils

Potentially Significant Impact: The EIR identifies potentially significant impacts to Geology and Soils (Seismic Events) in that groundshaking from seismic events and hazards due to the relatively shallow groundwater and liquefiable soils beneath the surface that may create significant adverse effects on proposed structures in a seismic event. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.9 (Geology and Soils) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect to Geology and Soils (Seismic Events) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Geology and

Soils (Seismic Events) will be mitigated to a level below significance by implementing the recommended site design criteria provided in the Geocon Study (Draft EIR, Appendix H1), the geotechnical evaluation prepared for the Sunroad Hotel Project. These design criteria, which include but are not limited to requirements for dewatering, ground improvements, foundations and grading, are described in more detail in Mitigation Measure GEO-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.9.6 (Geology and Soils Mitigation Measures), pages 4.9-8 through 4.9-10 of the EIR, and are incorporated herein by this reference. Implementation of this mitigation measure (Mitigation Measure GEO-1) will reduce the potential impact to Geology and Soils (Seismic Events) to a level less than significant.

4.5 Public Services and Utilities

Potentially Significant Impact: The EIR identifies potentially significant impact to Public Services and Utilities (Fire Protection Services) in that the Sunroad Hotel Project would contribute to the need for the City of San Diego to construct a new fire station in the area because the primary responding fire station to the Sunroad Hotel Project site is a fire station that is above its annual response workload capacity. Detailed information and analysis regarding this significant potential impact is provided in Volume 1 (Revised Final EIR), Chapter 3 (Errata and Revisions), and Volume 2 (Draft EIR), Section 4.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes or alterations are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego; however, pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures identified in the EIR, therefore, pursuant to CEQA Guidelines § 15093, the Port District has balanced the benefits of the Sunroad Hotel Project against its unavoidable environmental risks and has determined that this impact is acceptable for the reasons stated in the Statement of Overriding Considerations below.

Facts in Support of Finding: The potential significant impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the Sunroad Hotel Project, the Sunroad Hotel Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair

share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. In the event the City of San Diego has not determined the amount of the Sunroad Hotel Project's fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time the Sunroad Hotel Project requests issuance of a certificate of occupancy, the Sunroad Hotel 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. Although implementation of this mitigation measure (MM PUB-1) could mitigate impacts of the Sunroad Hotel Project on fire services to a less-than-significant level, the stated measure is within the jurisdiction of the City of San Diego and not the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Port Master Plan Amendment

The PMP Amendment will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Parking, Noise, Geology and Soils, and Public Services and Utilities. These significant environmental effects, and the mitigation measures identified to avoid or substantially lessen them, are discussed in detail in Volume 1, Chapter 3 (Errata and Revisions), and Volume 6 (Revisions to Draft EIR), Sections 9.2.2 (Biological Resources), 9.2.4 (Hazards and Hazardous Materials), 9.2.6 (Parking), 9.2.8 (Noise), 9.2.9 (Geology and Soils), and 9.2.10 (Public Services and Utilities) of the Revised Final EIR. A summary of significant impacts and mitigation measures for the PMP Amendment is set forth in the Revised Final EIR, Volume 1, Chapter 2 (Executive Summary), Table 2-4.

Set forth below are the findings regarding the potential direct significant effects of the PMP Amendment. The findings incorporate by reference the discussion of potential significant impacts and mitigation measures contained in the Revised Final EIR (see Revised Final EIR, Volume 6 [Revisions to Draft EIR], Section 9.2). The Revised Final EIR, which includes the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR, is referred to in the findings below as the "EIR."

4.6 Biological Resources

Potentially Significant Impact: The EIR identifies a potential significant impact

to Biological Resources (Nesting) in that the removal of mature trees during construction of future hotels and/or noise from construction activity could impede the use of bird breeding sites on and adjacent to the PMP Amendment project site. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.2 (Biological Resources) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Biological Resources (Nesting) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Biological Resources (Nesting) will be mitigated to a level less than significant by Project Applicant's or its contractor's implementing the following restriction which will ensure compliance with the Migratory Bird Treaty Act: (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 PMP Amendment 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. This measure is described in Mitigation Measure BIO-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.2.4 (Biological Resources Mitigation Measures), of the EIR. Implementation of this mitigation measure will reduce the potential impact to Biological Resources (Nesting) to a level less than significant.

4.7 Hazards and Hazardous Materials

Potentially Significant Impact: The EIR identifies potentially significant impacts to Hazards and Hazardous Materials (Undocumented Contamination) in that construction workers could encounter undocumented contaminants and other construction related hazards during construction or ground-disturbing activities for future hotels in the East Harbor Island subarea, which could result in a potentially significant impact by exposing construction crews to hazardous materials. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.4 (Hazards and Hazardous Materials) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Hazards and Hazardous Materials (Undocumented Contamination) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Hazards and Hazardous Materials (Undocumented Contamination) concerning construction crew health and safety from undocumented contaminated materials will be mitigated to a level less than significant through the Project Applicant's preparation, and submittal to the Port District's Environmental and Land Use Management Department for approval, of a Contingency Plan and a Site Safety Plan, prior to initiation of construction activities, to establish procedures to be followed 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. The Site Safety Plan shall address possible hazardous materials present within the Project Site associated with the underground storage tank (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. These measures are described in Mitigation Measures HZ-2a and HZ-2b, which are set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.4.4 (Hazards and Hazardous Materials Mitigation Measures) of the EIR. Implementation of these mitigation measures will reduce the potential impact to Hazards and Hazardous Materials (Undocumented Contamination) to a level less than significant.

4.8 Parking

Potentially Significant Impact: The EIR identifies potentially significant impacts to Parking (Inadequate Parking) associated with the PMP Amendment in that an inadequate parking supply may result if future hotel development occurs on the western marina parking lot. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.6 (Transportation, Traffic and Parking) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Parking (Inadequate Parking) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Parking (Inadequate Parking) will be mitigated to a level less than significant by requiring: (a) prior to the approval of a Coastal Development Permit, the design of any future hotel development on the west marina parking lot shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the Sunroad Hotel Project and shall include a Parking Management Plan which shall include, but not be limited to, parking reduction strategies including subsidized employee mass transit program, provision of bicycle parking racks, provision of off-site employee parking, and alternative transportation modes such as participation in an airport shuttle and/or the Port District's bayside shuttle system; and (b) prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the Sunroad Hotel Project, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the Sunroad Hotel Project during construction of the new hotel and replacement parking spaces. These measures are described in Mitigation Measure PARK-1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.6.4 (Transportation, Traffic and Parking Mitigation Measures) of the EIR. Implementation of these mitigation

measures will reduce the potential impact to Parking (Inadequate Parking) to a level less than significant.

4.9 Noise

Potentially Significant Impact: The EIR identifies a potentially significant impact to Noise (Interior Noise) associated with the PMP Amendment in that the future hotel development may be constructed in an area that may be exposed to high levels of single-event noise from aircraft at San Diego International Airport or Naval Air Station North Island and may result in a significant potential impact by exceeding the 45 dBA CNEL interior noise threshold. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.8 (Noise) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including noise insulation features and minimal performance requirements for sound transmission loss in the future hotel design. Future hotels 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 construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that may be installed include, but are not limited to, the following: (1) acoustically rated dual pane windows and sliding glass door assemblies; and (2) heavy-weight drapes and thick carpets for sound absorption. The following minimal performance requirements as specified by the future hotels' proposed franchiser shall be adhered to as they pertain to interior/exterior sound transmission loss: (1) exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52; (2) walls between guestrooms and stairwells shall have a minimum STC rating of 60; (3) all floor/ceiling assemblies shall have a minimum STC rating of 60; and (4) guest room entry doors shall receive full-frame sound insulation stripping. This measure is described in Mitigation Measure NOI-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.8 (Noise) of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

4.10 Geology and Soils

Potentially Significant Impact: The EIR identifies potentially significant impacts to Geology and Soils (Seismic Events) associated with the PMP Amendment in that future hotel development could be subject to liquefaction, and foundations and structures could be damaged by ground settlement. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.9 (Geology and Soils) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project which avoid or substantially lessen the significant environmental effect to Geology and Soils (Seismic Events) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Geology and Soils (Seismic Events) will be mitigated to a level below significance by implementing the recommended site design criteria provided in the Geocon Study (Draft EIR, Appendix H-1), the geotechnical evaluation prepared for the Project. These design criteria, which include but are not limited to requirements for dewatering, ground improvements, foundations and grading, are described in more detail in Mitigation Measure GEO-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.9.4 (Geology and Soils Mitigation Measures), of the EIR, and are incorporated herein by this reference. Implementation of this mitigation measure (Mitigation Measure GEO-2) will reduce the potential impact to Geology and Soils (Seismic Events) to a level less than significant.

4.11 Public Services and Utilities (Fire)

Potentially Significant Impact: The EIR identifies potentially significant impact to Public Services and Utilities (Fire Protection Services) associated with the PMP Amendment in that future hotel development would contribute to the need for the City of San Diego to construct a new fire station in the area because the primary responding fire station to the PMP Amendment project site is a fire station that is above its annual response workload capacity. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes or alterations are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego;

however, pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures identified in the EIR, therefore, pursuant to CEQA Guidelines §15093, the Port District has balanced the benefits of the PMP Amendment against its unavoidable environmental risks and has determined that this impact is acceptable for the reasons stated in the Statement of Overriding Considerations below.

Facts in Support of Finding: The potential significant impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the future hotels, the Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. In the event the City of San Diego has not determined the amount of the future hotels' fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel development 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. Although implementation of this mitigation measure (MM PUB-2) could mitigate impacts of the PMP Amendment on fire services to a less-than-significant level, the stated measure is within the jurisdiction of the City of San Diego and not the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to future hotels that could be located within the PMP Amendment area. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. Although implementation of Mitigation Measure PUB-2 could mitigate impacts of the PMP Amendment on fire services to a less-than-significant level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, the PMP Amendment's potential impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

4.12 Public Services and Utilities (Sewer)

Potentially Significant Impact: The EIR identifies potentially significant impacts to Public Services (Sewer Facilities) in that the downstream sewer system does not have capacity to incorporate the added demand which may result from the up to 325 hotel rooms that could occur under the PMP Amendment. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Public Services (Sewer Facilities) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Public Services (Sewer Facilities) will be mitigated to a level below significance in that, prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1, to the satisfaction of the City of San Diego Engineer. Implementation of Mitigation Measure PUB-3, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.10.4 (Public Services and Utilities Mitigation Measures) of the EIR, will reduce the potential impact to Public Services (Sewer Facilities) to a level less than significant.

5.0 FINDINGS REGARDING CUMULATIVE SIGNIFICANT EFFECTS

CEQA requires a lead agency to evaluate the cumulative impacts of a proposed project (CEQA Guidelines §15130(a)). Cumulative impacts are those which are considered significant when viewed in connection with the impacts of other closely related past, present and reasonably foreseeable future projects (CEQA Guidelines §15355). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The EIR analyzes cumulative impacts by compiling a list of past, present and reasonably anticipated future projects producing related or cumulative impacts, including projects outside the agency's jurisdiction (CEQA Guidelines §15130(b)(1)(A)). The list of "past, present and reasonably anticipated future projects" should include related projects which already have been constructed, are presently under construction, are approved but not yet under construction, and are not yet approved but are under environmental review at the time the draft EIR is prepared (CEQA Guidelines §15130 [Discussion]). The list must include not only projects under review by the lead agency, but also those under review

by other relevant public agencies.

The EIR considered 25 past, present and reasonably foreseeable projects within the vicinity of the Sunroad Hotel Project in evaluating potential cumulative impacts. A detailed description of these projects is provided in Table 5-1 and a map depicting the location of these projects in relation to the Sunroad Hotel project site is provided on Figure 5-1 in Chapter 5 (Cumulative Impacts) of Volume 5 (Recirculated Portions of Draft EIR) of the EIR. In addition, the EIR considered an updated list of 37 past, present and reasonably foreseeable projects within the vicinity of the PMP Amendment in evaluating the potential cumulative impacts. A detailed description of these projects is provided in Table 9.3-1 and a map depicting the location of these projects in relation to the PMP Amendment site is provided on Figure 9.3-1 in Section 9.3 (Cumulative Impacts) of Volume 6 (Revisions to Draft EIR) of the EIR.

The findings below identify each of the cumulative significant environmental impacts, the mitigation measures adopted to substantially lessen or to avoid them, or the reasons proposed mitigation measures are infeasible due to specific economic, social or other considerations. The findings incorporate by reference the analysis of cumulative significant impacts contained in the EIR (See EIR, Volume 5 [Recirculated Portions of the Draft EIR], Chapter 5 [Cumulative Impacts], and Volume 6 [Revisions to Draft EIR], Section 9.3 [Cumulative Impacts]).

The significant cumulative impacts to traffic identified in the EIR cannot be avoided or substantially reduced to below significance. The EIR concluded that the Project will result in significant cumulative impacts to five roadway intersections and five street segments. Mitigation has been identified that would reduce these intersection and street segment impacts to a level less than significant; however, these intersections and street segments are within the jurisdiction of the City of San Diego, not the Port District, and the Port District thus cannot ensure that the mitigation necessary to avoid or reduce the impacts to levels below significance will occur prior to implementation of the Project. As described in the Statement of Overriding Considerations below, therefore, the Port District has determined these unavoidable significant impacts are acceptable because of specific overriding considerations.

The significant cumulative impact to Public Services and Utilities (Fire Protection Services) identified in the EIR cannot be avoided or substantially reduced to below significance. The EIR concluded that the Project will contribute to significant cumulative impacts to fire protection services as the primary responding fire station is already above its annual workload capacity. Mitigation has been identified that would reduce this impact to a level less than significant through the Project's fair-share contribution towards construction of a fire station in Liberty Station. However, the provision of fire protection services to the Project site is within the jurisdiction of the City of San Diego, not the Port District,

and, therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce the impact to a level below significance will occur prior to implementation of the Project. As described in the Statement of Overriding Considerations below, the Port District has determined this unavoidable significant impact is acceptable because of specific overriding considerations.

Sunroad Hotel Project

5.1 Transportation, Traffic, and Parking

5.1.1 Significant Impact TR-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Harbor Island Drive/Terminal 1 (East Airport Entrance) given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS E conditions during the AM peak hours and LOS F conditions during the PM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as and when needed. Therefore, despite the incorporation of Mitigation Measure TR-C1, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C1) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 9.0% towards the cost of 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project’s fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.2 Significant Impact TR-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Rental Car Access Road given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the AM and PM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C2, the Sunroad Hotel Project’s impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C2) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant’s paying 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.3 Significant Impact TR-C3

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Laurel Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the PM peak hour in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C3, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C3) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 2.2% 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.4 Significant Impact TR-C4

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Hawthorn Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the AM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C4, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C4) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a

fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.5 Significant Impact TR-C5

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Harbor Island Drive and Rental Car Access Road given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the street segment would be characterized by congested LOS F conditions in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C5, the Sunroad Hotel Project's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C5) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a

fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.6 Significant Impact TR-C6

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Rental Car Access Road and Laurel Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the street segment would be characterized by congested LOS F conditions in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C6, the Sunroad Hotel Project's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C6) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level

below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.2 Public Services and Utilities

5.2.1 Significant Impact PUB-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Fire Protection Services) in that the primary responding fire station to the Sunroad Hotel Project site is above its annual response workload capacity. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to fire protection services is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the Sunroad Hotel Project, the Sunroad Hotel Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of 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 Sunroad Hotel Project's fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time the Sunroad Hotel Project requests issuance of a certificate of

occupancy, the Sunroad Hotel 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. Although implementation of this mitigation measure (MM PUB-1) could mitigate cumulative impacts of the Sunroad Hotel Project on fire services to a less-than-significant level, the stated measures are within the jurisdiction of the City of San Diego and not 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. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

5.2.2 Significant Impact PUB-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Solid Waste) in that the Sunroad Hotel Project would construct a commercial building greater than 40,000 square feet, the threshold for cumulative solid waste impacts. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant cumulative environmental effect to Public Services and Utilities (Solid Waste) as identified in the EIR.

Finding: The potential significant cumulative impact to Public Services and Utilities (Solid Waste) will be mitigated to a level below significance by the Sunroad Hotel Project Applicant preparing a waste management plan for the Sunroad Hotel Project. The waste management plan will be submitted to the City of San Diego Environmental Services Department for approval prior to the issuance of any demolition, grading, or construction permits for the Sunroad Hotel Project. This measure is described in more detail in Mitigation Measure PUB-C1, which is set forth in full in Volume 5 (Recirculated Portions of Draft EIR), Section 5.5 (Cumulative Mitigation Measures), pages 5-38 through 5-39 of the EIR. Implementation of this mitigation measure (Mitigation Measure PUB-C1) will reduce the potential cumulative impact to Public Services and Utilities (Solid Waste) to a level below significance.

Port Master Plan Amendment

5.3 Transportation, Traffic, and Parking

The mitigation measures for significant impacts TR-C7, TR-C8, TR-C9, TR-C12, TR-C13, TR-C14, TR-C15, and TR-C16 reference Scenario A and Scenario B. As discussed in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR, Scenario A refers to the East Harbor Island Subarea being developed with 175 “business” hotel rooms and 325 “resort” hotel rooms, and Scenario B refers to the East Harbor Island Subarea being developed with a total of 500 “business” hotel rooms.

5.3.1 Significant Impact TR-C7

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Harbor Island Drive/Terminal 1 (East Airport Entrance) in that that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as and when needed. Therefore, despite the incorporation of Mitigation Measure TR-C7, the PMP Amendment’s impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C7) can be mitigated to a level below significance by the Project Applicant’s paying a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B towards the cost of 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. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotel’s fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.2 Significant Impact TR-C8

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Rental Car Access Road given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C8, the PMP Amendment’s impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C8) can be mitigated to a level below significance by the Project Applicant’s paying a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.3 Significant Impact TR-C9

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C9, the PMP Amendment's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C9) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.4 Significant Impact TR-C10

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C10, the PMP Amendment's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C10) can be mitigated

to a level below significance by the installation of dual southbound right-turn and eastbound left-turn lanes to accommodate the anticipated traffic volumes. However, these improvements may not be feasible due to right-of-way constraints on at least three of the corners of the affected intersection. Although the potential significant cumulative impact can be reduced to a level below significance through the implementation of these improvements, the timing, design and determination of their feasibility are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.5 Significant Impact TR-C11

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Grape Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C11, the future hotels' impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C11) can be mitigated to a level below significance by the installation of a northbound right-turn lane to accommodate the anticipated traffic volumes. However, this improvement may not be feasible due to right-of-way constraints in the affected intersection. Although the potential significant cumulative impact can be reduced to a level below significance through the implementation of this improvement, the timing,

design and determination of its feasibility are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for its construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.6 Significant Impact TR-C12

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Harbor Island Drive and Rental Car Access Road given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C12, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C12) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance

will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.7 Significant Impact TR-C13

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Rental Car Access Road and Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C13, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C13) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.8 Significant Impact TR-C14

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Laurel Street and Hawthorne Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C14, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C14) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotel's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.9 Significant Impact TR-C15

Potentially Significant Impact: The EIR identifies a potentially significant

cumulative impact to the roadway segment of Laurel Street between North Harbor Drive and Pacific Highway given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C15, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C15) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.10 Significant Impact TR-C16

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of Laurel Street between Pacific Highway and Kettner Boulevard given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant

cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C16, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C16) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.4 Noise

5.4.1 Significant Impact NOI-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Noise (Exterior Areas) if exterior usable areas in future hotel development, such as pool decks, patios, balconies, and outdoor dining areas, are located in areas where greater than 65-dBA CNEL noise levels would occur. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Exterior Areas) will be mitigated to a level below significance by requiring the plans and specifications for future hotel development to provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the future hotels shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into the design shall block this line-of-sight; be constructed of solid material (such as concrete masonry), be long enough to prevent sound from flanking around the ends, have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used. This measure is described in Mitigation Measure NOI-C1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

5.4.2 Significant Impact NOI-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Noise (Interior Noise) in that the potential for an interior noise impact would exist because building facades of future hotel development would be exposed to noise levels exceeding 60 dBA CNEL. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including by requiring the project applicant(s) to prepare an interior noise analysis evaluating proposed exterior wall construction, windows, and doors after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation

Standard and the City of San Diego's CEQA significance determination thresholds. This analysis shall be submitted to the City of San Diego's Building Inspection Department prior to obtaining a building permit. The project applicant(s) shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements. This measure is described in Mitigation Measure NOI-C2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

5.5 Public Services and Utilities

5.5.1 Significant Impact PUB-C3

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Fire Protection Services) in that the primary responding fire station to the PMP Amendment site is above its annual response workload capacity. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to fire protection services is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, the PMP Amendment's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the future hotels, the project applicant(s) paying their fair share of the cost of constructing a new fire station in the vicinity of 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 future hotel development's fair share of the cost of

constructing a new fire station in the vicinity of Liberty Station at the time the project applicant(s) request issuance of a certificate of occupancy, the project applicant(s) shall enter into a reimbursement agreement or other arrangement with the City of San Diego to provide for payment of their fair share amount when determined by the City of San Diego. Although implementation of this mitigation measure (MM PUB-2) could mitigate cumulative impacts of the PMP Amendment on fire services to a less-than-significant level, the stated measures are within the jurisdiction of the City of San Diego and not 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. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, future hotel development's contribution to the cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

5.5.2 Significant Impact PUB-C4

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Solid Waste) due to the amount of solid waste generated by future hotel development, which would construct a commercial building greater than 40,000 square feet, the threshold for cumulative solid waste impacts. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant cumulative environmental effect to Public Services and Utilities (Solid Waste) as identified in the EIR.

Finding: The potential significant cumulative impact to Public Services and Utilities (Solid Waste) will be mitigated to a level below significance by the Project Applicant preparing a waste management plan for the Proposed Project. The waste management plan will be submitted to the City of San Diego Environmental Services Department for approval prior to the issuance of any demolition, grading, or construction permits. This measure is described in more detail in Mitigation Measure PUB-C2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure (Mitigation Measure PUB-C2) will reduce the potential cumulative impact to Public Services and Utilities (Solid Waste) to a level below significance.

5.6 Air Quality (Sea Level Rise/Climate Change)

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact related to Air Quality (Sea Level Rise/Climate Change Adaptation) in that sea level rise projected to occur by the year 2100 may result in a significant impact on future hotel development allowed under the proposed PMP Amendment. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant cumulative environmental effect related to Air Quality (Sea Level Rise/Climate Change Adaptation) identified in the EIR.

Finding: The potential significant cumulative impact to Air Quality (Sea Level Rise/Climate Change Adaptation) will be mitigated to a level below significance by requiring that all proposals for future hotel development shall take into account the updated information regarding future sea level rise available at that time and shall include in their design the adaptive strategies, if any, necessary to accommodate potential sea level rise. Prior to the approval of a Coastal Development Permit for future hotel development, the project applicant(s) shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The analysis shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development. This measure is described in more detail in Mitigation Measure SLR-C1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR. Implementation of this mitigation measure will reduce the potential cumulative impact to Air Quality (Sea Level Rise/Climate Change Adaptation) to a level below significance.

6.0 FINDINGS REGARDING PROJECT ALTERNATIVES

In preparing and adopting findings, a lead agency need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating the approval of a project with significant environmental impacts. Where the significant impacts can be mitigated to a level of insignificance solely by the adoption of mitigation measures, the lead agency has no obligation in drafting its findings to consider the feasibility of

environmentally superior alternatives, even if their impacts would be less severe than those of the project as mitigated. Accordingly, in adopting the findings concerning alternatives for the proposed project, the Port District considers only those significant environmental impacts that cannot be avoided or substantially lessened through mitigation.

Where a project will result in some unavoidable significant environmental impacts even after application of all feasible mitigation measures identified in an EIR, the lead agency must evaluate the project alternatives identified in the EIR. Under such circumstances, the lead agency must consider the feasibility of alternatives to the project which could avoid or substantially lessen the unavoidable significant environmental impacts. "Feasible" means capable of being accomplished in a successful manner within a reasonable time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines §15364).

If there are no feasible project alternatives, the lead agency must adopt a Statement of Overriding Considerations with regard to the project pursuant to CEQA Guidelines §15093. If there is a feasible alternative to the project, the lead agency must decide whether it is environmentally superior to the proposed project. The lead agency must consider in detail only those alternatives which could feasibly attain most of the basic objectives of the project; however, the lead agency must consider alternatives capable of eliminating significant environmental impacts even if these alternatives would impede to some degree the attainment of project objectives (CEQA Guidelines §15126.6(f)).

These findings contrast and compare the alternatives where appropriate in order to demonstrate that the selection of the Project has substantial environmental, planning, fiscal and other benefits. In rejecting certain alternatives, the Port District has examined the Project's objectives and weighed the ability of the various alternatives to meet the objectives. The Port District believes the Project best meets these objectives with the least environmental impact. The overall objectives of the Project are to (1) implement the Port Master Plan's goal to develop East Harbor Island with commercial recreation uses, (2) increase public use of the waterfront by providing additional visitor serving commercial recreation uses, (3) enhance public access to the waterfront by providing additional publicly accessible facilities and amenities consistent with the Port Master Plan, (4) promote East Harbor Island as a public waterfront destination, (5) strengthen the existing water-oriented commercial recreation uses on East Harbor Island, (6) provide a hotel that draws on the existing water-oriented commercial recreation uses on East Harbor Island, (7) 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, (8) provide a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island, and (9) amend the Port Master Plan 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). The objectives considered by the Port District are set forth in Section 1.3 above and in Volume 2 (Draft EIR), Section 2.2 (Introduction) of the EIR.

The EIR examined a reasonable range of alternatives to determine whether they could meet the Project's objectives while avoiding or substantially lessening one or more of the Project's unavoidable significant impacts. These findings also considered the feasibility of each alternative. In determining the feasibility of alternatives, the Port District considered whether the alternatives could be accomplished in a successful manner within a reasonable period of time in light of economic, environmental, social and technological factors, and whether the Port District can reasonably acquire, control or otherwise have access to the alternative sites (CEQA Guidelines §§ 15126(d)(5)(A), 15364).

The EIR concluded that the Project will result in unavoidable significant direct impacts on Public Services and Utilities, and unavoidable significant cumulative impacts on Traffic and Public Services and Utilities because even though these impacts could be avoided or reduced to a level below significance by the mitigation measures recommended in the EIR, the mitigation measures are within the jurisdiction of the City of San Diego and the Port District cannot assure that the City of San Diego will implement the mitigation measures as and when needed. Accordingly, the EIR analyzed two alternatives to the Project: the No Project Alternative and the Reduced Project Alternative. Detailed information and analysis concerning these alternatives are set forth in Volume 5 (Recirculated Portions of Draft EIR), Chapter 6 (Alternatives) of the EIR. The following section of these findings summarizes these alternatives and the feasibility of the alternatives as a means to reduce or avoid the unavoidable significant impacts associated with the Project.

6.1 No Project Alternative

The No Project Alternative is an alternative which is required to be evaluated by CEQA (CEQA Guidelines § 15126(d)(2)). The No Project Alternative assumes that the Project will not be implemented and that existing land uses on the project site will remain unchanged and in their existing condition. The No Project Alternative serves as the alternative against which to evaluate the effects of the Project and other project alternatives.

Under the No Project Alternative, the Port District would maintain existing conditions on and around 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, improvements to and extension of the public promenade. The PMP would not be amended to account for the 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 rental car overflow 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, Noise, Geology and Soils, Public Services and Utilities (Direct and Cumulative), and Transportation, Traffic, and Parking (Cumulative) that were assessed for the Project.

However, the No Project Alternative is not a feasible alternative, as defined by CEQA, because it would not meet any of the Project objectives. It also would not provide 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 improvements to and extension of the promenade behind the hotel, the No Project Alternative would not improve or promote public access to the coast. The No Project alternative also would maintain the existing PMP and its provision for a hotel of up to 500 rooms on one site, which would concentrate potential impacts in one area rather than dispersing the allowable number of hotel rooms among multiple sites, with the concomitant potential for reducing environmental impacts.

The Port District finds that the No Project Alternative would not achieve any of the Project's objectives and would preclude obtaining the benefits of the Project, including the enhancement of public access. The Port District finds that all potential significant environmental impacts of the Project will be mitigated by the design of the Project and the adoption of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program, except the Project's significant impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services). The Port District further finds that, although the No Project Alternative would avoid or substantially lessen the significant potential impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services) in the project area, the No Project alternative is infeasible because it would not attain any of the project objectives and would not provide the Port District and the region with any of the benefits of the Project described above and in the Statement of Overriding Considerations, and thus would be undesirable from a policy standpoint. For the potential significant impacts which cannot be avoided or mitigated to a level below significance, therefore, the Port District adopts the Statement of Overriding Considerations below pursuant to CEQA Guidelines §15093.

6.2 Reduced Project Alternative

The Reduced Project Alternative considered the construction and operation of two options for a hotel with fewer rooms than the Sunroad Hotel Project: (1) a 69-room hotel; and (2) a 123-room hotel. This alternative was selected for analysis because a reduction in the number of hotel rooms—and the related reduction in onsite activity—would reduce and in some cases avoid the significant cumulative traffic impacts identified for the Project. Under this alternative, the Sunroad Hotel Project site would still undergo redevelopment, with construction of a hotel and parking areas and improvements to and extension of the promenade behind the hotel and a development footprint identical to that of the Sunroad Hotel Project. However, the Reduced Project Alternative would reduce the number of rooms in the hotel by 60% and 30%, from a total of 175 rooms described for the Sunroad Hotel Project to 69 rooms and 123 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 from four stories to two stories (69 rooms) or three stories (123 rooms). The parking areas and promenade improvements would be the same as in the Sunroad Hotel Project.

The potential impacts of the Reduced Project Alternative are discussed in detail in Chapter 6, Section 6.2.2 of Volume 5 (Recirculated Portions of Draft EIR) of the EIR. The Reduced Project Alternative would eliminate the significant cumulative traffic impacts identified in the EIR as Significant Impacts TR-C5 and TR-C6. Although it also would reduce the Project's contribution to the significant cumulative traffic impacts identified in the EIR as Significant Impacts TR-C1, TR-C2, TR-C3, and TR-C4, these impacts would still require mitigation and, as with the Project, the Port District cannot assure the mitigation will be implemented as and when needed because the mitigation is within the exclusive jurisdiction of the City of San Diego.

The Reduced Project Alternative would not reduce or substantially avoid any of the other significant impacts identified for the Project, and would require all of the same mitigation measures recommended for the Project to reduce the impacts to a level below significance. As with the Project, this alternative would result in significant impacts related to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, and Public Services. Also as with the Project, the Port District cannot assure the mitigation recommended for significant impacts on fire protection services will be implemented as and when needed because the mitigation is within the exclusive jurisdiction of the City of San Diego. Like the Project, therefore, the Reduced Project Alternative may result in a significant and unmitigated impact related to fire protection facilities.

The Reduced Project Alternative would achieve some of the Project objectives stated in Section 2.2 of this EIR. However, the Reduced Project Alternative would not achieve the following fundamental objectives of the Project:

Implement the Port Master Plan's goal to develop East Harbor Island with commercial recreation uses: Hotels are designated as commercial recreation uses in the Port Master Plan (PMP). The existing PMP anticipates the development of a high quality 500 room hotel on East Harbor Island (Subarea 23). This hotel was anticipated on the parcel immediately west of the Project site, which is currently used for rental car overflow parking. The PMP Amendment would allow the presently authorized 500 rooms to be constructed by way of up to three smaller hotels on East Harbor Island, one of which would be the proposed 175-room Sunroad Hotel Project. The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site and increase the number of hotel rooms to be developed on other sites in the subarea authorized by the PMPA. In addition, there presently are no plans to redevelop any of the other sites designated for hotel use in the PMPA in the Harbor Island Planning District (Planning District 2). Accordingly, a reduction in the number of hotel rooms developed on the Project site by either 30% (123-room hotel) or 60% (69-room hotel) would further delay and potentially make it more difficult for the Port District to (a) achieve the Project objective of developing East Harbor Island with the commercial recreation uses envisioned in the PMP, and (b) achieve the PMP's existing goal of developing 500 hotel rooms on East Harbor Island.

Increase public use of the waterfront by providing additional visitor serving commercial recreation uses: Hotels are designated as commercial recreation uses in the PMP. The existing PMP anticipated the development of a high quality hotel of approximately 500 rooms for the east end of Harbor Island (Subarea 23). This hotel was anticipated on the parcel immediately west of the Sunroad Hotel Project site, which is currently used for rental car overflow parking. The PMP Amendment would allow the presently authorized 500 rooms to be constructed by way of up to three smaller hotels on East Harbor Island. The proposed 175-room Sunroad Hotel Project would be included in the 500 rooms. The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). Such a substantial reduction in the number of hotel rooms would result in fewer commercial recreation facilities and users and would be contrary to the Project objective of increasing public use of the

waterfront. In addition, a reduction in the number of hotel rooms may result in the need for increased room rates in order to offset the loss of revenue which would result from a substantial reduction in the number of hotel rooms.

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: The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). There presently are no plans to develop or redevelop any other sites designated by the PMPA for hotel use on Harbor Island to provide additional hotel rooms in close proximity to the SDIA. As a result, the Reduced Project Alternative would increase, rather than minimize, vehicle miles traveled by requiring persons seeking lodging in close proximity to the SDIA to travel further to downtown San Diego or other more distant locations to find available lodging.

Provide a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island: The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). According to the Project Applicant, a substantial reduction in the number of hotel rooms would result in an equivalent reduction in project revenues without a corresponding reduction in operating costs and would not provide sufficient revenue to provide a commercially viable return on investment. As a result, the Reduced Project Alternative may make it impossible to accomplish the Project objective of providing a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island.

The Port District finds that all potential significant environmental impacts of the Project will be mitigated by the design of the Project and the adoption of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program, except the Project's significant impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services). The Port District further finds that, although the Reduced Project Alternative would avoid or substantially lessen the cumulative significant impacts on Traffic, it would not avoid or substantially lessen the potential significant direct and cumulative impacts on Public Services and Utilities (Fire Protection Services) in the project area. The Port District further finds that the Reduced Project Alternative is infeasible

because it would not attain several of the fundamental objectives of the Project and would not provide the Port District and the region with all of the benefits of the Project described above and in the Statement of Overriding Considerations, and thus would be undesirable from a policy standpoint. For the potential significant impacts which cannot be avoided or mitigated to a level below significance, therefore, the Port District adopts the Statement of Overriding Considerations below pursuant to CEQA Guidelines §15093.

7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Project would have significant unavoidable environmental impacts on the following areas, which are described in detail in Volume 2 (Draft EIR), Section 4.10 (Public Services and Utilities), Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts), and Volume 6 (Revisions to Draft EIR) of the Final EIR:

- Direct and cumulative Public Services and Utilities (Fire Protection Services) impacts resulting from the primary responding fire station being above its workload capacity;
- Cumulative Transportation, Traffic, and Parking (Traffic) impacts resulting from the Project's incremental contribution to Project area intersections and roadway segments.

The Port District has recommended that the public agency with exclusive jurisdiction over fire protection services and traffic facilities and improvements adopt all feasible mitigation measures with respect to the significant unavoidable environmental impacts. Although implementation of the recommended mitigation measures could avoid or substantially lessen these unavoidable environmental impacts, the mitigation measures are within the exclusive jurisdiction of the City of San Diego and the Port District cannot assure that they will be implemented as and when needed. The Port District also has analyzed a reasonable range of alternatives to the Project, including the No Project Alternative and the Reduced Project Alternative. Based on the evidence contained in the EIR and presented during the administrative proceedings, the Port District has determined that none of these alternatives meets the fundamental objectives of the Project and is feasible and environmentally preferable to the Project as approved.

Pursuant to CEQA Guidelines §§ 15043 and 15093, therefore, the Port District must adopt a "Statement of Overriding Considerations" in order to approve the Project. A Statement of Overriding Considerations allows a lead agency to determine that specific economic, social or other expected benefits of a proposed project outweigh its potential significant unavoidable environmental risks. Although the Port District has no obligation under CEQA to adopt a Statement of Overriding Considerations for significant impacts which will be mitigated to a level below significance, the Port District wishes to make clear its view that the

benefits of the Project described below are of such importance to the community as to outweigh all significant adverse impacts described in the Final EIR or suggested by participants in the public review process.

Pursuant to CEQA Guidelines §15093, the Port District hereby finds that the Project would have the following benefits and that each of the following benefits is a separate and independent basis for overriding the unavoidable significant environmental impacts identified above:

- The Project will advance the goal articulated in the Port's mission statement which provides: "While protecting the Tidelands Trust resources, the Port will balance economic benefits, community services, environmental stewardship, and public safety on behalf of the citizens of California." The Project will provide a stimulus to the local economy through the creation of temporary and permanent jobs for the construction and operation of the hotel component of the Project. In addition, the Project site is strategically located adjacent to the San Diego International Airport and the new hotels will be available for future visitor and public uses that will provide community services to residents and visitors to the San Diego region.
- The Sunroad Hotel Project will increase employment opportunities within the region by providing approximately 90 temporary jobs during construction and 25 permanent jobs during operation of the new hotel component of the Project.
- The Project will provide a benefit to the community by creating new and improved public access and shoreline enhancements in the Project area.
- The Project will stimulate economic growth for the Port, City of San Diego and the overall region and will develop economically feasible land uses in the Project area. The plan will be economically sustainable, generate revenue, and will encourage private sector participation.
- The Project will provide an overall improvement of land use compatibility to fulfill desired goals of the PMP for an active recreational and commercial area, while providing enhanced public access resources, by amending the PMP to allow for development of the currently allowed maximum of 500 hotel rooms in the East Harbor Island Subarea to be dispersed among up to three sites rather than concentrated on one site.
- The Project will provide a benefit to the community by incorporating energy conservation and sustainability features into its design and construction that will provide energy and water efficiency equivalent to 15% in excess of standards required by Title 24 of the California Code of Building Regulations.

- Although it cannot mitigate the unavoidable environmental impacts to a level below significance, the Project will incorporate design features and will implement mitigation measures intended to minimize to the extent feasible the potential impacts to Biological Resources, Hazards and Hazardous Materials, Geology and Soils, Noise, Parking, Public Services and Utilities (Sewer and Solid Waste), and Sea Level Rise generated by the Project.

The Port District has weighed the benefits of the Project against its potential significant unavoidable environmental risks in determining whether to approve the Project. After balancing the specific economic, legal, social, technological, and other benefits of the Project, the Board of Port Commissioners has determined that the unavoidable, significant environmental impacts of the Project are considered "acceptable" because the specific considerations identified above outweigh the significant unavoidable environmental impacts of the Project. Each of the benefits and the fulfillment of the objectives of the Project, as stated herein, are determined to be a separate and independent basis for overriding the unavoidable significant environmental impacts identified above. For the foregoing reasons, therefore, the Port District finds that the Project's potential significant unavoidable environmental impacts are outweighed by the benefits described above.

Mitigation Monitoring and Reporting Program

Purpose

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the Sunroad Harbor Island Hotel Project and other future hotel development associated with the East Harbor Island Subarea Port Master Plan Amendment implement environmental mitigation, as required by the Revised Final Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project and East Harbor Island Port Master Plan Amendment. Those mitigation measures have been integrated into this MMRP. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the EIR, and general guidelines for the use and implementation of the monitoring program are described below.

This MMRP is written in accordance with California Public Resources Code 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to adopt a reporting or monitoring program for changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment and to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The San Diego Unified Port District (SDUPD) is the designated Lead Agency for the MMRP. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required.

The Port District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieve the same or greater attenuation of the impact. Copies of the measures shall be distributed to the participants of the monitoring effort to ensure that all parties involved have a clear understanding of the mitigation monitoring measures adopted.

Format

Mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or requiring supplemental structural controls. Within this document, mitigation measures are organized and referenced by subject category. The subject categories include: (1) biological resources; (2) hazards and hazardous materials; (3) noise; (4) geology and soils; (5) public services and utilities; (6) transportation, traffic, and parking; and (7) sea level rise. Each of the mitigation measures has a numerical reference. The following items are identified for each mitigation measure:

- Responsible party
- Mitigation Timing

■ Monitoring and Reporting Procedure

Responsible Party

For each mitigation measure, the party responsible for monitoring implementation and verifying completion of the mitigation measure is identified. The responsible party shall implement the mitigation measures.

Mitigation Timing

The mitigation measures required for the project(s) will be implemented at various times before construction, during construction, prior to project completion, or during project operation.

Monitoring and Reporting Procedure

Includes the procedures for documenting and reporting mitigation implementation efforts. The respective Project Applicant is responsible for implementation of all mitigation measures.

Mitigation Monitoring and Reporting Program

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Mitigation Measures for 175-room Hotel Project			
BIOLOGICAL RESOURCES			
MM BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys	Sunroad Marina Partners, LP	Throughout Construction	Contractor to confirm with Port District that vegetation removal was completed outside of breeding season
<p>To ensure compliance with Migratory Bird Treaty Act (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"> 1. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31). <p>OR</p> <ol style="list-style-type: none"> 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). <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</p>			<p>Contractor to confirm with Port District that vegetation removal was completed outside of breeding season</p> <p>OR</p> <p>Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.</p>

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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.			
HAZARDS AND HAZARDOUS MATERIALS			
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.	Sunroad Marina Partners, LP	Prior to Construction	Contractor to prepare and submit to the Port District's Environmental and Land Use Management 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. Contractor to notify Port District/County Department of Environmental Health if contaminated soils 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.	Sunroad Marina Partners, LP	Prior to Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
NOISE			
<p>MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</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"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <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"> ■ 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 	Sunroad Marina Partners, LP	Prior to Construction	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. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
GEOLOGY AND SOILS			
<p>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 H1 of the Draft EIR) including the following site design criteria:</p>	Sunroad Marina Partners, LP	Prior to Construction	The Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H1 of the Draft EIR) including the following site design

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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).			criteria. The site plans showing the design criteria will be submitted to the Port District and the City of San Diego.
II. Ground improvements or deep foundations shall be implemented in conformance with the California Building Code (CBC) site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in the following table:			

Site Design Criteria

Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S _D	S _F	Table 16-J
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q
Seismic Coefficient, C _v	1.02	1.87	Table 16-R
Near-Source Factor, N _a	1.3	1.3	Table 16-S
Near-Source Factor, N _v	1.6	1.6	Table 16-T
Seismic Source	B	B	Table 16-U

Notes:

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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</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>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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 recompact.			
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			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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> <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> <p>PUBLIC SERVICES AND UTILITIES</p> <p>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 in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. 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 in the vicinity of 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>	Sunroad Marina Partners, LP	Prior to issuance of certificate of occupancy	Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.
MM PUB-C1: Prior to the issuance of any demolition, grading, or	Sunroad Marina	Prior to demolition,	Prepare a waste management plan

* Implementation of mitigation measure MM PUB-1 could mitigate impacts of the proposed 175-room hotel on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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"> ■ 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 <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"> ■ Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site. <p>Provide education and publicity about recycling and reducing waste, using signage and a case study.</p>	Partners, LP	grading or construction permits	and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
TRANSPORTATION, TRAFFIC AND PARKING			
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 9.0% 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. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 9.0% 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.
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. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay 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 2.2%	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 2.2% towards the reconfiguration of the eastbound approach to provide a

Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel project to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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. #			third left-turn lane and restriping the south-bound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C4: Pacific Highway/Hawthorn Street intersection. The Project Applicant shall contribute a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
MM TR-C5: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment. The Project Applicant shall contribute a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
MM TR-C6: North Harbor Drive between Rental Car Access Road and Laurel Street segment. The Project Applicant shall contribute a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. #	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
Mitigation Measures for other future hotel development associated with the PMP Amendment			
BIOLOGICAL RESOURCES			
MM BIO-2: 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:	Future Project Applicant for Additional Hotel(s)	Throughout Construction	Contractor to confirm with Port District that vegetation removal was completed outside of breeding season OR Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.
3. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31). OR 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-			

Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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 survey 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 confirmed that no new nests have been established.</p>			

HAZARDS AND HAZARDOUS MATERIALS

MM HZ-2a: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare and submit to the Port District's Environmental and Land Use Management 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

Future Project
Applicant for
Additional Hotel(s)

Prior to
commencement of
Construction

Contractor to prepare and submit to the Port District's Environmental and Land Use Management Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant(s) and/or contractor in the event that undocumented areas of contamination are encountered during construction activities.

Contractor to notify Port District/County Department of Environmental Health if contaminated soils encountered.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.			
MM HZ-2b: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare a Site Safety Plan to address possible hazardous materials present within the East Harbor Island Subarea 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 hotel development to reduce potential health and safety hazards to workers and the public.	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.

NOISE

MM NOI-2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Future hotels 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:	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant(s) 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. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<ol style="list-style-type: none"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <p>The following minimal performance requirements shall be adhered to as they pertain to interior/exterior sound transmission loss:</p> <ul style="list-style-type: none"> ■ Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52 			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<ul style="list-style-type: none"> ■ 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 			
<p>MM NOI-C1: Reduction of exterior noise impacts: The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction to review Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 65 dBA (CNEL) or below standard. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<p>MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	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. Construction level plans showing adherence to standards will be provided to the Port District

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.			and the City of San Diego.

GEOLOGY AND SOILS

MM GEO-2: 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:

- 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 the following table:

Site Design Criteria

Parameter	Ground Improvements	Deep Foundations	CBC Reference
Seismic Zone Factor	0.40	0.40	Table 16-I
Soil Profile	S _D	S _F	Table 16-J
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q
Seismic Coefficient, C _v	1.02	1.87	Table 16-R
Near-Source Factor, N _a	1.3	1.3	Table 16-S

Proposed Mitigation				Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Near-Source Factor, N_v	1.6	1.6	Table 16-T			
Seismic Source	B	B	Table 16-U			

Notes:

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.

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

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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 recompact.			
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			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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.			

PUBLIC SERVICES AND UTILITIES

MM PUB-2: Prior to the issuance of a certificate of occupancy for future hotels allowed by the PMP Amendment, the Project Applicant(s) shall pay its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution	Future Project Applicant for Additional Hotel(s)	Prior to issuance of certificate of occupancy	Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.
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Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Fund No. 200636. In the event the City of San Diego has not determined the amount of the fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel project requests issuance of a certificate of occupancy, the Project Applicant(s) 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. †			
MM PUB-3: Prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.	Future Project Applicant for Additional Hotel(s)	Prior to issuance of building permit for construction of second hotel.	Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.
MM PUB-C2: Prior to the issuance of any demolition, grading, or construction permits for hotels within the PMP Amendment area, the Project Applicant(s) 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:	Future Project Applicant for Additional Hotel(s)	Prior to issuance of demolition, grading, or construction permits	Project Applicant(s) shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.
<ul style="list-style-type: none"> ■ 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 			

† Implementation of mitigation measure MM PUB-2 could mitigate impacts of the future hotels that could be constructed under the PMP Amendment on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>mulch and compost</p> <ul style="list-style-type: none"> ■ 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 <p>International Standards of Operations, or other certification, if any.</p>			

TRANSPORTATION, TRAFFIC, AND PARKING

In Mitigation Measures MM TR-C7 through MM TR-C9 and MM TR-C12 through MM TR-C16, Scenario A refers to the East Harbor Island Subarea being developed with 175 "business" hotel rooms and 325 "resort" hotel rooms, and Scenario B refers to the East Harbor Island Subarea being developed with a total of 500 "business" hotel rooms.

MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance): The Project Applicant shall contribute a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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 from a "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. Modifications to the

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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.

traffic signal timing in conjunction with the change in lane designations are also recommended.**

MM TR-C8: North Harbor Drive / Rental Car Access Road

intersection: The Project Applicant shall contribute a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

MM TR-C9: North Harbor Drive / Laurel Street intersection: The Project Applicant shall contribute a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.**

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment: The Project Applicant shall contribute a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment: The Project Applicant shall contribute a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment: The Project Applicant shall contribute a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of building permits Pay a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment: The Project Applicant shall contribute a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of building permits Pay a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment: The Project Applicant shall contribute a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of building permits Pay a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

PARKING

MM PARK-1:

a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the design of

Future Project
Applicant for
Additional Hotel(s)

Prior to approval of Coastal Development The Project Applicant shall submit a Site Plan showing demonstrating adequate on-site parking in

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel and shall include a Parking Management Plan which shall include, but not be limited to, parking reduction strategies including subsidized employee mass transit program, provision of bicycle parking racks, provision of off-site employee parking, and alternative transportation modes such as participation in an airport shuttle and/or the Port District's bayside shuttle system.

Permit

accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

b. Prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

Future Project
Applicant for
Additional Hotel(s)

Prior to demolition
or removal of
parking space in
the existing west
marina parking lot

The Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

SEA LEVEL RISE

MM SLR-C1: Prior to the approval of a Coastal Development Permit for future hotel development that could occur under the proposed PMP Amendment, the project applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The report shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development.

Future Project
Applicant for
Additional Hotel(s)

Prior to approval of
Coastal
Development
Permit

The Project Applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site-specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development.

SAN DIEGO UNIFIED PORT DISTRICTReference Copy
61775**DATE:** March 4, 2014**SUBJECT: SUNROAD HARBOR ISLAND HOTEL PROJECT AND EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT**

- A) CONDUCT PUBLIC HEARING AND ADOPT RESOLUTION CERTIFYING REVISED FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING MITIGATION MONITORING AND REPORTING PROGRAM, AND DIRECTING FILING OF THE NOTICE OF DETERMINATION**
- B) CONDUCT PUBLIC HEARING AND ADOPT RESOLUTION APPROVING PORT MASTER PLAN AMENDMENT AND DIRECTING FILING WITH THE CALIFORNIA COASTAL COMMISSION FOR CERTIFICATION**
- C) RESOLUTION GRANTING CONCEPT APPROVAL FOR 175-ROOM SUNROAD HARBOR ISLAND HOTEL PROJECT AT 955 HARBOR ISLAND DRIVE**

EXECUTIVE SUMMARY:

Sunroad Enterprises (Sunroad) has two adjacent leases on Harbor Island with the San Diego Unified Port District (District or SDUPD) under separate entities. Sunroad Marina Partners, LP is the tenant for the Sunroad Resort Marina¹ and Sunroad Harbor Island, Inc. is the tenant for the Island Prime and former Reuben E. Lee restaurants², both located on Harbor Island. This agenda sheet addresses the certification of the Revised Final Environmental Impact Report (EIR), approval of the Port Master Plan Amendment (PMPA) and concept approval for the proposed development of a new hotel on the 600-slip Sunroad Resort Marina leasehold. It does not involve the former Reuben E. Lee tenancy or site.

In June 2008, Sunroad submitted a proposal for the development of the \$30 million Sunroad Harbor Island Hotel Project (Sunroad Project), a 175-room limited-service hotel. Among the entitlements needed for the Sunroad Project is a PMPA. Accordingly, in September 2008, District staff commenced environmental review of the Sunroad Project and associated PMPA.³ The Sunroad Project and the PMPA are

1 SDUPD Clerk's Document Number 20323, filed 2/2/1987, SDUPD Lease to Harbor Cove Marina Partners of Property Located on Harbor Island Drive, San Diego, California for Forty Years, Commencing February 1, 1987 and Ending January 31, 2027.

2 SDUPD Clerk's Document Number 3108, filed 2/20/1968, SDUPD Lease with Bankers Life Insurance Company of Nebraska for Operation of a Restaurant, Cocktail Lounge and Gift Shop and Related Facilities thru April 30, 2028.

3 SDUPD BPC Meeting dated September 2, 2008, Agenda Item No. 34: Sunroad Asset Management A) Preliminary Project Review for the Proposed Hotel Development on the Sunroad Resort Marina Parcel by Sunroad Asset Management, Inc. B) Direct Staff to Proceed with Environmental Review for the Proposed Hotel Development on the Sunroad Resort Marina Parcel by Sunroad Asset Management, Inc. C) Resolution Waiving BPC Policy No. 110 and Authorizing a Three-Party Agreement between Sunroad Asset Management, Inc., Jones and Stokes Consulting, and the Port District for Environmental Review Consulting Services for a Period of 12 Months and for a Fee Not to Exceed \$140,000; BPC Resolution No. 2008-188.

collectively referred to as “project” from here forward. The existing certified Port Master Plan describes a high quality hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the Sunroad Project site). The PMPA would allow development of two or three hotels on East Harbor Island, including the Sunroad hotel, with a combined total of not more than 500 rooms, rather than a single 500-room hotel. Attachment A shows the project location.

After the Board authorized commencement of environmental review, the District hired an environmental consultant to prepare an EIR for the project, held a public scoping meeting, and completed a Draft EIR, which was made available for public review in late 2009. Comments received on the Draft EIR warranted revisions to and recirculation of portions of that Draft EIR. The Recirculated Portions of the Draft EIR were made available for public review in late 2010.

On June 14, 2011, the Board granted an option agreement with Sunroad Marina Partners, LP for a new 55-year lease for the Sunroad Project; certified the Final EIR for the project; approved the PMPA; and granted concept approval to the Sunroad Project. A lawsuit was subsequently filed by the UNITE HERE Local 30 union challenging the adequacy of the Final EIR. On May 9, 2012, the San Diego Superior Court issued a writ of mandate pursuant to the judgment entered in a lawsuit entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, San Diego Superior Court Case No. 37-2011000094537-CU-TT-CTL (Lawsuit). Although the court determined the Final EIR for the project was adequate with respect to the Sunroad Project, the Superior Court held that the Final EIR did not adequately address the potential impacts associated with the PMPA.

On August 14, 2012, the Board adopted resolutions setting aside certification of the Final EIR and approval of the PMPA, and directing staff to prepare the additional environmental review necessary to evaluate the proposed PMPA. At that same meeting, the Board also adopted a resolution rescinding the concept approval granted to the Sunroad Project. Pursuant to the California Environmental Quality Act (CEQA) and the writ of mandate, Revisions to Draft EIR were prepared to analyze the potential impacts of the development of multiple hotels allowed under the proposed PMPA. The Revisions to Draft EIR were made available for an extended public review period from July 10, 2013 to October 7, 2013.

Staff recommends that the Board certify the Revised Final EIR, approve the PMPA, and grant concept approval to Sunroad for development of the 175-room hotel on Harbor Island. The Sunroad Project is expected to generate additional revenue from the existing leasehold, as well as drive additional business to adjacent tenants. The Sunroad Project and the other prospective hotel projects associated with the PMPA will also improve public access on Harbor Island by enhancing the existing promenade from the adjacent restaurant parcel along the east Harbor Island basin.

RECOMMENDATION:

Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment

- A) Conduct Public Hearing and Adopt Resolution Certifying the Revised Final Environmental Impact Report for the “Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment”, Adopt Findings of Fact and a Statement of Overriding Considerations, Adopt Mitigation Monitoring and Reporting Program, and Direct Staff to File the Notice of Determination
- C) Conduct Public Hearing and Adopt Resolution Approving East Harbor Island Subarea Port Master Plan Amendment and Direct Staff to File with the California Coastal Commission for Certification
- D) Adopt Resolution Granting Concept Approval for the 175-room Sunroad Harbor Island Hotel Project at 955 Harbor Island Drive

FISCAL IMPACT:

The proposed Board action will not result in further fiscal impact. Sunroad’s current minimum annual rent for the marina is \$900,000. Last year the marina paid approximately \$1,065,000 in percentage rent to the District. If the option is exercised, the new rent schedule will accelerate from flat rent of \$900,000 in year one of the new lease to an estimated total minimum and percentage rent of \$2,065,000 in year five, an increase of \$825,000 over the estimated marina rent upon stabilization for the new Sunroad Project. This agenda item is subject to Board Policy No. 106 – Cost Recovery User Fee Policy.

COMPASS STRATEGIC GOALS:

This agenda item supports the following Strategic Goal(s):

- ☒ Enhance and sustain a dynamic and diverse waterfront.
- ☒ Strengthen the Port’s financial performance.

DISCUSSION:**Background:**

Sunroad currently has a 50-year lease with the District for a 600-slip marina on Harbor Island that will expire in 2037. The proposed Sunroad Project would be built on the same leasehold and operate in conjunction with the marina.

The east end of Harbor Island has long been envisioned as a hotel site. The existing Port Master Plan has authorized development of a 500-room hotel on the westernmost parcel of east Harbor Island since 1990. The District has reviewed several proposals

for large resort style hotels over the years, and the District has been working with Sunroad since early 2005 to redevelop the marina parcel and add a hotel. On December 6, 2005, the Board directed staff to proceed with environmental review of a 600-room hotel proposed by Sunroad on the eastern end of Harbor Island.⁴ The hotel consisted of a multi-phase, 24-story tower with structured parking, meeting space, and restaurants. Due to an economic downturn combined with staff concerns regarding impacts to views, biological resources, geotechnical considerations, traffic/circulation, FAA height restrictions and public services, Sunroad withdrew their hotel submittal. As such, the environmental review was halted and the hotel project was abandoned.

At the September 2008 Board meeting, the Board was presented with preliminary plans for a new hotel proposed by Sunroad to redevelop the east end of Harbor Island with a 160-room limited service hotel, which was increased to 175 rooms at the request of the Board. The Board subsequently authorized commencement of environmental review for the Sunroad Project and a PMPA.

In June 2011, the Board certified the Final EIR for the project; approved the PMPA; granted an option agreement with Sunroad Marina Partners, LP for a new 55-year lease for the Sunroad Project; and granted concept approval to the Sunroad Project (Attachment B). UNITE HERE Local 30 subsequently filed the Lawsuit, challenging the adequacy of the Final EIR.⁵ The San Diego Superior Court determined that the Final EIR was adequate with respect to the Sunroad Project; however, it held that the Final EIR did not adequately address the potential environmental impacts associated with the PMPA.

In August 2012, the Board adopted resolutions setting aside certification of the Final EIR for the project and approval of the PMPA and directing staff to prepare the additional environmental review necessary to evaluate the proposed PMPA. At that same meeting, the Board also adopted a resolution rescinding the concept approval granted to the Sunroad Project. (The option agreement was not rescinded and remains in full force and effect.) The Revisions to Draft EIR were prepared to analyze the potential impacts of the development of multiple hotels allowed under the proposed PMPA.

Proposed Sunroad Project:

The Sunroad Project includes a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking on east Harbor Island. The proposed hotel would be similar in quality and amenities to a Courtyard by Marriott or a Hilton Garden Inn. The proposed development would be located on the east end of the existing Sunroad marina leasehold and would replace an

⁴ SDUPD BPC Meeting dated December 6, 2005, Action Agenda Item No. 27. A) Preliminary Project Review for the Proposed Redevelopment of East Harbor Island by Sunroad Asset Management, Inc.; B) Direct Staff to Proceed with Environmental Review for the Proposed Redevelopment of East Harbor Island by Sunroad Asset Management, Inc.

⁵ *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, San Diego Superior Court Case No. 37-2011000094537-CU-TT-CTL.

existing locker building and some parking, with the existing marina offices to remain. While the Sunroad Project would remove 111 of the existing marina parking spaces, based on a parking analysis conducted by traffic consultants Linscott, Law and Greenspan the leasehold is currently over parked and the project will contain adequate surface parking for both the hotel and marina. This is due to the development's shared parking which results in different peak demand periods for the hotel and marina uses. The parking study conducted for the Sunroad Project concluded that the shared parking requirement would be 381 parking spaces, which is substantially less than the existing 568 spaces and the proposed 457 spaces. The Sunroad Project will increase public access on East Harbor Island by enhancing the public promenade along the Harbor Island East Basin to connect to the promenade that will be located on the adjacent redeveloped restaurant leasehold. Sections of Harbor Island Drive located immediately to the south of the proposed hotel, the traffic circle, and the underlying utilities will be realigned to accommodate the Sunroad Project. The Sunroad Resort Marina will remain open for business during the hotel construction. The site plan and schematics for the Sunroad Project are shown on Attachments C and D, respectively.

The limited service nature of the hotel will provide a lower price point as compared to full service competitors. Sunroad is projecting an average daily rate (ADR) of \$210 and revenue per available room (RevPar) of \$169 with 81% occupancy in year five. This translates into an estimated \$825,000 in new revenue to the District in year five in addition to \$1,240,000 already being generated by the marina per year. Based on a May 2009 District-commissioned study of the Sunroad proposal conducted by Maurice Robinson & Associates, LLC, these projections are attainable compared to other similar hotels in the area. In addition, the hotel is likely to generate business at the adjacent Island Prime restaurant and the former Reuben E. Lee restaurant once it is redeveloped.

Proposed Developer for Sunroad Project:

The Sunroad Project will be developed by Sunroad Marina Partners, LP which is wholly owned by Sunroad, which in turn is wholly owned by Aaron Feldman. The company was founded in San Diego in 1977, and is comprised of real estate holdings and automotive divisions. In addition to their marina on Harbor Island, Sunroad operates the Island Prime restaurant on District tidelands through a subtenant (Kirschcohn, Inc.) of its subsidiary, Sunroad Harbor Island, Inc., and is currently redeveloping the former Reuben E. Lee restaurant located on the same leasehold.⁶ Sunroad has a successful track record of off-tidelands development which includes commercial, resort, residential and automotive projects. Sunroad is considered a tenant in good standing by the District.

The development team includes local architects Awbrey, Cook & McGill, a firm specializing in hospitality with specific experience in building limited service hotels.

⁶ SDUPD Clerk's Document Number 53527, filed June 13, 2008, SDUPD Option to Lease Agreement to Sunroad Harbor Island, Inc.

Proposed Operator for Sunroad Project:

Sunroad has represented that negotiations with a top national hotel brand catering to business and personal travelers are nearing completion. Sunroad is required to submit the hotel brand selection and management agreement to the District for approval as a condition of its option agreement with the District.

Port Master Plan Amendment:

The existing certified Port Master Plan describes a high quality hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the Sunroad Project site), which is currently used for temporary rental car parking and was formerly used by the San Diego International Airport for employee parking. Attachment E shows the PMPA boundaries, the location of the Sunroad Project, and the potential location of up to two more hotels. The PMPA would allow development of two or three hotels on East Harbor Island, including the Sunroad hotel, with a combined total of not more than 500 rooms, rather than a single 500-room hotel. The draft PMPA includes revisions to the precise plan text and maps, land use acreage tables, and project list for Planning District 2. More specifically, the draft PMPA includes the following revisions to the Planning District 2, Harbor Island/Lindbergh Field precise plan:

- Revise the precise plan text to change the 500-room hotel to allow up to three hotels in two areas, with a combined total of no more than 500 rooms, as well as include the proposed road and traffic circle realignment;
- Revise the Project List to add the 175-room Sunroad hotel and the other up to two hotels; and
- Revise land use acreage table to reflect proposed changes to the commercial recreation, promenade, open space (traffic circle), and street land use designations.

In compliance with the California Coastal Act (Section 30712), the District issued a Notice of Completion and Public Hearing of the draft PMPA on Friday, January 31, 2014 in the U-T San Diego and San Diego Daily Transcript newspapers. This provided the required 30-day notice to members of the public, organizations, and governmental agencies of the completion of the draft PMPA and the public hearing for adoption by the Board. A copy of the draft East Harbor Island Subarea PMPA is provided as Attachment F to this agenda sheet.

Environmental Impact Report:

The “Sunroad Harbor Island Hotel and East Harbor Island Subarea Port Master Plan Amendment” Revised Final EIR has been prepared in accordance with California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. The Revised Final EIR consists of six volumes, organized as follows:

- Volume 1 contains an errata prepared for the Revised Final EIR; the final Executive Summary and Summary of Impacts and Mitigation Measures for the project; a list of public agencies, organizations and persons commenting on the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR; comments received on the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR and the Port District's responses to those comments; and the mitigation monitoring and reporting program;
- Volumes 2, 3, and 4 include the 2009 Draft EIR and its two volumes of appendices;
- Volume 5 includes the 2010 Recirculated Portions of the [2009] Draft EIR and its associated appendices; and
- Volume 6 includes the 2013 Revisions to Draft EIR and its associated appendices.

These six volumes collectively constitute the Revised Final EIR.

Draft EIR: Environmental review of the project, pursuant to CEQA, began in September 2008 at the direction of the Board. The Draft EIR for the project evaluated a number of environmental issues including land use; biological resources; aesthetics; hydrology and water quality; hazards and hazardous materials; transportation, traffic, and parking; air quality; noise; geology and soils; public services and utilities; and recreation. The Draft EIR identified significant mitigable impacts to biological resources, hazards and hazardous materials, noise, geology and soils, and cumulative public services and utilities (solid waste). The Draft EIR also identified direct and cumulative unmitigable impacts to public services and utilities (fire protection services) and cumulative unmitigable impacts to traffic. Although feasible mitigation measures were identified which could reduce these unmitigable impacts to a level below significance, the timing and implementation of the mitigation measures are within the jurisdiction of the City of San Diego (City), not the District, and the District cannot assure that the mitigation measures will be implemented when needed. Accordingly, the Draft EIR for the project concluded that these impacts would be significant and unmitigable.

The Draft EIR also analyzed the project and two alternatives - the CEQA-required No Project Alternative and the Reduced Project Alternative. The Reduced Project Alternative evaluated a 69-room hotel as that was the size hotel that would avoid all significant cumulative traffic impacts. Although the Reduced Project Alternative would avoid all cumulative traffic impacts associated with the project, it would not reduce or substantially avoid any of the other significant impacts identified for the project. The Draft EIR concluded that the Reduced Project Alternative could avoid the project's potential impacts on traffic and would meet most of the project objectives, but it may not be feasible for economic reasons, as defined in Section 15364 of the State CEQA Guidelines.

The Draft EIR, dated December 2009, was made available for 45-day public review period from December 10, 2009 through January 25, 2010. The District received four comment letters (totaling 32 comments) on the Draft EIR for the project from the California State Clearinghouse, Department of Toxic Substances Control, California Native American Heritage Commission, and the City. The four comment letters are summarized as follows:

- California State Clearinghouse informed the District that the Draft EIR was distributed to various state agencies for their review.
- The California Native American Heritage Commission provided comments that express concern for potential buried Native American cultural resources and recommends consultation with local Native American tribes to identify any potential cultural resources. The letter also indicated that neither the project site nor any property within a one-half mile radius of the project site is located within the Native American Heritage Commission's Sacred Lands File Inventory. As identified in the Draft EIR, the project site is located on fill and no buried cultural resources or human remains are anticipated to be discovered during the project's site disturbance activities. No further action is required.
- The Department of Toxic Substances Control comment letter reiterated their concerns from the 2009 letter they provided on the Notice of Preparation. Those concerns regarding potential hazardous materials at the site were fully addressed in the Hazardous and Hazardous Materials and Air Quality chapters of the Draft EIR and mitigation was provided to fully mitigate these potential impacts to a level less than significant.
- The City provided comments on the preservation of uplands views, the project's solid waste generation, and the project's traffic analysis, including requests for clarification on some of the traffic analysis assumptions and methodology. The City indicated that the traffic analysis included in the Draft EIR did not use the most recent significance thresholds adopted by the City, and that incorrect roadway classifications and roadway capacities were used in the traffic analysis. The traffic analysis was revised as a result of this comment letter. The additional traffic, view, and solid waste comments raised by the City are addressed in the Revised Final EIR.

With the exception of the City comments indicating the incorrect roadway classifications and roadway capacities were used in the traffic analysis, staff determined that all other comments did not raise any significant environmental issues not already included in the Draft EIR for the project. Responses to the four comment letters are provided in the Revised Final EIR.

Recirculated Portions of the Draft EIR: In response to comments received from the City on the Draft EIR for the project, the traffic analysis was revised to incorporate the most

recent significance thresholds and the correct roadway classifications and capacities. The revisions changed the conclusions of the cumulative traffic analysis, which warranted recirculation of the portions of the Draft EIR that were affected by a revision to the traffic analysis – Traffic, Cumulative Impacts, and Alternatives.

The Recirculated Portions of the Draft EIR identified new traffic impacts - one additional cumulative intersection impact and two new cumulative street segment impacts. Additionally, due to the revised significance thresholds, roadway classifications, and roadway capacities, the 69-room hotel Reduced Project Alternative evaluated in the Draft EIR no longer avoided all significant cumulative traffic impacts. The 69-room hotel avoids four of the six significant cumulative traffic impacts. In addition, the Recirculated Portions of the Draft EIR added a second scenario – a 123-room hotel – to the Reduced Project Alternative. The 123-room hotel avoids three of the six significant cumulative traffic impacts. The Recirculated Portions of the Draft EIR concluded that the Reduced Project Alternative would not achieve several of the basic objectives of the project, and thus, would be undesirable from a policy standpoint.

The Recirculated Portions of the Draft EIR was made available for a 45-day public review period from November 24, 2010 to January 10, 2011. The District received five comment letters (totaling 27 comments) on the Recirculated Portions of the Draft EIR from the Department of Toxic Substances Control, the California Native American Heritage Commission, the City (two separate comment letters), and Adams Broadwell Joseph & Cardozo Attorneys on behalf of UNITE HERE Local 30. The Department of Toxic Substances Control and California Native American Heritage Commission letters are identical to the letters submitted on the Draft EIR. The remaining three comment letters are summarized as follows:

- The two City comment letters had remaining comments that warranted clarification on some of the traffic analysis assumptions and methodology, as well as water and sewer main information for the project developer, and information on the project developer's contribution towards the construction of a new fire station. The water and sewer main comment did not address the adequacy of the EIR. The new fire station contribution comment did not address the adequacy of the EIR because the EIR identified a significant unavoidable impact to fire protection services and requires the Project Applicant to pay a fair-share contribution towards the construction of a new fire station. Responses providing clarification on the traffic comments are provided in the Revised Final EIR.
- The Adams Broadwell Joseph & Cardozo comment letter did not address the accuracy or adequacy of the Recirculated Portions of the Draft EIR but indicated they are still reviewing the Draft EIR and Recirculated Portions of the Draft EIR and requested to be notified by mail and email of all proposed actions related to the project. Adams Broadwell Joseph & Cardozo's client, UNITE HERE Local 30, has previously received all notifications on the public comment periods for

the Notice of Preparation and Scoping Meeting, Draft EIR, Recirculated Portions of the Draft EIR, and Notice of Completion and Public Hearing of the PMPA.

Staff determined that the comment letters did not raise any significant environmental issues not already included in the Draft EIR or Recirculated Portions of the Draft EIR. Responses to the five comment letters are provided in the Revised Final EIR.

Revisions to Draft EIR: In compliance with the writ of mandate issued by the San Diego Superior Court, the Revisions to Draft EIR was prepared to analyze the potential impacts of the development of multiple hotels allowed under the proposed PMPA. The Revisions to Draft EIR identified significant mitigable impacts to biological resources, hazards and hazardous materials, parking, noise, geology and soils, public services and utilities, sea level rise, cumulative noise, and cumulative public services and utilities (solid waste). The Revisions to Draft EIR also identified direct and cumulative unmitigable impacts to public services and utilities (fire protection services) and cumulative unmitigable impacts to traffic. Although feasible mitigation measures were identified which could reduce these impacts to a level below significance, the timing and implementation of the mitigation measures are within the jurisdiction of the City, not the District, and the District cannot assure that the mitigation measures will be implemented when needed. Accordingly, the Revisions to Draft EIR concluded that these impacts would be significant and unmitigable.

The public comment period for the Revisions to the Draft EIR began on July 10, 2013, and was extended an additional 45 days from August 23, 2013 to October 7, 2013 in response to an extension request received via email from Adams Broadwell Joseph & Cardozo, representing UNITE HERE Local 30; thus, the total public comment period was 89 days. At the conclusion of the comment period, three comment letters were received – one from the California State Clearinghouse, and two from the City. The California State Clearinghouse informed the District that no state agencies submitted comments on the Revisions to Draft EIR. The City provided comments on the traffic analysis assumptions and methodology, the new municipal stormwater permit, as well as water and sewer main information for the future hotel developer(s), and information on developer contributions to development impact fees and housing trust fund fees. Responses providing clarification on the traffic comments as well as to the other comments are provided in the Revised Final EIR.

Staff determined that the comment letters did not raise any significant environmental issues not already addressed in the Revisions to Draft EIR. Responses to the two comment letters are provided in the Revised Final EIR.

Errata to the Revised Final EIR: After the circulation of the Revised Final EIR, an Errata to the Revised Final EIR was prepared to ensure the accuracy and completeness of the Revised Final EIR. The Errata clarifies the methodology used in the traffic analysis, and provides the District's responses to a Coastal Commission comment letter received in December 2013 after the public review period. The District has reviewed the

information in the Errata and has determined that it does not change any of the findings or conclusions in the Revised Final EIR and does not constitute “significant new information” within the meaning of CEQA Guidelines section 15088.5. Accordingly, the District finds that recirculation of the Revised Final EIR is not required.

Mitigation Monitoring and Reporting Program: As concluded by the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR, the project would result in various potentially significant environmental impacts. With the exception of the significant project-level and cumulative unmitigable public services and utilities (fire protection services) and cumulative traffic impacts, all project-level and cumulative impacts can be mitigated to below a level of significance with the implementation of the mitigation measures included in the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR. These mitigation measures include various construction and operation-related mitigations. All mitigation measures, when they are to be carried out, the party responsible for carrying out them out, and their monitoring and reporting procedures are contained in the Mitigation Monitoring and Reporting Program (MMRP), which has been prepared in compliance with CEQA Guidelines Section 15097.

Findings of Fact and Statement of Overriding Considerations: CEQA requires the Board to adopt Findings of Fact for all significant project impacts, including impacts that are considered less than significant after mitigation and impacts that are considered significant and unmitigable. In addition, the significant and unmitigable impacts require the Board to also adopt a Statement of Overriding Considerations identifying that the District has balanced the specific economic, legal, social, technological, and other benefits of the project, including region-wide or statewide environmental benefits, against its unavoidable (unmitigable) significant environmental risks in determining whether to approve the project. The District finds that, pursuant to CEQA Guidelines Section 15093, the benefits of the project, including, but not limited, to increased employment opportunities and enhanced access to the shoreline, outweigh its significant adverse environmental impacts and, therefore, such impacts are considered acceptable. Accordingly, staff recommends the District adopt the Statement of Overriding Considerations.

Copies of the Revised Final EIR, Findings of Fact and Statement of Overriding Considerations, and MMRP have been provided to the Board.

Next Steps in the Process

Following Board certification of the Revised Final EIR and approval of the PMPA, District staff will transmit the PMPA application to the California Coastal Commission for consideration of certification at a future Coastal Commission meeting, anticipated to occur in mid-2014. If the Coastal Commission certifies the draft PMPA, further actions are required to make the PMPA effective. Pursuant to Section 30716 of the California Coastal Act and Title 14, Section 13632(e) of the California Code of Regulations, those actions include the Board adopting the PMPA as certified by the Coastal Commission

and giving notice of said adoption to the Coastal Commission, as well as the Coastal Commission accepting the Board's action as being consistent with its certification. Following PMPA certification, the Board will have coastal development permit (CDP) issuance authority for the Sunroad Project and other hotel projects contemplated by the PMPA, and staff will return to the Board to consider authorizing issuance of an appealable CDP for the Sunroad Project.

Port Attorney's Comments:

The Port Attorney's Office has reviewed the issues set forth in this agenda sheet and there are no legal concerns. The Board may analyze the issues presented and take appropriate action.

Environmental Review:

The proposed Board action completes the CEQA process for this project.

Certification of the PMPA by the Coastal Commission would be required for Coastal Act consistency. However, development of the Sunroad Project or other hotels allowed pursuant to the PMPA would not occur until after such certification.

Equal Opportunity Program:

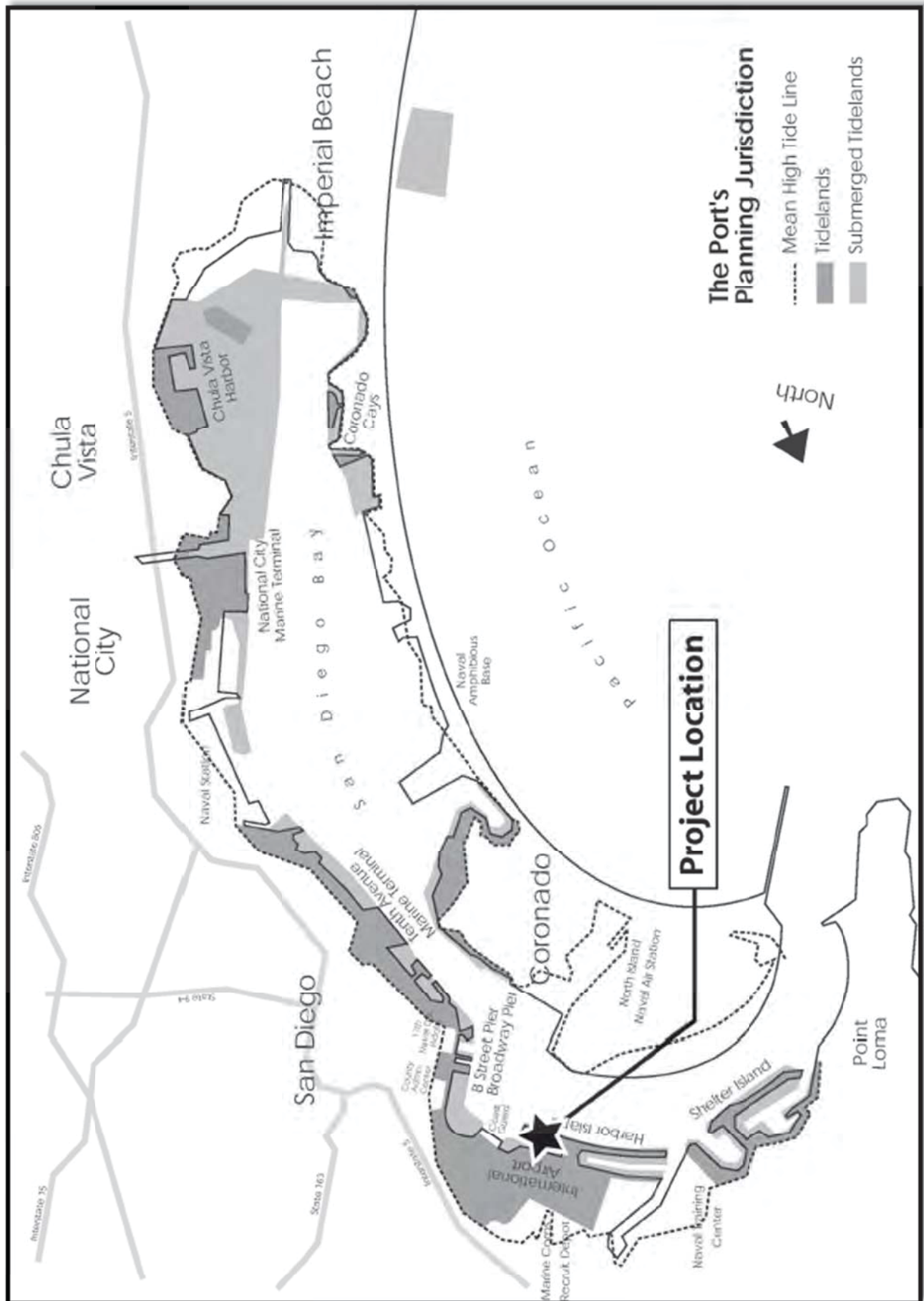
Not applicable.

PREPARED BY: Tony Gordon
Area Real Estate Manager

Anna Buzaitis
Associate Redevelopment Planner
Environmental and Land Use Management

Attachments:

Attachment A: Location Map
Attachment B: June 14, 2011 Agenda
Attachment C: Site Plan for Sunroad Project
Attachment D: Schematics for Sunroad Project
Attachment E: Hotel Locations
Attachment F: Draft Port Master Plan Amendment



Location Map

SAN DIEGO UNIFIED PORT DISTRICT

DATE: June 14, 2011

SUBJECT: SUNROAD HARBOR ISLAND HOTEL

- A) ORDINANCE GRANTING OPTION AGREEMENT FOR 55-YEAR LEASE**
- B) CONDUCT PUBLIC HEARING, CERTIFY ENVIRONMENTAL IMPACT REPORT, ADOPT FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPT MITIGATION MONITORING AND REPORTING PROGRAM, AND DIRECT FILING OF THE NOTICE OF DETERMINATION**
- C) CONDUCT PUBLIC HEARING, APPROVE PORT MASTER PLAN AMENDMENT, AND DIRECT FILING WITH THE CALIFORNIA COASTAL COMMISSION FOR CERTIFICATION**
- D) RESOLUTION GRANTING CONCEPT APPROVAL FOR HOTEL PROJECT**

EXECUTIVE SUMMARY:

This Agenda Item is continued from the May 10, 2011 Board of Port Commissioners ("Board") meeting.

Sunroad Enterprises ("Sunroad") has two adjacent leases on Harbor Island with the District under separate entities. Sunroad Marina Partners, LP is the tenant for the Sunroad Resort Marina¹ and Sunroad Asset Management, Inc. is the tenant for the Island Prime and former Reuben E. Lee restaurants², both located on Harbor Island. This agenda sheet addresses the business terms of the option and lease agreement, certification of the environmental impact report (EIR), approval of the Port Master Plan Amendment (PMPA) and concept approval for the proposed development of a new hotel on the 600-slip Sunroad Resort Marina leasehold.

In June 2008, Sunroad submitted a proposal for the development of a \$30 million, 175-room limited service hotel. In September 2008, District staff commenced environmental review of the proposed hotel and associated PMPA.³ The District hired an environmental consultant to prepare the EIR, held a public scoping meeting, and completed the Draft EIR which was made available for public review in late 2009.

1 SDUPD Clerk's Document Number 20323, filed 2/2/1987, SDUPD Lease to Harbor Cove Marina Partners of Property Located on Harbor Island Drive, San Diego, California for Forty Years, Commencing February 1, 1987 and Ending January 31, 2027

2 SDUPD Clerk's Document Number 3108, filed 2/20/1968, SDUPD Lease with Bankers Life Insurance Company of Nebraska for Operation of a Restaurant, Cocktail Lounge and Gift Shop and Related Facilities thru April 30, 2028

3 SDUPD BPC Meeting dated September 2, 2008, Agenda Item No. 34 Sunroad Asset Management A) Preliminary Project Review for the Proposed Hotel Development on the Sunroad Resort Marina Parcel by Sunroad Asset Management, Inc. B) Direct Staff to Proceed with Environmental Review for the Proposed Hotel Development on the Sunroad Resort Marina Parcel by Sunroad Asset Management, Inc. C) Resolution Waiving BPC Policy No. 110 and Authorizing a Three-Party Agreement between Sunroad Asset Management, Inc., Jones and Stokes Consulting, and the Port District for Environmental Review Consulting Services for a Period of 12 Months and for a Fee Not to Exceed \$140,000, BPC Resolution No. 2008-188

<p>ACTION TAKEN: 6-14-2011 - Ordinance 2643, Resolution 2011-90, Resolution 2011-91 and Resolution 2011-92</p>

Comments received on the Draft EIR warranted revisions to and recirculation of portions of the Draft EIR. The Recirculated Portions of the Draft EIR were made available for public review in late 2010.

The existing certified Port Master Plan (PMP) describes a high quality hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the project site), which is currently used by the San Diego International Airport for employee parking. The draft PMPA modifies portions of the Planning District 2, Harbor Island/Lindbergh Field, precise plan text, map, and land use acreage tables to change the 500-room hotel to multiple hotels with a cumulative total of up to 500 rooms, and includes the proposed road and traffic circle realignment that are part of the hotel development. The 175 hotel rooms proposed as part of the project would constitute a portion of the 500 total hotel rooms on East Harbor Island.

A 36-month option has been negotiated with Sunroad for a new 55-year lease which incorporates both the marina currently operating on the leasehold and the proposed hotel. Exercise of the option would be contingent upon the Board's certification of the EIR and approval of the PMPA in its sole and absolute discretion, the Coastal Commission's certification of the PMPA, and the approval of an appealable CDP. In accordance with Board Policy No. 355 (BPC 355), Sunroad's \$30 million investment will qualify for a new 55-year lease term for the entire project.

Staff recommends that the Board grant an option agreement, certify the EIR, adopt the PMPA, and grant concept approval to Sunroad for development of a 175-room hotel on Harbor Island. This project is expected to generate additional revenue from the existing leasehold as well as drive additional business to adjacent tenants. The project will also improve public access on Harbor Island by enhancing the existing promenade from the adjacent restaurant parcel along the east Harbor Island basin.

RECOMMENDATION:

Sunroad Harbor Island Hotel

- A) Adopt Ordinance Granting Option Agreement with Sunroad Marina Partners, LP for New 55-Year Lease for a 175-Room Hotel on Harbor Island
- B) Conduct Public Hearing and Adopt Resolution Certifying the "Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment" Environmental Impact Report, Adopting Findings of Fact and a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Project, and Directing Staff to File the Notice of Determination
- C) Conduct Public Hearing and Adopt Resolution Approving East Harbor Island Subarea Port Master Plan Amendment and Directing Staff to File with the California Coastal Commission for Certification
- D) Adopt Resolution Granting Concept Approval for the Hotel Project

FISCAL IMPACT:

Granting the option will result in a non-refundable payment to the District of \$109,250 as consideration for granting the option.

The proposed Board action will not result in further fiscal impact. Sunroad's current minimum annual rent for the marina is \$900,000. Last year the marina paid approximately \$1,100,000 in percentage rent to the District. If the option is exercised, the new rent schedule will accelerate from flat rent of \$900,000 in year one of the new lease to an estimated total minimum and percentage rent of \$2,065,000 in year five, an increase of \$825,000 over the estimated marina rent upon stabilization for the new project.

COMPASS STRATEGIC GOALS:

This agenda item supports the following Strategic Goal(s):

- ☒ Enhance and sustain a dynamic and diverse waterfront.
- ☒ Strengthen the Port's financial performance.

DISCUSSION:**Background:**

Sunroad currently has a 50-year lease with the District for a 600-slip marina on Harbor Island that will expire in 2037. The proposed hotel would be built on the same leasehold and operate in conjunction with the marina.

The east end of Harbor Island has long been envisioned as a hotel site. An entitlement has been in place for a 500-room hotel on the westernmost parcel of east Harbor Island since 1990. The District has reviewed several proposals for large resort style hotels over the years. The District has been working with Sunroad since early 2005 to redevelop the marina parcel and add a hotel. On December 6, 2005, the Board directed staff to proceed with environmental review of a 600-room hotel proposed by Sunroad on the eastern end of Harbor Island.⁴ The hotel consisted of a multi-phase, 24-story tower with structured parking, meeting space, and restaurants. Due to an economic downturn combined with staff concerns regarding impacts to views, biological resources, geotechnical considerations, traffic/circulation, FAA height restrictions and public services, Sunroad withdrew their hotel submittal. As such, the environmental review was halted and the project was abandoned.

⁴ SDUPD BPC Meeting dated December 6, 2005, Action Agenda Item No. 27 A) Preliminary Project Review for the Proposed Redevelopment of East Harbor Island by Sunroad Asset Management, Inc.; B) Direct Staff to Proceed with Environmental Review for the Proposed Redevelopment of East Harbor Island by Sunroad Asset Management, Inc.

At the September 2008 Board meeting, the Board was presented with preliminary plans for a new hotel proposed by Sunroad to redevelop the east end of Harbor Island with a 160-room limited service hotel which was increased to 175 rooms at the request of the Board. The Board subsequently authorized commencement of environmental review of the new project.

Proposed Project:

Sunroad has proposed to develop a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking on east Harbor Island. The proposed hotel would be similar in quality and amenities to a Courtyard by Marriott or a Hilton Garden Inn. The proposed development will be located on the east end of the existing Sunroad marina leasehold and will replace an existing locker building and some parking, with the existing marina offices to remain. While the project will remove 111 of the existing marina parking spaces, based on a parking analysis conducted by traffic consultants Linscott, Law and Greenspan the project will contain adequate surface parking for both the hotel and marina. The project will increase public access on East Harbor Island by enhancing the public promenade along the Harbor Island East Basin to connect to the promenade that will be located on the adjacent redeveloped restaurant leasehold. Sections of Harbor Island Drive located immediately to the south of the proposed hotel, the traffic circle, and the underlying utilities will be realigned to accommodate the project. The Sunroad Resort Marina will remain open for business during the hotel construction. The project is shown in the attached PROPOSED PROJECT SITE LAYOUT and PROPOSED PROJECT SCHEMATICS.

The limited service nature of the hotel will provide a lower price point as compared to full service competitors. Sunroad is projecting an average daily rate (ADR) of \$210 and revenue per available room (RevPar) of \$169 with 81% occupancy in year five. This translates into an estimated \$825,000 in new revenue to the District in year five in addition to \$1,240,000 already being generated by the marina. Based on a May 2009 District-commissioned study of the Sunroad proposal conducted by Maurice Robinson & Associates, LLC, these projections are attainable compared to other similar hotels in the area. In addition, the hotel is likely to generate business at the adjacent Island Prime restaurant and the former Reuben E. Lee restaurant once it is redeveloped.

Proposed Developer:

This project will be developed by Sunroad Marina Partners, LP which is wholly owned by Sunroad, which in turn is wholly owned by Aaron Feldman. The company was founded in San Diego in 1977 and is comprised of real estate holdings and automotive divisions. In addition to their marina on Harbor Island, Sunroad operates the Island Prime restaurant on District tidelands through a subtenant (Kirschcohn, Inc.) of its subsidiary, Sunroad Asset Management, Inc., and is under option to redevelop the

former Reuben E. Lee restaurant located on the same leasehold.⁵ Sunroad has a successful track record of off-tidelands development which includes commercial, resort, residential and automotive projects. Sunroad is considered a tenant in good standing by the District.

The development team includes local architects Awbrey Cook & McGill, a firm specializing in hospitality with specific experience in building limited service hotels.

Proposed Operator:

Sunroad has represented that negotiations with a top national hotel brand catering to business and personal travelers are nearing completion. Sunroad will be required to submit the hotel brand selection and management agreement to the District for approval as a condition of the proposed option agreement.

Proposed Option Agreement:

The proposed option agreement is for a 36-month period and is described in the attached PROPOSED OPTION AGREEMENT INFORMATION SUMMARY and also attached in draft form. This 36-month option period ensures ample time for Sunroad to secure financing for the project without returning to the Board for an option extension. In addition, since the underlying Sunroad lease does not expire until 2037, there is no opportunity cost associated with a longer option period. As an incentive for early exercise of the option, if Sunroad is able to exercise the option within 24-months of the commencement date, the rent schedule will include an additional year of flat rent. This early exercise incentive is discussed further in the Proposed Lease section below.

The non-refundable consideration for the option agreement is \$109,250. Pursuant to BPC 355, the consideration was calculated by taking 25% of the difference between the current minimum annual rent of \$900,000 and the projected first year's minimum annual rent of \$1,337,000 ($.25 \times \$437,000 = \$109,250$).

During the option period, Sunroad must submit several items for District approval which are listed on the attached PROPOSED OPTION AGREEMENT INFORMATION SUMMARY. The option deliverables include the following:

⁵ SDUPD Clerk's Document Number 53527, filed June 13, 2008, SDUPD Option to Lease Agreement to Sunroad Harbor Island, Inc

Deliverables	Due to District (months after option commencement)
CEQA document certified and PMPA approved:	before option exercise
Schematic drawings (30% design):	10
Development plans (60% design):	18
Hotel brand selection:	18
Working drawings (90% design):	22
Hotel management agreement:	32
Project financing:	32
Development permits including a Coastal Development Permit:	32
Performance bond:	32

The due dates above represent a three year option period. All deliverables would need to be submitted and approved prior to 24-months after the commencement date of the option for Sunroad to qualify for the early exercise incentive. After all the conditions precedent have been satisfied, Sunroad may exercise the option, enter into the new lease and begin construction.

Proposed Lease:

Lease Term: The lease terms of the existing and proposed lease are summarized on the attached EXISTING AND PROPOSED LEASE INFORMATION SUMMARY and the proposed new lease is attached in draft form. Sunroad's proposed hotel development qualifies for a 55-year lease term per BPC 355. BPC 355 describes two methods for determining the term of a lease. If the project is a new development, then the term is determined by an analysis of the useful life of the new improvements. If the project is a redevelopment of existing improvements, then the calculation of the term is based on a comparison of the ratio of the leasehold replacement cost as redeveloped to the proposed capital investment in the project. Because the hotel will be a new development and the marina is in like-new condition the term is based on the useful life of the project as a new development. (If the project involved the redevelopment of the marina improvements only, the calculation of the lease term would be based on an analysis of the capital investment in the redevelopment.) This approach is consistent with similarly situated hotel/marinas on tidelands where the hotel and marina are viewed as a single project and therefore qualify for a longer term than just a marina. According to the life expectancy tables published by Marshall Valuation Service and included in BPC 355, the useful life of a four-story, good quality, limited service hotel is 55 years.

Sunroad's \$30 million investment would also qualify for a 55-year lease term extension as a redevelopment project. However, the calculation for a redevelopment project requires that the capital investment is used to upgrade or replace the existing improvements and not for new development. Since the leasehold is currently developed with a marina and the capital investment is for a new hotel, this method is less applicable than the useful life calculation described above.

Rent Schedule: Sunroad Resort Marina's minimum annual rent is currently \$900,000 and last year the District received approximately \$1,100,000 in total percentage rent from the marina. Once the proposed option is exercised, a new rent schedule will be effective which combines the minimum rent for the hotel and marina and includes several years of flat rent during construction and the new project's ramp-up period.

Ramp-up Period: A flat rent schedule is proposed for the first three to four years of the new lease depending on when Sunroad exercises the option. The District currently generates approximately \$1,100,000 in rent from the marina. Once the new lease is in place, during the two year construction period the marina rent will be replaced with flat rent of \$900,000 for year one and \$1,000,000 for year two. The flat rent will continue at \$1,100,000 for year three and either \$1,200,000 for year four if Sunroad exercises the option early or projected percentage rent of \$1,830,000 if Sunroad does not exercise the option early. Once the project is completed and has reached stabilization in year five of the lease and the percentage rent schedule is in place, the estimated percentage rent payment to the District will be \$2,065,000, an increase of \$825,000 over projected marina revenues in that year.

The flat rent structure during the early years of the lease is expected to greatly increase Sunroad's ability to finance the project because it eliminates uncertainty in the amount of rent being paid during the initial ramp-up period. In addition, Sunroad anticipates a potential reduction in marina revenue during the construction of the hotel because slip renters may want to avoid construction impacts from the hotel project.

Early Option Exercise Incentive: Depending on when Sunroad exercises the option, there are two possible rent schedules. If Sunroad is able to exercise the option within 24-months of the commencement date, the flat rent schedule will continue for the first four years of the lease. If Sunroad does not exercise the option within 24-months of the commencement date, the fixed rent schedule will only continue for the first three years of the lease. The District will begin receiving percentage rent in the same year in either scenario because a one year delay in exercising the option will result in one year less of flat rent. If Sunroad exercises the option in two years the flat rent schedule will continue for the first four years of the lease. If Sunroad exercises the option in three years the flat rent schedule will continue for the first three years of the lease. This is intended to provide an incentive for Sunroad to exercise the option early.

The proposed (combined) rent schedule is shown in the table below:

Year	Rent if Option is exercised before 24 months	Estimated Rent (per pro-forma)	Rent if option is exercised after 24 months	Estimated Rent (per pro-forma)
1	\$900,000 flat	\$900,000	\$900,000 flat	\$900,000
2	\$1,000,000 flat	\$1,000,000	\$1,000,000 flat	\$1,000,000
3	\$1,100,000 flat	\$1,100,000	\$1,100,000 flat	\$1,100,000
4	\$1,200,000 flat	\$1,200,000	\$1,337,000 MAR vs. %	\$1,830,000
5	\$1,337,000 MAR vs. %	\$2,065,000	\$1,483,000 MAR vs. %	\$2,065,000
6+	\$1,483,000 MAR vs. %	\$2,129,000	\$1,483,000 MAR vs. %	\$2,129,000

The lease would be subject to rent reviews beginning in year 10 and every 10 years thereafter in addition to mid-term CPI adjustments beginning in year 15. The minimum rent will not be set at less than 75% of the average total percentage rents paid during the prior three years per the terms of the proposed lease.

Marina Maintenance Audits: Since the Sunroad Resort Marina will already be approximately 27-years old upon commencement of the new lease, staff has included a requirement that marina maintenance audits be completed at Sunroad's expense every five years beginning in 2027 (10-years prior to the marina's current termination date). Sunroad will be obligated to complete any work identified as required in the maintenance audit. If Sunroad does not complete the work identified in the audit, the District may require that Sunroad deposit three percent of gross revenues annually into a reserve account to pay for maintenance. If the District consents to a transfer of Sunroad's interest in the lease, the reserve account requirement will also be triggered.

Port Master Plan Amendment:

The proposed project includes the East Harbor Island Subarea PMPA to modify portions of the Planning District 2, Harbor Island/Lindbergh Field, precise plan text, map, and land use acreage tables. The existing certified PMP precise plan text describes a high quality hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the project site), which is currently used by the San Diego International Airport for employee parking. A copy of the draft East Harbor Island Subarea PMPA is attached.

Draft PMPA: To facilitate development of the proposed project, the draft PMPA includes the following revisions to the PMP:

- Updating the PMP land use acreage tables and Precise Plan for Planning District 2, Harbor Island/Lindbergh Field to the commercial recreation, street, open space (traffic circle), and promenade designations;
- Updating the Planning District 2, Harbor Island/Lindbergh Field, Project List to change the 500-room hotel to multiple hotels with a cumulative total of up to 500 rooms, and include the proposed road and traffic circle realignment. The 175 hotel rooms proposed as part of the project would constitute a portion of the 500 total hotel rooms on East Harbor Island.

In compliance with the California Coastal Act (Section 30712), the District issued a Notice of Completion and Public Hearing of the draft PMPA on Saturday, April 9, 2011 in the San Diego Union Tribune and Monday, April 11, 2011 in the San Diego Daily Transcript. This provided the required 30-day notice to members of the public, organizations, and governmental agencies of the completion of the draft PMPA and the public hearing for adoption by the Board.

Sunroad has requested District staff consider processing an appealable Coastal Development Permit (CDP) for the proposed project closer to Coastal Commission certification of the PMPA as a way to potentially expedite the entitlement process for the project. Typically, projects are processed linearly, whereby District staff requests the Board authorize issuance of the CDP following PMPA certification by Coastal Commission. This would be the first time the District would process a CDP prior to certification of the PMPA. Sunroad has assumed the potential risks and costs associated with this process.

Coastal Commission Feedback: Staff has met with local Coastal Commission staff in person and via telephone to discuss the draft PMPA. In addition, Port and Coastal Commission staffs exchanged letters discussing Coastal Commission concerns regarding the proposed project. Throughout this process, Port staff has worked through concerns raised in respect to views, site accessibility, pedestrian linkages, signage, a shuttle, and activating uses. However, outstanding issues with Coastal Commission staff regarding the PMPA include 1) development of a shoreline promenade throughout the entire length of East Harbor Island, and 2) provision of low-cost accommodations. These issues are discussed further below:

Shoreline Promenade: The PMPA Precise Plan (Figure 9 of the PMPA) for Planning District 2 includes extending the pedestrian promenade to the east end of Harbor Island to incorporate the location of the promenade and public viewing platforms on the Reuben E. Lee Restaurant Replacement site, a project that was approved by the Board in June 2008. Coastal Commission staff requested the PMPA include the following modified language: "The existing promenade along the southern side of Harbor Island Drive will be extended alongside and adjacent to the shoreline to the eastern portion of the East Harbor Island subarea..." However, this language would not be consistent with the previously-approved Reuben E. Lee restaurant redevelopment project.

Development of a shoreline promenade alongside the Reuben E. Lee redevelopment project would require shifting the project westward, on top of existing earthquake fault lines. The location of the fault lines on East Harbor Island can be found in Appendices H-1 and H-2 of the Draft EIR. Along with a promenade fronting the Reuben E. Lee restaurant redevelopment, the approved restaurant redevelopment will provide three public viewing platforms. Staff contends these new public access opportunities will be at least equal to the public access opportunity afforded by a promenade directly adjacent to the shoreline.

Low-cost Accommodations: In addition, Coastal Commission staff is requesting policy language that addresses the affordability of overnight accommodations and the provision of or in-lieu funding for low-cost accommodation facilities. The District is currently developing an affordable accommodations policy to address this issue. In addition, the project is anticipated to have an ADR that is considered be a "moderate cost."

Environmental Impact Report:

The "Sunroad Harbor Island Hotel and East Harbor Island Subarea Port Master Plan Amendment" Final EIR has been prepared in accordance with California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. The Final EIR consists of five volumes, organized as follows: Volume 1 contains the comment letters regarding the Draft EIR and Recirculated Portions of the Draft EIR and the District's response to those letters; Volumes 2, 3, and 4 include the Draft EIR and its two volumes of appendices; and Volume 5 includes the Recirculated Portions of the Draft EIR and its associated appendices.

Draft EIR: Environmental review of the project, pursuant to CEQA, began in September 2008 at the direction of the Board. The Draft EIR evaluated a number of environmental issues including land use; biological resources; aesthetics; hydrology and water quality; hazards and hazardous materials; transportation, traffic, and parking; air quality; noise; geology and soils; public services and utilities; and recreation. The Draft EIR identified significant mitigable impacts to biological resources, hazards and hazardous materials, noise, geology and soils, and cumulative public services and utilities (solid waste). The Draft EIR also identified direct and cumulative unmitigable impacts to public services and utilities (fire protection services) and cumulative unmitigable impacts to traffic.

The Draft EIR analyzed the project and two alternatives - the CEQA-required No Project Alternative and the Reduced Project Alternative. The Reduced Project Alternative evaluated a 69-room hotel as that was the size hotel that would avoid all significant cumulative traffic impacts. Although the Reduced Project Alternative would avoid all cumulative traffic impacts associated with the project, it would not reduce or substantially avoid any of the other significant impacts identified for the project. The Draft EIR concluded that the Reduced Project Alternative could avoid the project's

potential impacts on traffic and would meet most of the project objectives, but it may not be feasible for economic reasons, as defined in Section 15364 of the State CEQA Guidelines.

The Draft EIR, dated December 2009, was made available for 45-day public review period from December 10, 2009 through January 25, 2010. The District received four comment letters (totaling 32 comments) on the Draft EIR from the California State Clearinghouse, Department of Toxic Substances Control, California Native American Heritage Commission, and the City of San Diego ("City"). The four comment letters are summarized as follows:

- California State Clearinghouse informed the District that the Draft EIR was distributed to various state agencies for their review.
- The California Native American Heritage Commission provided comments that express concern for potential buried Native American cultural resources and recommends consultation with local Native American tribes to identify any potential cultural resources. The letter also indicated that neither the project site nor any property within a one-half mile radius of the project site is located within the Native American Heritage Commission's Sacred Lands File Inventory. As identified in the Draft EIR, the project site is located on fill and no buried cultural resources or human remains are anticipated to be discovered during the project's site disturbance activities. No further action is required.
- The Department of Toxic Substances Control comment letter reiterated their concerns from the 2009 letter they provided on the Notice of Preparation. Those concerns regarding potential hazardous materials at the site were fully addressed in the Hazardous and Hazardous Materials and Air Quality chapters of the Draft EIR and mitigation was provided to fully mitigate these potential impacts to a level less than significant.
- The City provided comments on the preservation of uplands views, the project's solid waste generation, and the project's traffic analysis, including requests for clarification on some of the traffic analysis assumptions and methodology. The City indicated that the traffic analysis included in the Draft EIR did not use the most recent significance thresholds adopted by the City, and that incorrect roadway classifications and roadway capacities were used in the traffic analysis. The traffic analysis was revised as a result of this comment letter. The additional traffic, view, and solid waste comments raised by the City are addressed in the Final EIR.

With the exception of the City comments indicating the incorrect roadway classifications and roadway capacities were used in the traffic analysis, staff determined that all other comments did not raise any significant environmental issues not already included in the Draft EIR. Responses to the four comment letters are provided in the Final EIR.

Recirculated Portions of the Draft EIR: In response to comments received from the City on the Draft EIR, the traffic analysis was revised to incorporate the most recent significant thresholds and the correct roadway classifications and capacities. The revisions changed the conclusions of the cumulative traffic analysis, which warranted recirculation of the portions of the Draft EIR that were affected by a revision to the traffic analysis – Traffic, Cumulative Impacts, and Alternatives.

Due to the revised significance thresholds, roadway classifications, and roadway capacities, the 69-room hotel Reduced Project Alternative evaluated in the Draft EIR no longer avoided all significant cumulative traffic impacts. The 69-room hotel avoids four of the six significant cumulative traffic impacts. In addition, the Recirculated Portions of the Draft EIR added a second scenario – a 123-room hotel – to the Reduced Project Alternative. The 123-room hotel avoids three of the six significant cumulative traffic impacts. The Recirculated Portions of the Draft EIR concluded that the Reduced Project Alternative would not achieve several of the fundamental objectives of the project, and thus would be undesirable from a policy standpoint.

The Recirculated Portions of the Draft EIR was made available for a 45-day public review period from November 24, 2010 to January 10, 2011. The Recirculated Portions of the Draft EIR identified new traffic impacts - one additional cumulative intersection impact and two new cumulative street segment impacts. The District received five comment letters (totaling 27 comments) on the Recirculated Portions of the Draft EIR from the Department of Toxic Substances Control, the California Native American Heritage Commission, City of San Diego (two separate comment letters), and Adams Broadwell Joseph & Cardozo Attorneys on behalf of UNITE HERE. The Department of Toxic Substances Control and California Native American Heritage Commission letters are identical to the letters submitted on the Draft EIR. The remaining three comment letters are summarized as follows:

The two City comment letters had remaining comments that warranted clarification on some of the traffic analysis assumptions and methodology, as well as water and sewer main information for the project developer, and information on the project developer's contribution towards the construction of a new fire station. The water and sewer main comment did not address the adequacy of the EIR. The new fire station contribution comment did not address the adequacy of the EIR because the EIR identified a significant unavoidable impact to fire protection services and requires the Project Applicant to pay a fair-share contribution towards the construction of a new fire station. Responses providing clarification on the traffic comments are provided in the Final EIR.

The Adams Broadwell Joseph & Cardozo comment letter did not address the accuracy or adequacy of the Recirculated Portions of the Draft EIR but indicated they are still reviewing the Draft EIR and Recirculated Portions of the Draft EIR and requested to be notified by mail and email of all proposed actions related to the project. Adams Broadwell Joseph & Cardozo's client, UNITE HERE, has previously received all notifications on the public comment periods for the Notice of Preparation and

Scoping Meeting, Draft EIR, Recirculated Portions of the Draft EIR, and Notice of Completion and Public Hearing of the PMPA.

Staff determined that the comment letters did not raise any significant environmental issues not already included in the Draft EIR or Recirculated Portions of the Draft EIR. Responses to the five comment letters are provided in the Final EIR.

Mitigation Monitoring and Reporting Program: As concluded by the Draft EIR and Recirculated Portions of the Draft EIR, the project would result in various potentially significant environmental impacts. With the exception of the significant unmitigable public services and utilities (fire protection services), cumulative traffic, and cumulative public services and utilities (fire protection services) impacts, all project-level and cumulative impacts can be mitigated to below a level of significance with the implementation of the mitigation measures outlined in the Draft EIR and Recirculated Portions of the Draft EIR. These mitigation measures include various construction and operation-related mitigations. All mitigation measures, when they are to be carried out, the party responsible for carrying out them out, and their monitoring and reporting procedures are contained in the Mitigation Monitoring and Reporting Program (MMRP), which has been prepared in compliance with CEQA Guidelines Section 15097.

Findings of Fact and Statement of Overriding Considerations: CEQA requires the Board to adopt Findings of Fact for all significant project impacts, including impacts that are considered less than significant after mitigation and impacts that are considered significant and unmitigable. In addition, the significant and unmitigable impacts require the Board to also adopt a Statement of Overriding Considerations identifying that the District has balanced the specific economic, legal, social, technological, and other benefits of the project, including region-wide or statewide environmental benefits, against its unavoidable (unmitigable) significant environmental risks in determining whether to approve the project. The District finds that, pursuant to CEQA Guidelines Section 15093, the benefits of the project, including but not limited to increased employment opportunities and enhanced access to the shoreline, outweigh its significant adverse environmental impacts and, therefore, such impacts are considered acceptable. Accordingly, staff recommends the District adopt the Statement of Overriding Considerations.

Copies of the Final EIR, Findings of Fact and Statement of Overriding Considerations, and MMRP have been provided to the Board.

Port Attorney's Comments:

The Port Attorney's Office has reviewed the issues set forth in this agenda sheet and there are no legal concerns. The Board may analyze the issues presented and take appropriate action.

Environmental Review:

The proposed Board action completes the CEQA process for this project.

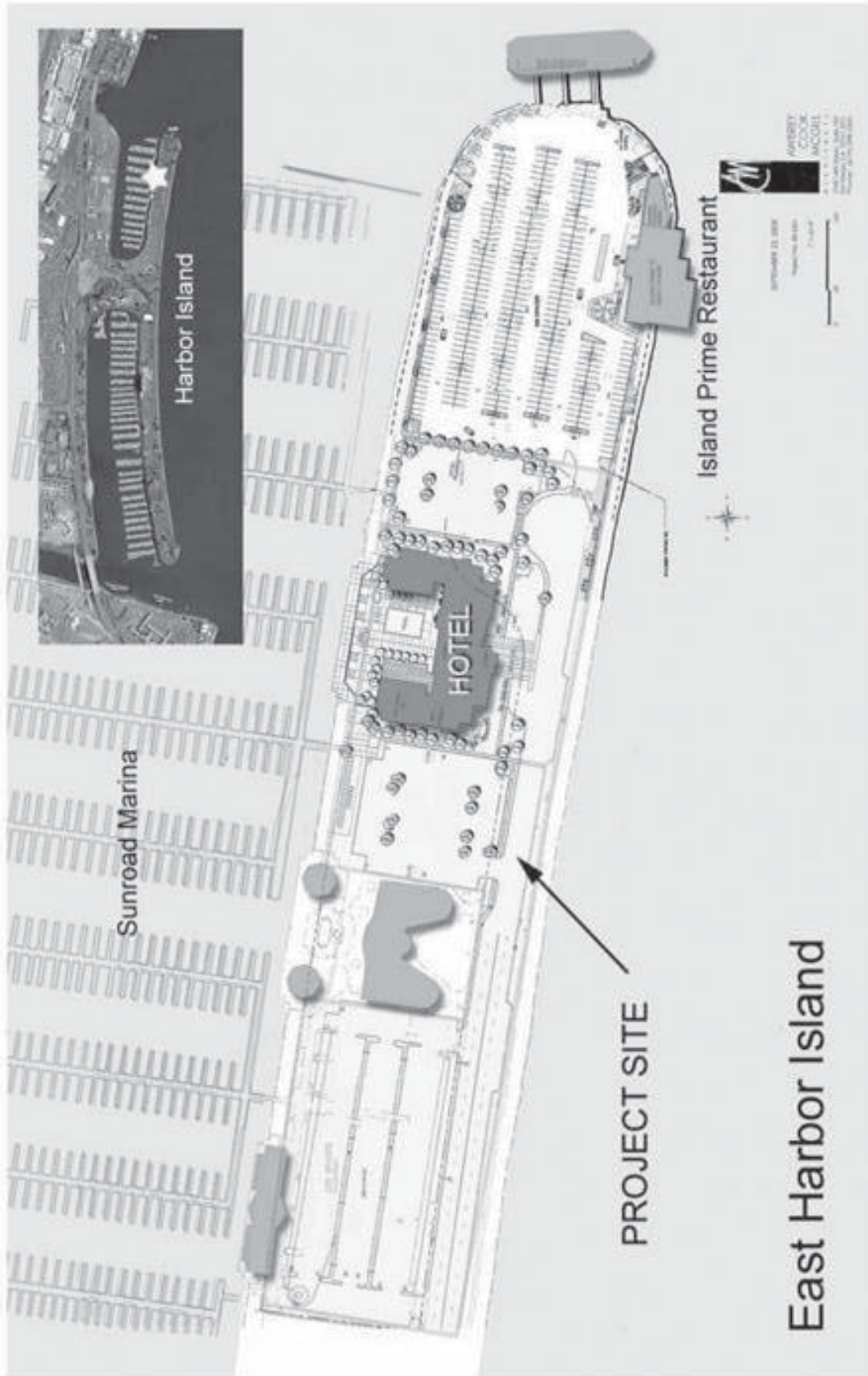
Equal Opportunity Program:

Not applicable.

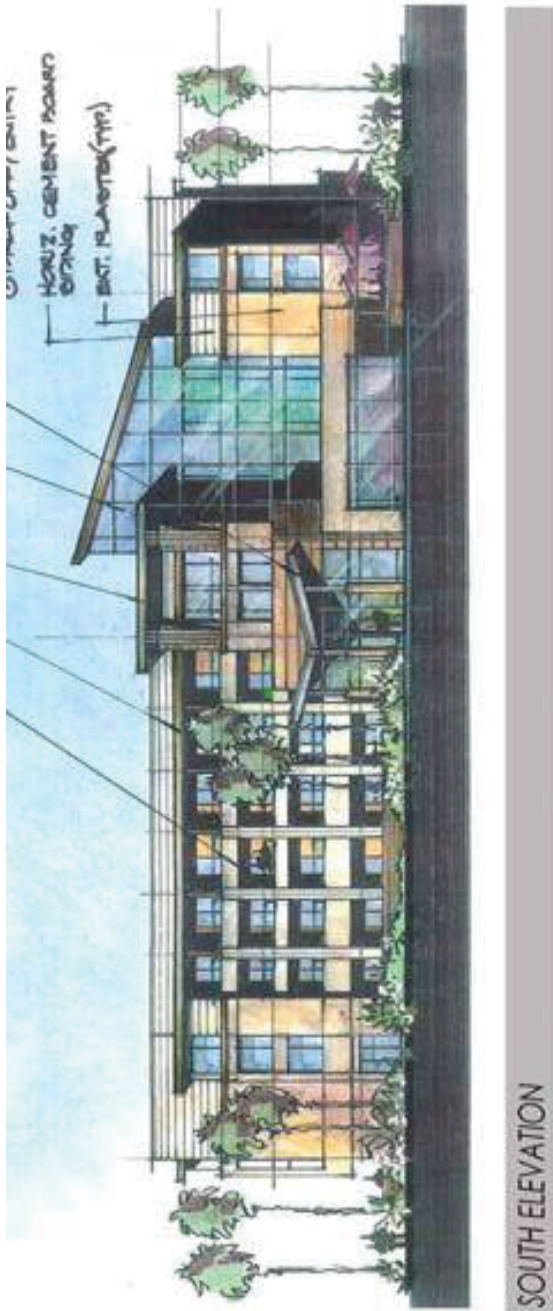
PREPARED BY: Tony Gordon
Area Real Estate Manager

Anna Buzaitis
Assistant Redevelopment Planner
Environmental and Land Use Management

PROPOSED PROJECT SITE LAYOUT



PROPOSED PROJECT SCHEMATICS



PROPOSED OPTION AGREEMENT INFORMATION SUMMARY

<i>Optionee:</i>	Sunroad Marina Partners, LP
<i>Location:</i>	955 Harbor Island Drive
<i>Area:</i>	Land — 259,050 SF
	Water — 1,056,263 SF
	Easement — 220 SF
<i>Project:</i>	175-room limited service hotel
<i>Term:</i>	3 years
<i>Consideration:</i>	\$109,250
<i>Conditions to Exercise Option:</i>	
<i>Sunroad Marina Partners, LP must submit the following for District approval:</i>	<i>Due date (months from commencement of option):</i>
CEQA document certified and PMPA approved:	before option exercise
Schematic drawings (30% design):	10
Development plans (60% design):	18
Hotel brand selection:	18
Parking management plan:	20
Working drawings (90% design):	22
Hotel management agreement:	32
Project financing:	32
Development permits including a Coastal Development Permit:	32
Construction contract:	32
Performance bond:	32
Equal Opportunity Employment Program:	32

EXISTING AND PROPOSED LEASE INFORMATION SUMMARY

	<u>Existing</u>	<u>Proposed</u>
<i>Lessee</i>	Sunroad Marina Partners, LP	same
<i>Location</i>	955 Harbor Island Drive	same
<i>Area</i>	Land 259,050 SF Water 1,056,263 SF Easement 220 SF	same same same
<i>Use</i>	marina	hotel and marina
<i>Minimum Annual Rent</i>	\$900,000	Year 1: \$900,000 annual flat rent Year 2: \$1,000,000 annual flat rent Year 3: \$1,100,000 annual flat rent Year 4: \$1,200,000 annual flat rent (if option is exercised before 24 months after commencement) Year 5: \$1,337,000 Years 6 - 10: \$1,483,000
<i>Percentage Rent</i>	Board adopted rates	same
<i>Term</i>	50-years (2/1/1987 - 1/31/2037)	55-years (4/1/2014 - 3/31/2069) - estimated
<i>Next Rent Review</i>	2/1/2012	4/1/2024
<i>Improvement Summary</i>	600-slip marina, 19,816 SF of buildings, swimming pool, parking lot	175-room limited service hotel, 600-slip marina, 19,816 SF of buildings, swimming pool, parking lot
<i>Special Lease Provisions</i>	none	marina maintenance audits beginning in 2027 and every 5-years thereafter



*San Diego Unified Port District
Port Master Plan Amendment*



DRAFT

*East Harbor Island Subarea
Port Master Plan Amendment*

*Existing/Proposed Plan Text
and Plan Graphics*

~~December 2009~~

~~November 2010~~

~~April 2011~~

May 2011

*Note: Text to be **deleted** shown ~~stricken~~ and text to be **added** shown underlined.
Text in italics is for clarification only and is not part of the Plan Amendment*

The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments, all of which have been incorporated into this copy, are listed below:

Amendment Title	BPC Res. No.	CCC Certification Date
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-304	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
--Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program 1	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
Glorietta Bay Redevelopment	2001-65	05 Feb 2003
America's Cup Harbor	2002-120	12 Jun 2003
Fifth Avenue Landing Spinnaker Hotel	2004-66	12 Aug 2004
Old Police Headquarters	2006-29	10 Aug 2006
National City Aquatic Center	2006-162	15 Feb 2007
Broadway Pier Cruise Ship Terminal	2009-37	03 Feb 2009
East Harbor Island Subarea	2011-XX	XX XX 2011

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**TABLE 4
PORT MASTER PLAN
LAND AND WATER USE ALLOCATION SUMMARY**

LAND USE	ACRES		WATER USE	ACRES		TOTAL ACRES		% OF TOTAL	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
COMMERCIAL	373.5	373.1	COMMERCIAL	383.0		756.5	756.1	14%	
Marine Sales and Services	18.8		Marine Services Berthing	17.7					
Airport Related Commercial	38.0								
Commercial Fishing	8.3		Commercial Fishing Berthing	18.8					
Commercial Recreation	304.4	303.7	Recreational Boat Berthing	335.4					
Sportfishing	4.3		Sportfishing Berthing	11.1					
INDUSTRIAL	1206.4		INDUSTRIAL	217.7		1424.1		26%	
Aviation Related Industrial	152.9		Specialized Berthing	170.5					
Industrial Business Park	113.7		Terminal Berthing	47.2					
Marine Related Industrial	322.1								
Marine Terminal	149.6								
International Airport	468.1								
PUBLIC RECREATION	280.5	281.0	PUBLIC RECREATION	681.0		961.5	962.0	18%	
Open Space	49.0	18.7	Open Bay/Water	681.0					
Park/Plaza	146.4								
Golf Course	97.8								
Promenade	47.3	18.1							
CONSERVATION	399.2		CONSERVATION	1058.6		1457.8		27%	
Wetlands	304.9		Estuary	1058.6					
Habitat Replacement	94.3								
PUBLIC FACILITIES	222.9	222.8	PUBLIC FACILITIES	394.3		617.2	617.1	12%	
Harbor Services	2.7		Harbor Services	10.5					
City Pump Station	0.4		Boat Navigation Corridor	284.6					
Streets	219.8	219.7	Boat Anchorage	25.0					
			Ship Navigation Corridor	50.0					
			Ship Anchorage	24.2					
MILITARY	25.9		MILITARY	125.6		151.5		3%	
Navy Fleet School	25.9		Navy Small Craft Berthing	6.2					
			Navy Ship Berthing	119.4					
TOTAL LAND AREA	2508.4		TOTAL WATER AREA	2860.3					
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5368.6		100%	

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(DRAFT 09-14-09)

Development of ~~unleased~~ parcels on Harbor Island is expected to be completed with the construction of the hotels on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

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

All hotel developments on Harbor Island shall provide or participate in shuttle service to and from the airport. All development shall provide information regarding other transit opportunities.

A parking management plan will be prepared for each hotel development on Harbor Island as the hotels are developed or redeveloped.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. **Table 8** summarizes the land and water use

allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. ~~The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest.~~ A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the **Precise Plan Map**, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field Planning Subareas

Planning District 2 has been divided into nine subareas (**Figure 10**) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this

37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, ~~has been~~ is the last subarea to complete phased development and is designated commercial recreation. ~~The last project, a~~ Future development in this subarea includes two or more hotels totaling high-quality hotel of approximately 500 rooms. ~~These hotels is~~ will be sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights will be established consistently 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 Harbor Island East Basin frontage 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. When the promenade is located within a private leasehold or on a Port development site, improvements and the promenade will be sited to allow uninterrupted pedestrian flow. Benches and viewing decks adjacent to the promenade will be sited to provide multiple viewing opportunities in a

manner that does not obstruct pedestrian flow. Public access and other path-finding signage, as well as signage identifying that the promenade is open to the public, 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.

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 type and extent of development or redevelopment, activating uses such as restaurants, outdoor seating and dining areas, and retail shops open to the public will 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.

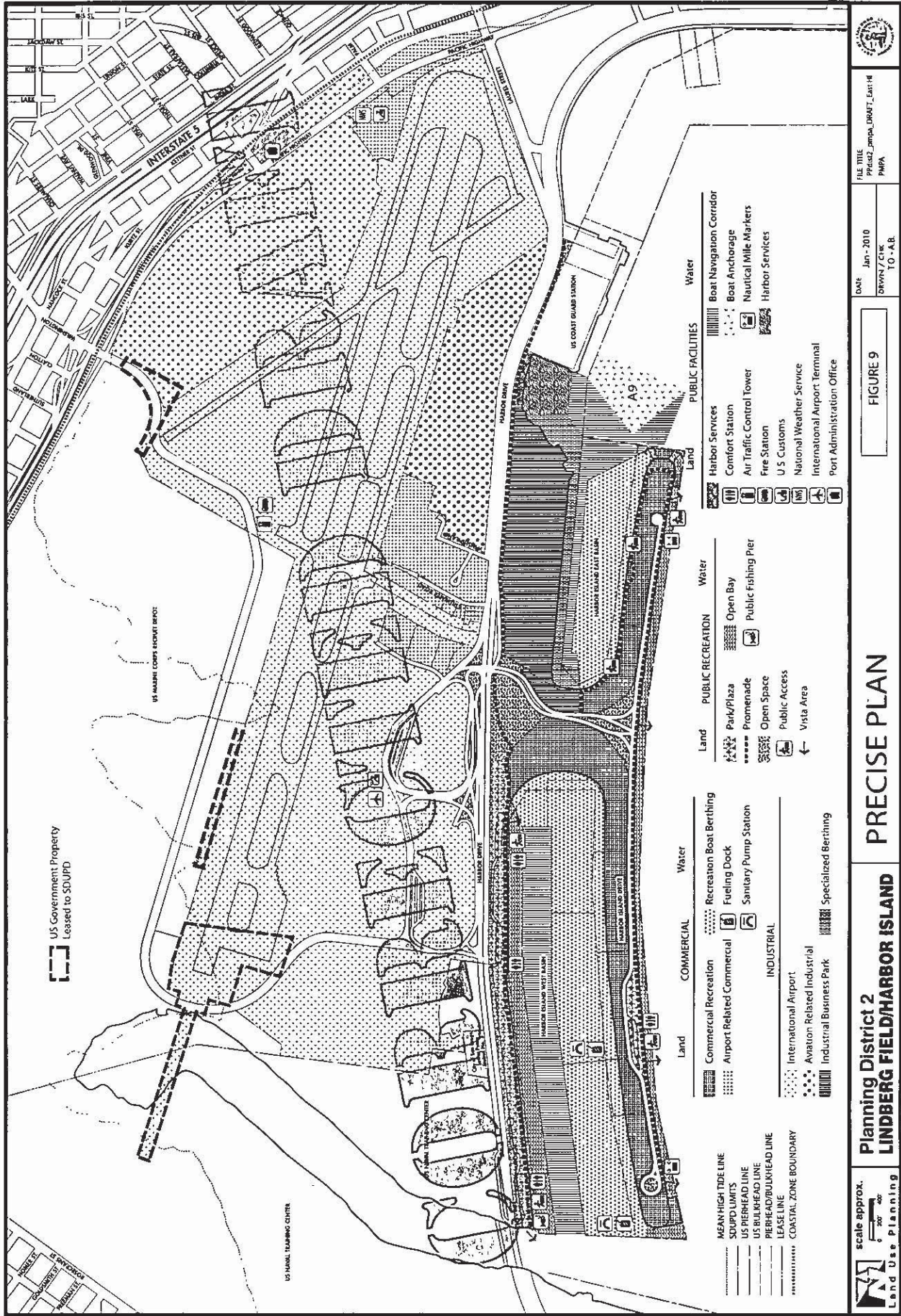
TABLE 8
Precise Plan Land and Water Use Allocation

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND USE			WATER USE			TOTAL ACRES		%OF TOTAL
	Existing	Revised		ACRES	Existing	Revised		
COMMERCIAL	90.6	90.2	COMMERCIAL	105.8	496.4	196.0	20%	
Airport Related Commercial	38.0							
Commercial Recreation	52.6	52.2	Recreational Boat Berthing	105.8				
INDUSTRIAL	631.8		INDUSTRIAL	11.2	643.0		65%	
Aviation Related Industrial	130.6							
Industrial Business Park	33.1		Specialized Berthing	11.2				
International Airport	468.1							
PUBLIC RECREATION	26.2	26.7	PUBLIC RECREATION	45.0	71.2	71.7	7%	
Open Space	7.6	7.2						
Park	16.4		Open Bay/Water	45.0				
Promenade	2.3	3.1						
PUBLIC FACILITIES	66.8	66.7	PUBLIC FACILITIES	18.0	84.8	84.7	8%	
Harbor Services	1.3		Harbor Services	5.3				
Streets	65.5	65.4	Boat Navigation Corridor	12.7				
TOTAL LAND AREA	815.4		TOTAL WATER AREA	180.0				
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					995.4		100%	
<div><div><div>Note. Does not include:</div><div>Leased Federal Land 22.5 acres</div><div>State Submerged Tidelands 41.3 acres</div><div>Leased Uplands 4.1 acres</div></div><div><div>Revised acreage includes:</div><div>East Harbor Island Subarea PMPA - CCC on XXXX XX, 2011</div></div></div>								

Revised. 9-14-09

Draft



FILE TITLE
PPLD2_PMPA_DRAFT_EAST 18
PMPA

DATE
Jan-2010
DRAWN / CHK
TO - AB

FIGURE 9

PRECISE PLAN

Planning District 2
LINDBERG FIELD/HARBOR ISLAND

scale approx.
1" = 200' 400'
Land Use Planning

Project List

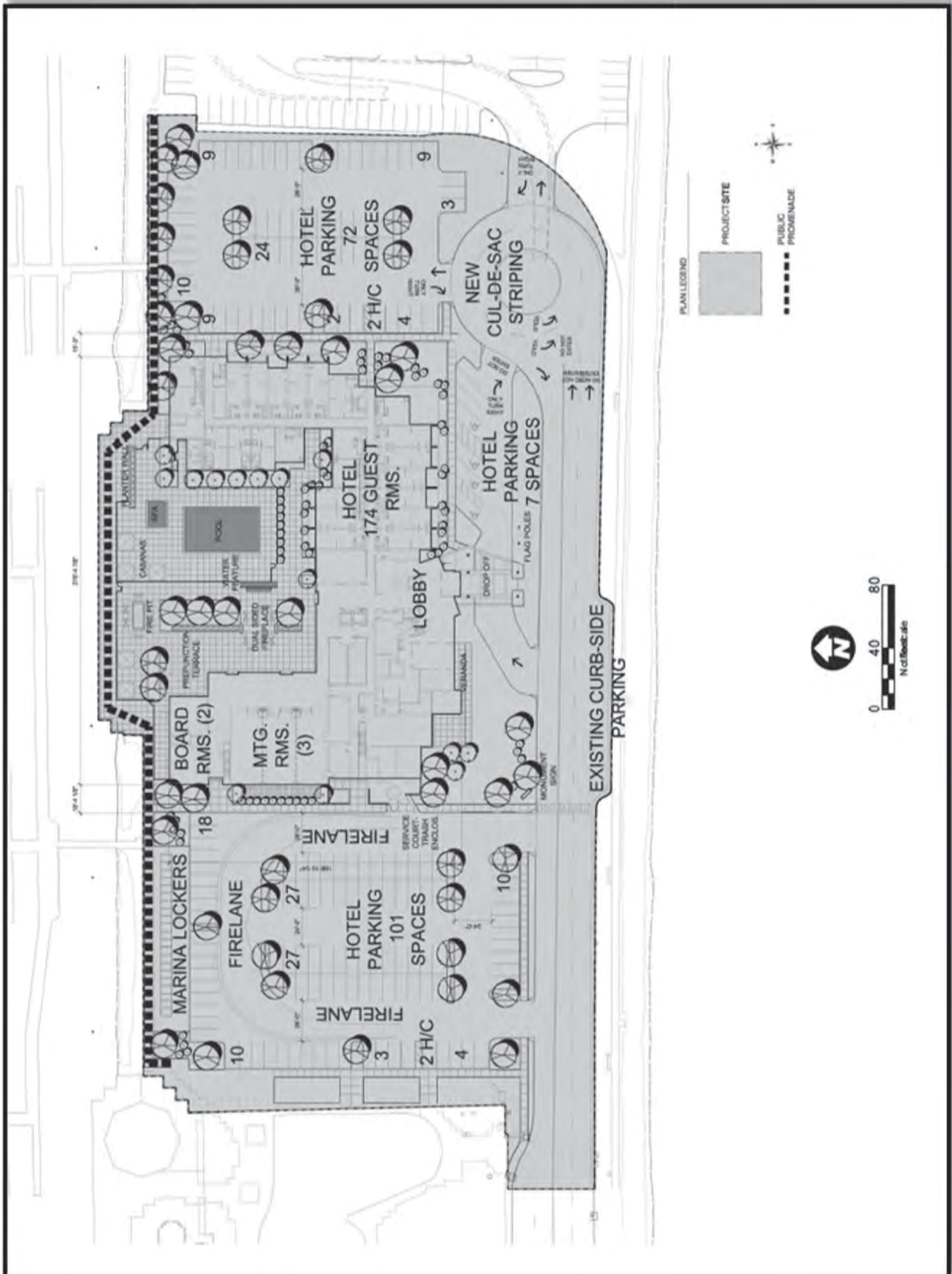
A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST				APPEALABLE ↓	FISCAL YEAR
HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2				DEVELOPER ↓	
	SUBAREA ↓				
1. <u>HOTELS COMPLEX: up to 500 rooms in multiple hotels, including restaurants, cocktail lounges, meeting and conference space, parking; landscaping, public promenade; realignment of traffic circle and roadway</u>	23	T	Y	1993-94	2012-2016
2. PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure, install landscaping	29	P	N	1993-95	
3. AIRPORT ACCESS ROAD: Construct	27	P	Y	1995-96	
4. FUEL FACILITY: Expansion to north side of airport	25	P	N	1992-93	
5. ACCESS ROADS: Revise airport internal road system	26	P	N	1993-94	
6. LAUREL STREET: Widen between Harbor Drive and Pacific Highway	27	P	Y	1994-95	
7. NEW AIRPORT TERMINAL: Construct facility; apron, taxiway	26	P	N	1993-95	
8. ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9	23	P	Y	1995-96	
9. CONVAIR LAGOON: Sediment remediation	24	T	N	1996-97	
10. INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain	26	P	N	2001-03	

P- Port District
T- Tenant
N- No
Y- Yes

(Revised 11/16/09)

Draft



Site Plan for Sunroad Project



Schematics for Sunroad Project



Hotel Locations

*San Diego Unified Port District
Port Master Plan Amendment*



DRAFT

*East Harbor Island Subarea
Port Master Plan Amendment*

*Existing/Proposed Plan Text
and Plan Graphics*

July 2013

Note: Text to be **deleted** shown ~~stricken~~ and text to be **added** shown underlined.
Text that is **highlighted** denotes a change since the Board of Port Commissioner's (Board) June 2011 adoption of the PMPA. Subsequently, in August 2012, the Board rescinded the adoption of the PMPA.

The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments, all of which have been incorporated into this copy, are listed below:

Amendment Title	BPC Res. No.	CCC Certification Date
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-304	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
--Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program I	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
Glorietta Bay Redevelopment	2001-65	05 Feb 2003
America's Cup Harbor	2002-120	12 Jun 2003
Fifth Avenue Landing Spinnaker Hotel	2004-66	12 Aug 2004
Old Police Headquarters	2006-29	10 Aug 2006
National City Aquatic Center	2006-162	15 Feb 2007
Broadway Pier Cruise Ship Terminal	2009-37	03 Feb 2009
Chula Vista Bayfront Master Plan	2010-79	09 Aug 2012
San Diego Marriott Improvements	2011-179	15 Nov 2012
East Harbor Island Subarea	2013-XX	XX XX 2013

**TABLE 4
PORT MASTER PLAN
LAND AND WATER USE ALLOCATION SUMMARY**

<u>LAND USE</u>	<u>ACRES</u>		<u>WATER USE</u>	<u>ACRES</u>		<u>TOTAL ACRES</u>		<u>% OF TOTAL</u>	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
COMMERCIAL	373.5	374.2	COMMERCIAL	383.0		756.5	757.2	14%	
Marine Sales and Services	18.8		Marine Services Berthing	17.7					
Airport Related Commercial	38.0								
Commercial Fishing	8.3		Commercial Fishing Berthing	18.8					
Commercial Recreation	304.4	304.8	Recreational Boat Berthing	335.4					
Sportfishing	4.3		Sportfishing Berthing	11.1					
INDUSTRIAL	1206.4		INDUSTRIAL	217.7		1424.1		26%	
Aviation Related Industrial	152.9		Specialized Berthing	170.5					
Industrial Business Park	113.7		Terminal Berthing	47.2					
Marine Related Industrial	322.1								
Marine Terminal	149.6								
International Airport	468.1								
PUBLIC RECREATION	280.5	279.9	PUBLIC RECREATION	681.0		961.5	960.9	18%	
Open Space	49.0	17.6	Open Bay/Water	681.0					
Park/Plaza	146.4								
Golf Course	97.8								
Promenade	47.3	18.1							
CONSERVATION	399.2		CONSERVATION	1058.6		1457.8		27%	
Wetlands	304.9		Estuary	1058.6					
Habitat Replacement	94.3								
PUBLIC FACILITIES	222.9	222.8	PUBLIC FACILITIES	394.3		617.2	617.1	12%	
Harbor Services	2.7		Harbor Services	10.5					
City Pump Station	0.4		Boat Navigation Corridor	284.6					
Streets	219.8	219.7	Boat Anchorage	25.0					
			Ship Navigation Corridor	50.0					
			Ship Anchorage	24.2					
MILITARY	25.9		MILITARY	125.6		151.5		3%	
Navy Fleet School	25.9		Navy Small Craft Berthing	6.2					
			Navy Ship Berthing	119.4					
TOTAL LAND AREA	2508.4		TOTAL WATER AREA	2860.3					
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5368.6		100%	

Draft

Development of ~~unleased~~ parcels on Harbor Island is expected to be completed with the construction of the hotels on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

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

All hotel developments on Harbor Island shall provide or participate in shuttle service to and from the airport. All development shall provide information regarding other transit opportunities.

A parking management plan will be prepared for each hotel development on Harbor Island as the hotels are developed or redeveloped.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. **Table 8** summarizes the land and water use

allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. ~~The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest.~~ A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the **Precise Plan Map**, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field Planning Subareas

Planning District 2 has been divided into nine subareas (**Figure 10**) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this

37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, ~~has been~~ is the last subarea to complete phased development and is designated for Commercial Recreation uses. ~~The last project, a~~ Future development in this subarea includes up to three hotels with a combined total of no more than high quality hotel of approximately 500 rooms. The hotels would be located on the marina parcel or west of the marina parcel (former airport employee parking lot); no hotels would be sited on the restaurant parcel on the easternmost end of the island. These ~~hotels is~~ will be 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 and ancillary uses such as swimming pools, spas, ~~commercial~~ retail shops, restaurants, cocktail lounges, meeting and conference space, and 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 frontage 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. When the promenade is located within a private leasehold or on a Port development site, improvements and the promenade will be sited to allow uninterrupted pedestrian flow. Benches and viewing decks adjacent to the promenade will be sited to provide multiple viewing opportunities in a manner that does not obstruct pedestrian flow. Public access and other path-finding signage, as well as signage identifying that the promenade is open to the public, 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.

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 type and extent of development or redevelopment, activating uses such as restaurants, outdoor seating and dining areas, and retail shops open to the public will 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.

TABLE 8
Precise Plan Land and Water Use Allocation

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND USE	ACRES		WATER USE	ACRES	TOTAL ACRES		%OF TOTAL
	Existing	Revised			Existing	Revised	
COMMERCIAL	90.6	91.3	COMMERCIAL	105.8	496.4	197.1	20%
Airport Related Commercial	38.0						
Commercial Recreation	52.6	53.3	Recreational Boat Berthing	105.8			
INDUSTRIAL	631.8		INDUSTRIAL	11.2	643.0		65%
Aviation Related Industrial	130.6						
Industrial Business Park	33.1		Specialized Berthing	11.2			
International Airport	468.1						
PUBLIC RECREATION	26.2	25.6	PUBLIC RECREATION	45.0	71.2	70.6	7%
Open Space	7.5	6.1	Open Bay/Water	45.0			
Park	16.4						
Promenade	2.3	3.1					
PUBLIC FACILITIES	66.8	66.7	PUBLIC FACILITIES	18.0	84.8	84.7	8%
Harbor Services	1.3		Harbor Services	5.3			
Streets	65.5	65.4	Boat Navigation Corridor	12.7			
TOTAL LAND AREA	815.4		TOTAL WATER AREA	180.0			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					995.4		100%

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 – CCC on **XXXX XX**, 2013

Revised: 06-20-13

Draft

Project List

A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST					APPEALABLE ↓		FISCAL YEAR	
HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2					DEVELOPER ↓			
					SUBAREA ↓			
1.	HOTEL(S)-COMPLEX: on southwesternmost area of Subarea 23; up to two hotels 500 with a combined total of no more than 325 rooms, including restaurant, cocktail lounge, meeting and conference space; parking; landscaping; public promenade				23	T	Y	1993-94 2017-20
2.	PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping				29	P	N	1993-95
3.	AIRPORT ACCESS ROAD: Construct				27	P	Y	1995-96
4.	FUEL FACILITY: Expansion to north side of airport				25	P	N	1992-93
5.	ACCESS ROADS: Revise airport internal road system				26	P	N	1993-94
6.	LAUREL STREET: Widen between Harbor Drive and Pacific Highway				27	P	Y	1994-95
7.	NEW AIRPORT TERMINAL: Construct facility; apron; taxiway				26	P	N	1993-95
8.	ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9				23	P	Y	1995-96
9.	CONVAIR LAGOON: Sediment remediation				24	T	N	1996-97
10.	INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain				26	P	N	2001-03
11.	<u>HOTEL: up to 175 rooms adjacent to marina, including limited meeting space; surface parking; landscaping; public promenade; realignment of traffic circle and roadway</u>				<u>23</u>	<u>I</u>	<u>Y</u>	<u>2014-16</u>
P- Port District T- Tenant					N- No Y- Yes			

Draft

RESOLUTION 20xx-xxx

RESOLUTION CERTIFYING REVISED FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING MITIGATION MONITORING AND REPORTING PROGRAM, AND DIRECTING FILING OF THE NOTICE OF DETERMINATION

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I (Port Act); and

WHEREAS, Section 30.5(e) of the Port Act states any property acquired by the District shall become an asset of the public trust and be subject to Section 87; and

WHEREAS, Section 87(a)(5) of the Port Act specifically provides that the tide and submerged lands of the District may be used for the construction, reconstruction, repair, maintenance and operation of convention centers; and

WHEREAS, Section 87(b) of the Port Act grants authority to the District to lease the tide or submerged lands, or parts thereof, for limited periods, not exceeding 66 years, for purposes consistent with the trusts upon which those lands are held, by the State of California; and

WHEREAS, Sunroad Marina Partners, LP (Sunroad) currently has a 50-year lease with the District for a 600-slip marina at 955 Harbor Island Drive, in the City of San Diego, on east Harbor Island (Existing Leasehold) that will expire in 2037; and

WHEREAS, on June 14, 2011, the Board of Port Commissioners (Board) granted an option to lease agreement with Sunroad for a new 55-year lease located on the Existing Leasehold site for development of a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking (Sunroad Hotel Project) and the Sunroad Hotel Project would remove 111 parking spaces, an existing locker building and some parking, with the existing marina offices to remain; and

WHEREAS, the existing certified Port Master Plan (PMP) allows for commercial recreational use at the Sunroad Hotel Project site and allows for a hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the Sunroad Hotel Project site), which is currently used for

temporary rental car parking and was formerly used by the San Diego International Airport for employee parking; and

WHEREAS, an amendment to the PMP (PMP Amendment) is required for the Sunroad Hotel Project to be developed; and

WHEREAS, the proposed PMP Amendment includes revisions to the precise plan text and maps, land use acreage tables, and project list for Planning District 2 and more specifically, the proposed PMP Amendment revises the precise plan text to (a) allow for development of two or three hotels on East Harbor Island, including the Sunroad Hotel Project, with a combined total of not more than 500 rooms, rather than a single 500-room hotel, (b) include the proposed road and traffic circle realignment, (c) revise the Project List to add the Sunroad Hotel Project and the other up to two hotels, and (d) revise land use acreage table to reflect proposed changes to the commercial recreation, promenade, open space (traffic circle), and street land use designations; and

WHEREAS, the Sunroad Hotel Project and PMP Amendment are collectively referred to as the "Project"; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, and its implementing regulations, 14 California Code of Regulations Section 15000, *et seq.* (CEQA Guidelines), in 2008, the District drafted a Draft Environmental Impact Report (Draft EIR) for the Project, which was circulated for 45 days from December 10, 2009 through January 25, 2010; and

WHEREAS, pursuant to CEQA and the CEQA Guidelines and based on comment letters received on the Draft EIR, the District drafted and recirculated the traffic-related analyses of the Draft EIR (Recirculated Portions of the Draft EIR) for a 45-day public review period from November 24, 2010 to January 10, 2011; and

WHEREAS, on June 14, 2011, the Board further (a) certified the Final Environmental Impact Report (Original Final EIR), adopted Findings of Fact and Statement of Overriding Considerations, adopted a Mitigation Monitoring and Reporting Program, and directed the filing of a Notice of Determination for the Project, (b) approved the PMP Amendment and directed it be filed with the California Coastal Commission for certification, and (c) granted conceptual approval for the Sunroad Hotel Project; and

WHEREAS, subsequently, a lawsuit was filed in the San Diego Superior Court entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, as Case No. 37-2011-00094537-CU-TT-CTL, challenging the adequacy of the District's compliance CEQA, for the Project, and on May 9, 2012, the San Diego Superior Court entered judgment in the lawsuit upholding the Original Final EIR's

environmental analysis for the Sunroad Hotel Project, but finding the environmental analysis for the PMP Amendment inadequate and directing issuance of a writ of mandate; and

WHEREAS, on August 14 2012, the Board adopted resolutions rescinding the concept approval granted to the Sunroad Hotel Project, the certification of the Original Final EIR and the approval of the PMP Amendment, and directed staff to prepare the additional environmental review necessary to evaluate the proposed PMP Amendment; and

WHEREAS, pursuant to CEQA and CEQA Guidelines and in compliance with the writ of mandate, the District prepared Revisions to the Draft EIR (Revised Draft EIR) for the Project that analyzed the PMP Amendment, which was made available for public review and comment for 89 days from July 10, 2013 to October 7, 2013; and

WHEREAS, the District received comments letters concerning the Revised Draft EIR from two agencies and pursuant to CEQA Guidelines section 15088, the District has prepared written responses to all comments received on the Revised Draft EIR during the public comment period which raised environmental issues; and

WHEREAS, the District has determined that the comments received on the Revised Draft EIR did not contain any significant new information within the meaning of CEQA Guidelines Section 15088.5 and therefore, recirculation of the Revised Draft EIR is not required; and

WHEREAS, the District has prepared a Revised Final Environmental Impact Report and Errata to the Revised Final EIR (collectively, Revised Final EIR), which contains the information required by CEQA Guidelines Section 15132, including the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, the revisions and additions thereto, technical appendices, public comments and the District's responses to public comments on the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, which has been filed with the Office of the District Clerk; and

WHEREAS, pursuant to CEQA Guidelines Sections 15091, 15093 and 15097, the District has prepared Findings of Fact and a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the Clerk of the Board has caused notice to be duly given of a public hearing in this matter in accordance with law, as evidenced by the affidavit of publication and affidavit of mailing on file with the Office of the District Clerk; and

WHEREAS, all materials with regard to the Project were made available to the Board for its review and consideration of the Project including, but not limited

to, the following:

1. The Draft EIR (December 2009);
2. The Recirculated Portions of the Draft EIR (November 2010);
3. The Revised Draft EIR (July, 2013);
4. The Revised Final EIR (November 2013, February 2014);
5. The Staff Report and Agenda Sheet (February 2014);
6. The proposed Findings of Fact and Statement of Overriding Considerations (February 2014);
7. The proposed Mitigation Monitoring and Reporting Program (February 2014); and
8. All documents and records filed in this proceeding by interested parties; and

WHEREAS, a duly noticed public hearing was held on March 4, 2014, before the Board, at which the Board received public testimony, reviewed and considered all testimony and materials made available to the Board regarding the Project; and

WHEREAS, having reviewed and considered all testimony and materials made available to the Board, including but not limited to the Draft EIR, Recirculated Portions of the Draft EIR, Revised Draft EIR, Revised Final EIR, the staff reports and all the testimony and evidence in the record of the proceedings with respect to the Project, the Board took the actions hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

1. The Board finds the facts recited above are true and further finds that this Board has jurisdiction to consider, approve and adopt the subject of this Resolution.
2. The Board finds and determines that the applicable provisions of CEQA, CEQA Guidelines, and District Guidelines have been duly observed in conjunction with said hearing and the considerations of this matter and all of the previous proceedings related thereto.
3. The Board finds and determines that (a) the Revised Final EIR is complete and adequate in scope and has been completed in compliance with

CEQA and the CEQA Guidelines and District Guidelines for implementation thereof, (b) the Revised Final EIR was presented to the Board, and the Board has fully reviewed and considered the information in Revised Final EIR prior to approving the Project, and (c) the Revised Final EIR reflects the District's independent judgment and analysis, and, therefore, the Revised Final EIR is hereby declared to be certified in relation to the subject of this Resolution.

4. The Board finds and determines that the Project is approved despite the existence of certain significant environmental effects identified in the Revised Final EIR and, pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, the Board hereby makes and adopts the findings with respect to each significant environmental effect as set forth in the Findings of Fact, appended hereto as Exhibit "A" and made a part hereof by this reference, and declares that it considered the evidence described in connection with each such finding.

5. The Board further finds and determines that the Project is approved despite the existence of certain unavoidable significant environmental effects identified in the Revised Final EIR, and, pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093, the Board hereby makes and adopts the Statement of Overriding Considerations appended hereto as Chapter 7 of Exhibit "A" and made part hereof by this reference, and finds that such effects are considered acceptable because the benefits of the Project outweigh the unavoidable environmental effects.

6. Pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d), the Board hereby adopts and approves the Mitigation Monitoring and Reporting Program, which is appended hereto as Exhibit "B" and is made a part hereof by this reference, with respect to the significant environmental effects identified in the Revised Final EIR, and hereby makes and adopts the provisions of the Mitigation Monitoring and Reporting Program as conditions of approval for the Project.

8. Pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15094, the Clerk of the Board shall cause a Notice of Determination to be filed with the Clerk of the County of San Diego and the State Office of Planning and Research. Unless the Project is declared exempt herein and a Certificate of Filing Fee Exemption is on file, the Project is not operative, vested or final until the filing fees required pursuant to Fish and Game Code Section 711.4 are paid to the Clerk of the County of San Diego.

9. Pursuant to Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the location and custodian of the documents and other materials which constitute the record of proceedings on which this Resolution is based is the Clerk, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

APPROVED AS TO FORM AND LEGALITY:
PORT ATTORNEY

By: Assistant/Deputy

Attachments

Exhibit A: Findings of Fact and Statement of Overriding Considerations

Exhibit B: Mitigation Monitoring and Reporting Program

PASSED AND ADOPTED by the Board of Port Commissioners of the
San Diego Unified Port District, this 4th day of March, 2014, by the following vote:

**THE BOARD OF PORT COMMISSIONERS
OF THE
SAN DIEGO UNIFIED PORT DISTRICT**

FINDINGS OF FACT

AND

STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

**SUNROAD HARBOR ISLAND HOTEL & EAST
HARBOR ISLAND SUBAREA PORT MASTER
PLAN AMENDMENT PROJECT**

**REVISED FINAL ENVIRONMENTAL IMPACT REPORT
(UPD # 83356-EIR-783; SCH # 2006021027)**

March 4, 2014

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**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
SUNROAD HARBOR ISLAND HOTEL
&
EAST HARBOR ISLAND SUBAREA PORT MASTER PLAN AMENDMENT
PROJECT

REVISED FINAL ENVIRONMENTAL IMPACT REPORT
(UPD # 83356-EIR-783; SCH # 2006021027)**

INTRODUCTION

The Board of Port Commissioners of the San Diego Unified Port District ("Port District") hereby makes the following Findings and Statement of Overriding Considerations concerning the Revised Final Environmental Impact Report ("Revised Final EIR") (UPD #83356-EIR-783 and SCH #2006021027) for the Sunroad Harbor Island Hotel & East Harbor Island Port Master Plan Amendment Project ("Project"), pursuant to the California Environmental Quality Act, Public Resources Code § 21000, *et seq.* ("CEQA"), and its implementing regulations, California Code of Regulations, title 14, § 15000, *et seq.* ("CEQA Guidelines").

The Revised Final EIR prepared for the Project consists of six volumes: Volume 1 contains an errata prepared for the Revised Final EIR; the final Executive Summary and Summary of Impacts and Mitigation Measures for the Proposed Project; a list of public agencies, organizations and persons commenting on the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR; comments received on the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR and the Port District's responses to those comments; and the mitigation monitoring and reporting program; Volume 2 contains the Draft EIR; Volume 3 and Volume 4 contain the appendices to the Draft EIR; Volume 5 contains the Recirculated Portions of the Draft EIR and its related appendices; and Volume 6 contains the Revisions to Draft EIR and its related appendices.

The environmental effects, proposed mitigation measures and alternatives analyzed in the Draft EIR, the Recirculated Portions of the Draft EIR and the Revisions to Draft EIR, and the public comments and responses thereto contained in the Revised Final EIR, have influenced the design of the Project. These environmental documents and procedures reflect the Port District's commitment to incorporate the environmental considerations identified during the CEQA process into the final project design.

1.0 PROJECT DESCRIPTION

The Project consists of the Sunroad Harbor Island Hotel ("Sunroad Hotel Project") and the East Harbor Island Subarea Port Master Plan Amendment ("PMP Amendment").

1.1 Project Location

The Sunroad Hotel Project is located at 955 Harbor Island Drive on the east end of Harbor Island in the City of San Diego. The Sunroad Hotel Project site consists of approximately 5.9 acres adjacent to the Sunroad Resort Marina in the Harbor Island/Lindbergh Field, Planning District 2, East Harbor Island Subarea (Subarea 23) of the certified Port Master Plan (PMP).

The PMP Amendment applies to Planning District 2, East Harbor Island Subarea (Subarea 23) of the certified PMP, and includes the Sunroad Hotel Project site and an approximately 7 acre parcel immediately to the west of the Sunroad Hotel Project site, which is designated in the existing PMP for development of a 500-room hotel and ancillary facilities and presently is used for rental car overflow parking.

1.2 Project Components

The Sunroad Hotel Project site is currently developed with parking lots and a marina locker building. The Sunroad Hotel Project proposes to: demolish the existing locker building and parking lot east of the existing marina building to construct a limited service four-story hotel with a total floor area of approximately 117,000 square feet, consisting of a maximum of 175 rooms, fitness room, limited meeting space, and common areas; reduce the traffic circle and realign a portion of eastern Harbor Island Drive and leasehold lines; reconfigure existing paved areas as necessary to accommodate ingress and egress to the hotel and surface parking; enhance public access along the Harbor Island East Basin side of the hotel; and realign existing sewer, water and utility lines. The Sunroad Hotel Project will involve landside work only; no in-water work will occur and the existing marina building and marina boat berths within the submerged tidelands would not be altered.

The Project also proposes a PMP Amendment to address the changes in land use from adding the "promenade" designation to the east end of Harbor Island, reconfiguring east Harbor Island Drive and the traffic circle at its eastern terminus, and providing for the 500 hotel rooms allowed under the existing PMP (currently allowed only on the parcel used for rental car overflow parking) to be developed with up to three hotels in two areas of the East Harbor Island subarea, with a combined maximum of not more than 500 rooms, inclusive of the Sunroad Hotel.

The Sunroad Hotel Project is described in greater detail in the Revised Final EIR, Volume 5 (Recirculated Portions of the Draft EIR), Chapter 3.0 (Project Description and Environmental Setting). The PMP Amendment is described in greater detail in the Revised Final EIR, Volume 6 (Revisions to Draft EIR), Section 9.1 (Port Master Plan Amendment Project Description).

1.3 Project Objectives

The Project is intended to accomplish the following objectives:

- 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 waterfront 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 Port Master Plan 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).¹

2.0 ENVIRONMENTAL PROCEDURES

2.1 Lead Agency

Pursuant to CEQA Guidelines §15367, the Port District is the "lead agency" for the purpose of preparing the environmental review required by CEQA. The environmental review prepared by the Port District will be used by the Board of Port Commissioners, the California Coastal Commission, the San Diego County Regional Airport Authority, and potentially other public entities in their respective

¹ Pursuant to the proposed PMP Amendment text, "several" means up to three hotels in up to two areas of Subarea 23.

decisions regarding the following actions associated with the Proposed Project:

- Port District: EIR certification, Port Master Plan Amendment approval, Coastal Development Permit issuance approval, and concept approval for the Sunroad Hotel Project
- California Coastal Commission: Port Master Plan Amendment certification²
- San Diego County Regional Airport Authority: Airport Land Use Compatibility Plan Determination of Consistency

Other public agencies that may have an interest in the project or resources affected by the project include the Federal Aviation Administration (FAA), California Department of Toxic Substances Control (DTSC), City of San Diego, and County of San Diego.

2.2 Environmental Impact Report

Pursuant to CEQA Guidelines §15080, *et seq.*, the Port District prepared an Environmental Impact Report (“EIR”) to analyze the potential impacts of the Project on the environment. The Revised Final EIR consists of six volumes, which contain all of the information required by CEQA Guidelines §15132, including the Draft EIR and the appendices to the Draft EIR, the Recirculated Portions of the Draft EIR and its appendices, and the Revisions to Draft EIR and its appendices.

2.3 Public Participation

Environmental review of the Project began on December 18, 2008, with the publication of a Notice of Preparation (NOP) of the EIR and a 30-day public review period. The Port District held a Public Scoping meeting on January 15, 2009. The Draft EIR was completed and made available for public review on December 10, 2009. The 45-day public review period required by CEQA began on December 10, 2009, and ended on January 25, 2010. Four public agencies submitted written comments on the Draft EIR. No comments on the Draft EIR were received from any organizations or individual members of the public.

In response to comments received on the Draft EIR, the Port District determined to revise and recirculate certain portions of the Draft EIR. The Recirculated Portions of the Draft EIR was made available for public review from November 24, 2010, through January 10, 2011. Five written comment letters were submitted on the Recirculated Portions of the Draft EIR – four from public

² The California Coastal Commission may also conduct independent CEQA review pursuant to its certified regulatory program, in which case, the Port District’s environmental review may constitute substantial evidence to support the California Coastal Commission’s CEQA analysis.

agencies and one from an organization. These comments and the Port District's responses to them were included in the original Final EIR as required by CEQA Guidelines sections 15088 and 15132. The original Final EIR was completed and the Port District's responses to comments were made available for review on April 29, 2011. Public hearings concerning certification of the original Final EIR were held by the Board of Port Commissioners of the Port District on May 10, 2011 and June 14, 2011, at which interested agencies, organizations and persons were given an opportunity to comment on the original Final EIR and the Project. The original Final EIR was certified by the Board of Port Commissioners on June 14, 2011.

2.4 Lawsuit Challenging Final EIR

On July 15, 2011, a lawsuit entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, San Diego Superior Court Case No. 37-2011-00094537-CU-TT-CTL ("Lawsuit") was filed, which challenged the adequacy of the original Final EIR certified by the Port District on June 14, 2011. Although it found the original Final EIR was adequate with respect to the Sunroad Hotel Project, the San Diego Superior Court held that the original Final EIR did not adequately analyze the potential environmental effects of the proposed PMP Amendment. Accordingly, the court ordered issuance of a writ of mandate requiring the Port District to set aside its certification of the original Final EIR and its approvals of the Project and to perform the additional environmental review of the proposed PMP Amendment before reapproving the Project in the future.

On August 14, 2012, the Port District adopted resolutions setting aside its certification of the original EIR, its adoption of the PMP Amendment and its concept approval of the Sunroad Hotel. Thereafter, the Port District undertook preparation of the additional environmental review required by the writ of mandate.

2.5 Additional Environmental Review

On July 10, 2013, a Notice of Availability of the Revisions to Draft EIR was published in the San Diego Daily Transcript and UT San Diego. The Revisions to Draft EIR was made available for a 45-day public review period from July 10, 2013 through August 26, 2013. On August 23, 2013, at the request of attorneys for Unite Here Local 30, the public review period for the Revisions to Draft EIR was extended an additional 45 days, ending on October 7, 2013. Three written comment letters were submitted during the extended public comment period on the Revisions to Draft EIR – one from the State Clearinghouse and two from the City of San Diego. These comments, as well as all comments received on the Draft EIR and Recirculated Portions of the Draft EIR, and the Port District's responses to them are included in the Revised Final EIR as required by CEQA Guidelines sections 15088 and 15132. The Revised Final EIR was completed and the Port District's responses to comments were made available for review on

November 8, 2013. Thereafter, the Port District prepared the Errata to the Revised Final EIR to clarify and correct a statement in the responses to public comments regarding the traffic impact analysis and also prepared written responses to late comments received from staff of the California Coastal Commission. A public hearing concerning certification of the Revised Final EIR was held by the Board of Port Commissioners of the Port District on March 4, 2014, at which interested agencies, organizations and persons were given an opportunity to comment on the Revised Final EIR and the Project.

2.6 Record of Proceedings

For purposes of CEQA and the findings set forth below, the administrative record of the Port District's decision concerning certification of the Revised Final EIR for the Project shall include the following:

- The Draft EIR (December 2009);
- The Recirculated Portions of the Draft EIR (November 2010);
- The Revisions to Draft EIR (July 2013);
- The Revised Final EIR (November 2013);
- The Errata to Revised Final EIR (February 2014);
- The appendices to the Draft EIR and Recirculated Portions of the Draft EIR and Revisions to Draft EIR;
- All documents and other materials listed as references and/or incorporated by reference in the Draft EIR, Recirculated Portions of the Draft EIR, and Revisions to Draft EIR, and Revised Final EIR, including but not limited to the materials identified in the Draft EIR, Chapter 8 (Citations, Consultations, and List of Preparers);
- All reports, applications, memoranda, maps, letters, and other documents prepared by the Port District's staff and consultants for the Project which are public records;
- All documents or other materials submitted by interested persons and public agencies in connection with the Draft EIR, Recirculated Portions of the Draft EIR, Revisions to Draft EIR, and the Revised Final EIR;
- The minutes, tape recordings, and verbatim transcripts, if any, of the public hearings held on May 10, 2011 and June 14, 2011, concerning the Final EIR, and held on March 4, 2014, concerning the Revised Final EIR and the Project; and

- Matters of common knowledge to the Board of Port Commissioners and the Port District, including but not limited to the Port Master Plan.

The custodian of the documents and other materials comprising the administrative record of the Port District's decision concerning certification of the Final EIR is the Clerk of the Board of Port Commissioners. The location of the administrative record is the Port District's office at 3165 Pacific Highway, San Diego, California 92101. (Public Resources Code § 21081.6(a)(2))

3.0 FINDINGS UNDER CEQA

3.1 Purpose

CEQA requires the Port District to make written findings of fact for each significant environmental impact identified in the Revised Final EIR (CEQA Guidelines §15091). The purpose of the findings is to systematically restate the significant effects of the Project on the environment and to determine the feasibility of mitigation measures and alternatives identified in the Revised Final EIR which would avoid or substantially lessen the significant effects. Once it has adopted sufficient measures to avoid or substantially lessen a significant impact, the Port District is not required to adopt every mitigation measure identified in the Revised Final EIR or otherwise brought to its attention. If significant impacts remain after application of all feasible mitigation measures, the Port District must review the alternatives identified in the Revised Final EIR and determine if they are feasible. These findings set forth the reasons, and the evidence in support of, the Port District's determinations.

3.2 Terminology

A "finding" is a written statement made by the Port District which explains how it dealt with each significant impact and alternative identified in the Revised Final EIR. Each finding contains an ultimate conclusion regarding each significant impact, substantial evidence supporting the conclusion, and an explanation of how the substantial evidence supports the conclusion.

For each significant effect identified in the Revised Final EIR, the Port District is required by CEQA to make a written finding reaching one or more of the following conclusions:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect identified in the EIR;
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or

- (3) Specific legal, economic, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (CEQA Guidelines §15091(a)).

A mitigation measure or an alternative is considered "feasible" if it is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines §15364).

3.3 Legal Effect

To the extent these findings conclude mitigation measures identified in the Revised Final EIR are feasible and have not been modified, superseded or withdrawn, the Port District hereby binds itself and any other responsible parties, including the Project Applicant and their successors in interest, to implement those mitigation measures. These findings are not merely informational, but constitute a binding set of obligations upon the Port District and responsible parties, which will take effect if and when the Port District adopts a resolution certifying the Revised Final EIR and the Port District and/or the responsible agencies adopt resolution(s) approving the Project.

3.4 Mitigation Monitoring and Reporting Program

In adopting these findings, the Port District also adopts a mitigation monitoring and reporting program pursuant to Public Resources Code §21081.6. This program is designed to ensure the Project complies with the feasible mitigation measures identified below during implementation of the Project. The program is set forth in the "Sunroad Harbor Island Hotel Project and East Harbor Island Subarea Port Master Plan Amendment Mitigation Monitoring and Reporting Program," which is adopted by the Port District concurrently with these findings and is incorporated herein by this reference.

4.0 FINDINGS REGARDING DIRECT SIGNIFICANT EFFECTS

The Project will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, Public Services and Utilities, and Parking. For purposes of clarity, the findings regarding the potential significant impacts of the Sunroad Hotel Project and the PMP Amendment are set forth separately below. The Revised Final EIR, which includes the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR, is referred to in the findings below as the "EIR."

Sunroad Hotel Project

The Sunroad Hotel Project will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, and Public Services and Utilities. These significant environmental effects, and the mitigation measures identified to avoid or substantially lessen them, are discussed in detail in Chapter 3 (Errata and Revisions) of Volume 1 (Revised Final EIR); and Volume 2 (Draft EIR), Sections 4.2 (Biological Resources), 4.4 (Hazards and Hazardous Materials), 4.8 (Noise), 4.9 (Geology and Soils), and 4.10 (Public Services and Utilities). A summary of significant impacts and mitigation measures for the Sunroad Hotel Project is set forth in the Revised Final EIR, Volume 1, Chapter 2 (Executive Summary), Table 2-3.

Set forth below are the findings regarding the potential direct significant effects of the Sunroad Hotel Project. The findings incorporate by reference the discussion of potential significant impacts and mitigation measures contained in the Revised Final EIR (see Revised Final EIR, Volume 2 [Draft EIR], Chapter 4.0). The Sunroad Hotel Project is referred to in the findings below (Sections 4.1 through 4.5) as the "Sunroad Hotel Project."

4.1 Biological Resources

Potentially Significant Impact: The EIR identifies a potential significant impact to Biological Resources (Nesting) in that the removal of mature trees during construction and/or noise from construction activity could impede the use of bird breeding sites on and adjacent to the Sunroad Hotel Project site. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.2 (Biological Resources) of the Draft EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project which avoid or substantially lessen the significant environmental effect to Biological Resources (Nesting) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Biological Resources (Nesting) will be mitigated to a level less than significant by the Sunroad Hotel Project Applicant's or its contractor's implementing the following restriction which will ensure compliance with the Migratory Bird Treaty Act: (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 Sunroad Hotel 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. This measure is described in Mitigation Measure BIO-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.2.6 (Biological Resources Mitigation Measures), pages 4.2-14 through 4.2-15 of the EIR. Implementation of this mitigation measure will reduce the potential impact to Biological Resources (Nesting) to a level less than significant.

4.2 Hazards and Hazardous Materials

Potentially Significant Impact: The EIR identifies potentially significant impacts to Hazards and Hazardous Materials (Undocumented Contamination) in that construction workers could encounter undocumented contaminants and other construction related hazards during construction or ground-disturbing activities, which could result in a potentially significant impact by exposing construction crews to hazardous materials. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.4 (Hazards and Hazardous Materials) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect to Hazards and Hazardous Materials (Undocumented Contamination) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Hazards and Hazardous Materials (Undocumented Contamination) concerning construction crew health and safety from undocumented contaminated materials will be mitigated to a level less than significant through the Sunroad Hotel Project Applicant's preparation, and submittal to the Port District's Environmental and Land Use Management Department for approval, of a Contingency Plan and a

Site Safety Plan, prior to initiation of construction activities, to establish procedures to be followed 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 Sunroad Hotel 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 Sunroad Hotel Project Applicant shall prepare a plan for abatement and remediation of the contamination. Construction activities shall be discontinued until the Sunroad Hotel 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. The Site Safety Plan shall address possible hazardous materials present within the Sunroad Hotel Project Site associated with the underground storage tank (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 Sunroad Hotel 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 Sunroad Hotel Project site to reduce potential health and safety hazards to workers and the public. These measures are described in Mitigation Measures HZ-1a and HZ-1b, which are set forth in full in Volume 2 (Draft EIR), Section 4.4.6 (Hazards and Hazardous Materials Mitigation Measures), pages 4.4-19 through 4.4-20 of the EIR. Implementation of these mitigation measures will reduce the potential impact to Hazards and Hazardous Materials (Undocumented Contamination) to a level less than significant.

4.3 Noise

Potentially Significant Impact: The EIR identifies a potentially significant impact to Noise (Interior Noise) in that the Sunroad Hotel Project site may be exposed to high levels of single-event noise from aircraft at San Diego International Airport or Naval Air Station North Island and may result in a significant potential impact by exceeding the 45 dBA CNEL interior noise threshold. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.8 (Noise) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or

substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including noise insulation features and minimal performance requirements for sound transmission loss in the Sunroad Hotel Project design. The Sunroad Hotel Project 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 Sunroad Hotel Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that may be installed include, but are not limited to, the following: (1) acoustically rated dual pane windows and sliding glass door assemblies; and (2) heavy-weight drapes and thick carpets for sound absorption. The following minimal performance requirements as specified by the Sunroad Hotel Project's proposed franchiser shall be adhered to as they pertain to interior/exterior sound transmission loss: (1) exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52; (2) walls between guestrooms and stairwells shall have a minimum STC rating of 60; (3) all floor/ceiling assemblies shall have a minimum STC rating of 60; and (4) guest room entry doors shall receive full-frame sound insulation stripping. This measure is described in Mitigation Measure NOI-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.8.6 (Noise Mitigation Measures), pages 4.8-15 and 4.8-16 of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels at the Sunroad Hotel Project site to a level less than significant.

4.4 Geology and Soils

Potentially Significant Impact: The EIR identifies potentially significant impacts to Geology and Soils (Seismic Events) in that groundshaking from seismic events and hazards due to the relatively shallow groundwater and liquefiable soils beneath the surface that may create significant adverse effects on proposed structures in a seismic event. Detailed information and analysis regarding this significant potential impact is provided in Volume 2 (Draft EIR), Section 4.9 (Geology and Soils) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect to Geology and Soils (Seismic Events) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Geology and

Soils (Seismic Events) will be mitigated to a level below significance by implementing the recommended site design criteria provided in the Geocon Study (Draft EIR, Appendix H1), the geotechnical evaluation prepared for the Sunroad Hotel Project. These design criteria, which include but are not limited to requirements for dewatering, ground improvements, foundations and grading, are described in more detail in Mitigation Measure GEO-1, which is set forth in full in Volume 2 (Draft EIR), Section 4.9.6 (Geology and Soils Mitigation Measures), pages 4.9-8 through 4.9-10 of the EIR, and are incorporated herein by this reference. Implementation of this mitigation measure (Mitigation Measure GEO-1) will reduce the potential impact to Geology and Soils (Seismic Events) to a level less than significant.

4.5 Public Services and Utilities

Potentially Significant Impact: The EIR identifies potentially significant impact to Public Services and Utilities (Fire Protection Services) in that the Sunroad Hotel Project would contribute to the need for the City of San Diego to construct a new fire station in the area because the primary responding fire station to the Sunroad Hotel Project site is a fire station that is above its annual response workload capacity. Detailed information and analysis regarding this significant potential impact is provided in Volume 1 (Revised Final EIR), Chapter 3 (Errata and Revisions), and Volume 2 (Draft EIR), Section 4.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes or alterations are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego; however, pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures identified in the EIR, therefore, pursuant to CEQA Guidelines § 15093, the Port District has balanced the benefits of the Sunroad Hotel Project against its unavoidable environmental risks and has determined that this impact is acceptable for the reasons stated in the Statement of Overriding Considerations below.

Facts in Support of Finding: The potential significant impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the Sunroad Hotel Project, the Sunroad Hotel Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair

share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. In the event the City of San Diego has not determined the amount of the Sunroad Hotel Project's fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time the Sunroad Hotel Project requests issuance of a certificate of occupancy, the Sunroad Hotel 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. Although implementation of this mitigation measure (MM PUB-1) could mitigate impacts of the Sunroad Hotel Project on fire services to a less-than-significant level, the stated measure is within the jurisdiction of the City of San Diego and not the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Port Master Plan Amendment

The PMP Amendment will result in direct significant environmental effects with respect to Biological Resources, Hazards and Hazardous Materials, Parking, Noise, Geology and Soils, and Public Services and Utilities. These significant environmental effects, and the mitigation measures identified to avoid or substantially lessen them, are discussed in detail in Volume 1, Chapter 3 (Errata and Revisions), and Volume 6 (Revisions to Draft EIR), Sections 9.2.2 (Biological Resources), 9.2.4 (Hazards and Hazardous Materials), 9.2.6 (Parking), 9.2.8 (Noise), 9.2.9 (Geology and Soils), and 9.2.10 (Public Services and Utilities) of the Revised Final EIR. A summary of significant impacts and mitigation measures for the PMP Amendment is set forth in the Revised Final EIR, Volume 1, Chapter 2 (Executive Summary), Table 2-4.

Set forth below are the findings regarding the potential direct significant effects of the PMP Amendment. The findings incorporate by reference the discussion of potential significant impacts and mitigation measures contained in the Revised Final EIR (see Revised Final EIR, Volume 6 [Revisions to Draft EIR], Section 9.2). The Revised Final EIR, which includes the Draft EIR, Recirculated Portions of the Draft EIR and Revisions to Draft EIR, is referred to in the findings below as the "EIR."

4.6 Biological Resources

Potentially Significant Impact: The EIR identifies a potential significant impact

to Biological Resources (Nesting) in that the removal of mature trees during construction of future hotels and/or noise from construction activity could impede the use of bird breeding sites on and adjacent to the PMP Amendment project site. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.2 (Biological Resources) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Biological Resources (Nesting) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Biological Resources (Nesting) will be mitigated to a level less than significant by Project Applicant's or its contractor's implementing the following restriction which will ensure compliance with the Migratory Bird Treaty Act: (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 PMP Amendment 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. This measure is described in Mitigation Measure BIO-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.2.4 (Biological Resources Mitigation Measures), of the EIR. Implementation of this mitigation measure will reduce the potential impact to Biological Resources (Nesting) to a level less than significant.

4.7 Hazards and Hazardous Materials

Potentially Significant Impact: The EIR identifies potentially significant impacts to Hazards and Hazardous Materials (Undocumented Contamination) in that construction workers could encounter undocumented contaminants and other construction related hazards during construction or ground-disturbing activities for future hotels in the East Harbor Island subarea, which could result in a potentially significant impact by exposing construction crews to hazardous materials. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.4 (Hazards and Hazardous Materials) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Hazards and Hazardous Materials (Undocumented Contamination) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Hazards and Hazardous Materials (Undocumented Contamination) concerning construction crew health and safety from undocumented contaminated materials will be mitigated to a level less than significant through the Project Applicant's preparation, and submittal to the Port District's Environmental and Land Use Management Department for approval, of a Contingency Plan and a Site Safety Plan, prior to initiation of construction activities, to establish procedures to be followed 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. The Site Safety Plan shall address possible hazardous materials present within the Project Site associated with the underground storage tank (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. These measures are described in Mitigation Measures HZ-2a and HZ-2b, which are set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.4.4 (Hazards and Hazardous Materials Mitigation Measures) of the EIR. Implementation of these mitigation measures will reduce the potential impact to Hazards and Hazardous Materials (Undocumented Contamination) to a level less than significant.

4.8 Parking

Potentially Significant Impact: The EIR identifies potentially significant impacts to Parking (Inadequate Parking) associated with the PMP Amendment in that an inadequate parking supply may result if future hotel development occurs on the western marina parking lot. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.6 (Transportation, Traffic and Parking) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Parking (Inadequate Parking) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Parking (Inadequate Parking) will be mitigated to a level less than significant by requiring: (a) prior to the approval of a Coastal Development Permit, the design of any future hotel development on the west marina parking lot shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the Sunroad Hotel Project; and (b) prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the Sunroad Hotel Project, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the Sunroad Hotel Project during construction of the new hotel and replacement parking spaces. These measures are described in Mitigation Measure PARK-1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.6.4 (Transportation, Traffic and Parking Mitigation Measures) of the EIR. Implementation of these mitigation measures will reduce the potential impact to Parking (Inadequate Parking) to a level less than significant.

4.9 Noise

Potentially Significant Impact: The EIR identifies a potentially significant impact to Noise (Interior Noise) associated with the PMP Amendment in that the future hotel development may be constructed in an area that may be exposed to high levels of single-event noise from aircraft at San Diego International Airport or Naval Air Station North Island and may result in a significant potential impact by exceeding the 45 dBA CNEL interior noise threshold. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.8 (Noise) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including noise insulation features and minimal performance requirements for sound transmission loss in the future hotel design. Future hotels 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 construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Noise insulation features that may be installed include, but are not limited to, the following: (1) acoustically rated dual pane windows and sliding glass door assemblies; and (2) heavy-weight drapes and thick carpets for sound absorption. The following minimal performance requirements as specified by the future hotels' proposed franchiser shall be adhered to as they pertain to interior/exterior sound transmission loss: (1) exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52; (2) walls between guestrooms and stairwells shall have a minimum STC rating of 60; (3) all floor/ceiling assemblies shall have a minimum STC rating of 60; and (4) guest room entry doors shall receive full-frame sound insulation stripping. This measure is described in Mitigation Measure NOI-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.8 (Noise) of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

4.10 Geology and Soils

Potentially Significant Impact: The EIR identifies potentially significant impacts to Geology and Soils (Seismic Events) associated with the PMP Amendment in that future hotel development could be subject to liquefaction, and

foundations and structures could be damaged by ground settlement. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.9 (Geology and Soils) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Project which avoid or substantially lessen the significant environmental effect to Geology and Soils (Seismic Events) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Geology and Soils (Seismic Events) will be mitigated to a level below significance by implementing the recommended site design criteria provided in the Geocon Study (Draft EIR, Appendix H-1), the geotechnical evaluation prepared for the Project. These design criteria, which include but are not limited to requirements for dewatering, ground improvements, foundations and grading, are described in more detail in Mitigation Measure GEO-2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.9.4 (Geology and Soils Mitigation Measures), of the EIR, and are incorporated herein by this reference. Implementation of this mitigation measure (Mitigation Measure GEO-2) will reduce the potential impact to Geology and Soils (Seismic Events) to a level less than significant.

4.11 Public Services and Utilities (Fire)

Potentially Significant Impact: The EIR identifies potentially significant impact to Public Services and Utilities (Fire Protection Services) associated with the PMP Amendment in that future hotel development would contribute to the need for the City of San Diego to construct a new fire station in the area because the primary responding fire station to the PMP Amendment project site is a fire station that is above its annual response workload capacity. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes or alterations are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego; however, pursuant to CEQA Guidelines §15091(a)(3), specific economic, legal, social, technological or other considerations make infeasible the mitigation measures identified in the EIR, therefore, pursuant to CEQA Guidelines §15093, the Port District has balanced the benefits of the PMP Amendment against its unavoidable environmental risks and has determined that this impact is

acceptable for the reasons stated in the Statement of Overriding Considerations below.

Facts in Support of Finding: The potential significant impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the future hotels, the Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. In the event the City of San Diego has not determined the amount of the future hotels' fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel development 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. Although implementation of this mitigation measure (MM PUB-2) could mitigate impacts of the PMP Amendment on fire services to a less-than-significant level, the stated measure is within the jurisdiction of the City of San Diego and not the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. This fire station would be the primary location for which emergency fire, rescue and medical resources would be provided to future hotels that could be located within the PMP Amendment area. The fire station is identified as a proposed project in the Fire Station Master Plan (February 2009) and is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. Final location for the required facility shall be determined by the Fire Rescue Department, to ensure compliance with National Response time standards. Although implementation of Mitigation Measure PUB-2 could mitigate impacts of the PMP Amendment on fire services to a less-than-significant level, the mitigation measure is within the jurisdiction of the City of San Diego and not the Port District. Accordingly, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, the PMP Amendment's potential impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

4.12 Public Services and Utilities (Sewer)

Potentially Significant Impact: The EIR identifies potentially significant impacts to Public Services (Sewer Facilities) in that the downstream sewer system does not have capacity to incorporate the added demand which may result from the up to 325 hotel rooms that could occur under the PMP

Amendment. Detailed information and analysis regarding this significant potential impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.2.10 (Public Services and Utilities) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect to Public Services (Sewer Facilities) as identified in the EIR.

Facts in Support of Finding: The potential significant impact to Public Services (Sewer Facilities) will be mitigated to a level below significance in that, prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1, to the satisfaction of the City of San Diego Engineer. Implementation of Mitigation Measure PUB-3, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.2.10.4 (Public Services and Utilities Mitigation Measures) of the EIR, will reduce the potential impact to Public Services (Sewer Facilities) to a level less than significant.

5.0 FINDINGS REGARDING CUMULATIVE SIGNIFICANT EFFECTS

CEQA requires a lead agency to evaluate the cumulative impacts of a proposed project (CEQA Guidelines §15130(a)). Cumulative impacts are those which are considered significant when viewed in connection with the impacts of other closely related past, present and reasonably foreseeable future projects (CEQA Guidelines §15355). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The EIR analyzes cumulative impacts by compiling a list of past, present and reasonably anticipated future projects producing related or cumulative impacts, including projects outside the agency's jurisdiction (CEQA Guidelines §15130(b)(1)(A)). The list of "past, present and reasonably anticipated future projects" should include related projects which already have been constructed, are presently under construction, are approved but not yet under construction, and are not yet approved but are under environmental review at the time the draft EIR is prepared (CEQA Guidelines §15130 [Discussion]). The list must include not only projects under review by the lead agency, but also those under review by other relevant public agencies.

The EIR considered 25 past, present and reasonably foreseeable projects within the vicinity of the Sunroad Hotel Project in evaluating potential cumulative impacts. A detailed description of these projects is provided in Table 5-1 and a map depicting the location of these projects in relation to the Sunroad Hotel project site is provided on Figure 5-1 in Chapter 5 (Cumulative Impacts) of

Volume 5 (Recirculated Portions of Draft EIR) of the EIR. In addition, the EIR considered an updated list of 37 past, present and reasonably foreseeable projects within the vicinity of the PMP Amendment in evaluating the potential cumulative impacts. A detailed description of these projects is provided in Table 9.3-1 and a map depicting the location of these projects in relation to the PMP Amendment site is provided on Figure 9.3-1 in Section 9.3 (Cumulative Impacts) of Volume 6 (Revisions to Draft EIR) of the EIR.

The findings below identify each of the cumulative significant environmental impacts, the mitigation measures adopted to substantially lessen or to avoid them, or the reasons proposed mitigation measures are infeasible due to specific economic, social or other considerations. The findings incorporate by reference the analysis of cumulative significant impacts contained in the EIR (See EIR, Volume 5 [Recirculated Portions of the Draft EIR], Chapter 5 [Cumulative Impacts], and Volume 6 [Revisions to Draft EIR], Section 9.3 [Cumulative Impacts]).

The significant cumulative impacts to traffic identified in the EIR cannot be avoided or substantially reduced to below significance. The EIR concluded that the Project will result in significant cumulative impacts to five roadway intersections and five street segments. Mitigation has been identified that would reduce these intersection and street segment impacts to a level less than significant; however, these intersections and street segments are within the jurisdiction of the City of San Diego, not the Port District, and the Port District thus cannot ensure that the mitigation necessary to avoid or reduce the impacts to levels below significance will occur prior to implementation of the Project. As described in the Statement of Overriding Considerations below, therefore, the Port District has determined these unavoidable significant impacts are acceptable because of specific overriding considerations.

The significant cumulative impact to Public Services and Utilities (Fire Protection Services) identified in the EIR cannot be avoided or substantially reduced to below significance. The EIR concluded that the Project will contribute to significant cumulative impacts to fire protection services as the primary responding fire station is already above its annual workload capacity. Mitigation has been identified that would reduce this impact to a level less than significant through the Project's fair-share contribution towards construction of a fire station in Liberty Station. However, the provision of fire protection services to the Project site is within the jurisdiction of the City of San Diego, not the Port District, and, therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce the impact to a level below significance will occur prior to implementation of the Project. As described in the Statement of Overriding Considerations below, the Port District has determined this unavoidable significant impact is acceptable because of specific overriding considerations.

Sunroad Hotel Project

5.1 Transportation, Traffic, and Parking

5.1.1 Significant Impact TR-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Harbor Island Drive/Terminal 1 (East Airport Entrance) given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS E conditions during the AM peak hours and LOS F conditions during the PM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as and when needed. Therefore, despite the incorporation of Mitigation Measure TR-C1, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C1) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 9.0% towards the cost of 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of

San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.2 Significant Impact TR-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Rental Car Access Road given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the AM and PM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C2, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C2) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot

ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.3 Significant Impact TR-C3

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Laurel Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the PM peak hour in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C3, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C3) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 2.2% 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. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share

contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.4 Significant Impact TR-C4

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Hawthorn Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the intersection would be characterized by congested LOS F conditions during the AM peak hours in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C4, the Sunroad Hotel Project's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C4) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel

Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.5 Significant Impact TR-C5

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Harbor Island Drive and Rental Car Access Road given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the street segment would be characterized by congested LOS F conditions in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C5, the Sunroad Hotel Project's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C5) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot

ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.1.6 Significant Impact TR-C6

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Rental Car Access Road and Laurel Street given that the Sunroad Hotel Project would contribute to the degradation of operations and, without sufficient mitigation, the street segment would be characterized by congested LOS F conditions in Year 2030. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C6, the Sunroad Hotel Project's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C6) can be mitigated to a level below significance by the Sunroad Hotel Project Applicant's paying a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the Sunroad Hotel Project's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the Sunroad Hotel Project. However, the Port District finds that this cumulative impact is acceptable

when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.2 Public Services and Utilities

5.2.1 Significant Impact PUB-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Fire Protection Services) in that the primary responding fire station to the Sunroad Hotel Project site is above its annual response workload capacity. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the Sunroad Hotel Project which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to fire protection services is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the Sunroad Hotel Project, the Sunroad Hotel Project Applicant paying its fair share of the cost of constructing a new fire station in the vicinity of 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 Sunroad Hotel Project's fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time the Sunroad Hotel Project requests issuance of a certificate of occupancy, the Sunroad Hotel 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. Although implementation of this mitigation measure (MM PUB-1) could mitigate cumulative impacts of the Sunroad Hotel Project on fire services to a less-than-significant level, the stated measures are within the jurisdiction of the City of San Diego and not 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. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-1, the Sunroad Hotel Project's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

5.2.2 Significant Impact PUB-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Solid Waste) in that the Sunroad Hotel Project would construct a commercial building greater than 40,000 square feet, the threshold for cumulative solid waste impacts. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the Sunroad Hotel Project which avoid or substantially lessen the significant cumulative environmental effect to Public Services and Utilities (Solid Waste) as identified in the EIR.

Finding: The potential significant cumulative impact to Public Services and Utilities (Solid Waste) will be mitigated to a level below significance by the Sunroad Hotel Project Applicant preparing a waste management plan for the Sunroad Hotel Project. The waste management plan will be submitted to the City of San Diego Environmental Services Department for approval prior to the issuance of any demolition, grading, or construction permits for the Sunroad Hotel Project. This measure is described in more detail in Mitigation Measure PUB-C1, which is set forth in full in Volume 5 (Recirculated Portions of Draft EIR), Section 5.5 (Cumulative Mitigation Measures), pages 5-38 through 5-39 of the EIR. Implementation of this mitigation measure (Mitigation Measure PUB-C1) will reduce the potential cumulative impact to Public Services and Utilities (Solid Waste) to a level below significance.

Port Master Plan Amendment

5.3 Transportation, Traffic, and Parking

The mitigation measures for significant impacts TR-C7, TR-C8, TR-C9, TR-C12, TR-C13, TR-C14, TR-C15, and TR-C16 reference Scenario A and Scenario B. As discussed in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR, Scenario A refers to the East Harbor Island Subarea being

developed with 175 “business” hotel rooms and 325 “resort” hotel rooms, and Scenario B refers to the East Harbor Island Subarea being developed with a total of 500 “business” hotel rooms.

5.3.1 Significant Impact TR-C7

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Harbor Island Drive/Terminal 1 (East Airport Entrance) in that that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which could avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as and when needed. Therefore, despite the incorporation of Mitigation Measure TR-C7, the PMP Amendment’s impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C7) can be mitigated to a level below significance by the Project Applicant’s paying a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B towards the cost of 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. Modifications to the traffic signal timing in conjunction with the change in lane designations are also recommended. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotel’s fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not

identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.2 Significant Impact TR-C8

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Rental Car Access Road given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C8, the PMP Amendment's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C8) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a

schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impacts and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.3 Significant Impact TR-C9

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of North Harbor Drive/Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C9, the PMP Amendment's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C9) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

Although the potential significant cumulative impact can be reduced to a level below significance through future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.4 Significant Impact TR-C10

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the AM and PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C10, the PMP Amendment's impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C10) can be mitigated to a level below significance by the installation of dual southbound right-turn and eastbound left-turn lanes to accommodate the anticipated traffic volumes. However, these improvements may not be feasible due to right-of-way constraints on at least three of the corners of the affected intersection. Although the potential significant cumulative impact can be reduced to a level below significance through the implementation of these improvements, the timing, design and determination of their feasibility are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for

their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.5 Significant Impact TR-C11

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the intersection of Pacific Highway/Grape Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds during the PM peak hours. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected intersection is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C11, the future hotels' impact to this intersection is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C11) can be mitigated to a level below significance by the installation of a northbound right-turn lane to accommodate the anticipated traffic volumes. However, this improvement may not be feasible due to right-of-way constraints in the affected intersection. Although the potential significant cumulative impact can be reduced to a level below significance through the implementation of this improvement, the timing, design and determination of its feasibility are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for its construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.6 Significant Impact TR-C12

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Harbor Island Drive and Rental Car Access Road given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C12, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C12) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.7 Significant Impact TR-C13

Potentially Significant Impact: The EIR identifies a potentially significant

cumulative impact to the roadway segment of North Harbor Drive between Rental Car Access Road and Laurel Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C13, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C13) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.8 Significant Impact TR-C14

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of North Harbor Drive between Laurel Street and Hawthorne Street given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant

cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C14, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C14) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotel's fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.9 Significant Impact TR-C15

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of Laurel Street between North Harbor Drive and Pacific Highway given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations

have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C15, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C15) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.3.10 Significant Impact TR-C16

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to the roadway segment of Laurel Street between Pacific Highway and Kettner Boulevard given that future hotel development would contribute to the degradation of operations in excess of City of San Diego thresholds. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and

such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to the affected roadway segment is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure TR-C16, the PMP Amendment's impact to this roadway segment is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Transportation, Traffic and Parking (Significant Impact TR-C16) can be mitigated to a level below significance by the Project Applicant's paying a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. Although the potential significant cumulative impact can be reduced to a level below significance through the future hotels' fair-share contribution toward the cost of these improvements, the improvements are within the jurisdiction of the City of San Diego, not the Port District, and the City has not identified a schedule for their construction. Therefore, the Port District cannot ensure that the mitigation necessary to avoid or reduce this cumulative impact to a level below significance will occur prior to implementation of the PMP Amendment. However, the Port District finds that this cumulative impact is acceptable when balanced against the mitigation measures recommended to reduce the impact and the facts set forth above and in the Statement of Overriding Considerations below.

5.4 Noise

5.4.1 Significant Impact NOI-C1

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Noise (Exterior Areas) if exterior usable areas in future hotel development, such as pool decks, patios, balconies, and outdoor dining areas, are located in areas where greater than 65-dBA CNEL noise levels would occur. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Exterior Areas) will be mitigated to a level below significance by requiring the plans and specifications for future hotel development to provide that all exterior

noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the future hotels shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into the design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), be long enough to prevent sound from flanking around the ends, have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used. This measure is described in Mitigation Measure NOI-C1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

5.4.2 Significant Impact NOI-C2

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Noise (Interior Noise) in that the potential for an interior noise impact would exist because building facades of future hotel development would be exposed to noise levels exceeding 60 dBA CNEL. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR.

Facts in Support of Finding: The potential significant impacts to Noise (Interior Noise) will be mitigated to a level below significance by including by requiring the project applicant(s) to prepare an interior noise analysis evaluating proposed exterior wall construction, windows, and doors after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City of San Diego's CEQA significance determination thresholds. This analysis shall be submitted to the City of San Diego's Building Inspection Department prior to obtaining a building permit. The project applicant(s) shall implement the noise reduction measures recommended in the interior noise analysis which may include but are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements. This measure is described in Mitigation Measure NOI-C2, which is set forth in full in Volume 6

(Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure will reduce the potential impact to interior noise levels in the area designated for future hotel development to a level less than significant.

5.5 Public Services and Utilities

5.5.1 Significant Impact PUB-C3

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Fire Protection Services) in that the primary responding fire station to the PMP Amendment site is above its annual response workload capacity. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required in, or incorporated into, the PMP Amendment which avoid or substantially lessen the significant environmental effect as identified in the EIR; pursuant to CEQA Guidelines §15091(a)(2), such changes are within the responsibility and jurisdiction of the City of San Diego, not the Port District, and such changes can and should be adopted by the City of San Diego. However, because implementation of the physical improvements needed to reduce the significant impact to fire protection services is within the jurisdiction and control of the City of San Diego and not the Port District, the Port District cannot ensure that the necessary improvements will be constructed as needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, the PMP Amendment's cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

Facts in Support of Finding: The potential significant cumulative impact to Public Services and Utilities (Fire Protection Services) can be mitigated to a level below significance by, prior to the issuance of a certificate of occupancy for the future hotels, the project applicant(s) paying their fair share of the cost of constructing a new fire station in the vicinity of 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 future hotel development's fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time the project applicant(s) request issuance of a certificate of occupancy, the project applicant(s) shall enter into a reimbursement agreement or other arrangement with the City of San Diego to provide for payment of their fair share amount when determined by the City of San Diego. Although implementation of this mitigation measure (MM PUB-2) could mitigate cumulative impacts of the PMP Amendment on fire services to a less-than-significant level, the stated measures are within the jurisdiction of the City of San Diego and not 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. Although the City identified, in its comments on the Recirculated Portions of the Draft EIR, a facilities financing plan and a specific account for fair share payments, the Port District cannot assure that this mitigation measure would be implemented as and when needed. Therefore, despite the incorporation of Mitigation Measure PUB-2, future hotel development's contribution to the cumulative impact to fire protection services is considered significant and unmitigated, and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093 is required.

5.5.2 Significant Impact PUB-C4

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact to Public Services and Utilities (Solid Waste) due to the amount of solid waste generated by future hotel development, which would construct a commercial building greater than 40,000 square feet, the threshold for cumulative solid waste impacts. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant cumulative environmental effect to Public Services and Utilities (Solid Waste) as identified in the EIR.

Finding: The potential significant cumulative impact to Public Services and Utilities (Solid Waste) will be mitigated to a level below significance by the Project Applicant preparing a waste management plan for the Proposed Project. The waste management plan will be submitted to the City of San Diego Environmental Services Department for approval prior to the issuance of any demolition, grading, or construction permits. This measure is described in more detail in Mitigation Measure PUB-C2, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts), of the EIR. Implementation of this mitigation measure (Mitigation Measure PUB-C2) will reduce the potential cumulative impact to Public Services and Utilities (Solid Waste) to a level below significance.

5.6 Air Quality (Sea Level Rise/Climate Change)

Potentially Significant Impact: The EIR identifies a potentially significant cumulative impact related to Air Quality (Sea Level Rise/Climate Change Adaptation) in that sea level rise projected to occur by the year 2100 may result in a significant impact on future hotel development allowed under the proposed PMP Amendment. Detailed information and analysis regarding this significant cumulative impact is provided in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR.

Finding: Pursuant to CEQA Guidelines §15091(a)(1), changes or alterations have been required or incorporated in the PMP Amendment which avoid or substantially lessen the significant cumulative environmental effect related to Air Quality (Sea Level Rise/Climate Change Adaptation) identified in the EIR.

Finding: The potential significant cumulative impact to Air Quality (Sea Level Rise/Climate Change Adaptation) will be mitigated to a level below significance by requiring that all proposals for future hotel development shall take into account the updated information regarding future sea level rise available at that time and shall include in their design the adaptive strategies, if any, necessary to accommodate potential sea level rise. Prior to the approval of a Coastal Development Permit for future hotel development, the project applicant(s) shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The analysis shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development. This measure is described in more detail in Mitigation Measure SLR-C1, which is set forth in full in Volume 6 (Revisions to Draft EIR), Section 9.3 (Cumulative Impacts) of the EIR. Implementation of this mitigation measure will reduce the potential cumulative impact to Air Quality (Sea Level Rise/Climate Change Adaptation) to a level below significance.

6.0 FINDINGS REGARDING PROJECT ALTERNATIVES

In preparing and adopting findings, a lead agency need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating the approval of a project with significant environmental impacts. Where the significant impacts can be mitigated to a level of insignificance solely by the adoption of mitigation measures, the lead agency has no obligation in drafting its findings to consider the feasibility of environmentally superior alternatives, even if their impacts would be less severe than those of the project as mitigated. Accordingly, in adopting the findings concerning alternatives for the proposed project, the Port District considers only those significant environmental impacts that cannot be avoided or substantially lessened through mitigation.

Where a project will result in some unavoidable significant environmental impacts even after application of all feasible mitigation measures identified in an EIR, the lead agency must evaluate the project alternatives identified in the EIR. Under

such circumstances, the lead agency must consider the feasibility of alternatives to the project which could avoid or substantially lessen the unavoidable significant environmental impacts. "Feasible" means capable of being accomplished in a successful manner within a reasonable time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines §15364).

If there are no feasible project alternatives, the lead agency must adopt a Statement of Overriding Considerations with regard to the project pursuant to CEQA Guidelines §15093. If there is a feasible alternative to the project, the lead agency must decide whether it is environmentally superior to the proposed project. The lead agency must consider in detail only those alternatives which could feasibly attain most of the basic objectives of the project; however, the lead agency must consider alternatives capable of eliminating significant environmental impacts even if these alternatives would impede to some degree the attainment of project objectives (CEQA Guidelines §15126.6(f)).

These findings contrast and compare the alternatives where appropriate in order to demonstrate that the selection of the Project has substantial environmental, planning, fiscal and other benefits. In rejecting certain alternatives, the Port District has examined the Project's objectives and weighed the ability of the various alternatives to meet the objectives. The Port District believes the Project best meets these objectives with the least environmental impact. The overall objectives of the Project are to (1) implement the Port Master Plan's goal to develop East Harbor Island with commercial recreation uses, (2) increase public use of the waterfront by providing additional visitor serving commercial recreation uses, (3) enhance public access to the waterfront by providing additional publicly accessible facilities and amenities consistent with the Port Master Plan, (4) promote East Harbor Island as a public waterfront destination, (5) strengthen the existing water-oriented commercial recreation uses on East Harbor Island, (6) provide a hotel that draws on the existing water-oriented commercial recreation uses on East Harbor Island, (7) 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, (8) provide a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island, and (9) amend the Port Master Plan 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). The objectives considered by the Port District are set forth in Section 1.3 above and in Volume 2 (Draft EIR), Section 2.2 (Introduction) of the EIR.

The EIR examined a reasonable range of alternatives to determine whether they could meet the Project's objectives while avoiding or substantially lessening one or more of the Project's unavoidable significant impacts. These findings also considered the feasibility of each alternative. In determining the feasibility of alternatives, the Port District considered whether the alternatives could be

accomplished in a successful manner within a reasonable period of time in light of economic, environmental, social and technological factors, and whether the Port District can reasonably acquire, control or otherwise have access to the alternative sites (CEQA Guidelines §§ 15126(d)(5)(A), 15364).

The EIR concluded that the Project will result in unavoidable significant direct impacts on Public Services and Utilities, and unavoidable significant cumulative impacts on Traffic and Public Services and Utilities because even though these impacts could be avoided or reduced to a level below significance by the mitigation measures recommended in the EIR, the mitigation measures are within the jurisdiction of the City of San Diego and the Port District cannot assure that the City of San Diego will implement the mitigation measures as and when needed. Accordingly, the EIR analyzed two alternatives to the Project: the No Project Alternative and the Reduced Project Alternative. Detailed information and analysis concerning these alternatives are set forth in Volume 5 (Recirculated Portions of Draft EIR), Chapter 6 (Alternatives) of the EIR. The following section of these findings summarizes these alternatives and the feasibility of the alternatives as a means to reduce or avoid the unavoidable significant impacts associated with the Project.

6.1 No Project Alternative

The No Project Alternative is an alternative which is required to be evaluated by CEQA (CEQA Guidelines § 15126(d)(2)). The No Project Alternative assumes that the Project will not be implemented and that existing land uses on the project site will remain unchanged and in their existing condition. The No Project Alternative serves as the alternative against which to evaluate the effects of the Project and other project alternatives.

Under the No Project Alternative, the Port District would maintain existing conditions on and around 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, improvements to and extension of the public promenade. The PMP would not be amended to account for the 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 rental car overflow 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, Noise, Geology and Soils, Public Services and Utilities (Direct and Cumulative), and Transportation, Traffic, and Parking (Cumulative) that were assessed for the Project.

However, the No Project Alternative is not a feasible alternative, as defined by

CEQA, because it would not meet any of the Project objectives. It also would not provide 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 improvements to and extension of the promenade behind the hotel, the No Project Alternative would not improve or promote public access to the coast. The No Project alternative also would maintain the existing PMP and its provision for a hotel of up to 500 rooms on one site, which would concentrate potential impacts in one area rather than dispersing the allowable number of hotel rooms among multiple sites, with the concomitant potential for reducing environmental impacts.

The Port District finds that the No Project Alternative would not achieve any of the Project's objectives and would preclude obtaining the benefits of the Project, including the enhancement of public access. The Port District finds that all potential significant environmental impacts of the Project will be mitigated by the design of the Project and the adoption of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program, except the Project's significant impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services). The Port District further finds that, although the No Project Alternative would avoid or substantially lessen the significant potential impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services) in the project area, the No Project alternative is infeasible because it would not attain any of the project objectives and would not provide the Port District and the region with any of the benefits of the Project described above and in the Statement of Overriding Considerations, and thus would be undesirable from a policy standpoint. For the potential significant impacts which cannot be avoided or mitigated to a level below significance, therefore, the Port District adopts the Statement of Overriding Considerations below pursuant to CEQA Guidelines §15093.

6.2 Reduced Project Alternative

The Reduced Project Alternative considered the construction and operation of two options for a hotel with fewer rooms than the Sunroad Hotel Project: (1) a 69-room hotel; and (2) a 123-room hotel. This alternative was selected for analysis because a reduction in the number of hotel rooms—and the related reduction in onsite activity—would reduce and in some cases avoid the significant cumulative traffic impacts identified for the Project. Under this alternative, the Sunroad Hotel Project site would still undergo redevelopment, with construction of a hotel and parking areas and improvements to and extension of the promenade behind the

hotel and a development footprint identical to that of the Sunroad Hotel Project. However, the Reduced Project Alternative would reduce the number of rooms in the hotel by 60% and 30%, from a total of 175 rooms described for the Sunroad Hotel Project to 69 rooms and 123 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 from four stories to two stories (69 rooms) or three stories (123 rooms). The parking areas and promenade improvements would be the same as in the Sunroad Hotel Project.

The potential impacts of the Reduced Project Alternative are discussed in detail in Chapter 6, Section 6.2.2 of Volume 5 (Recirculated Portions of Draft EIR) of the EIR. The Reduced Project Alternative would eliminate the significant cumulative traffic impacts identified in the EIR as Significant Impacts TR-C5 and TR-C6. Although it also would reduce the Project's contribution to the significant cumulative traffic impacts identified in the EIR as Significant Impacts TR-C1, TR-C2, TR-C3, and TR-C4, these impacts would still require mitigation and, as with the Project, the Port District cannot assure the mitigation will be implemented as and when needed because the mitigation is within the exclusive jurisdiction of the City of San Diego.

The Reduced Project Alternative would not reduce or substantially avoid any of the other significant impacts identified for the Project, and would require all of the same mitigation measures recommended for the Project to reduce the impacts to a level below significance. As with the Project, this alternative would result in significant impacts related to Biological Resources, Hazards and Hazardous Materials, Noise, Geology and Soils, and Public Services. Also as with the Project, the Port District cannot assure the mitigation recommended for significant impacts on fire protection services will be implemented as and when needed because the mitigation is within the exclusive jurisdiction of the City of San Diego. Like the Project, therefore, the Reduced Project Alternative may result in a significant and unmitigated impact related to fire protection facilities.

The Reduced Project Alternative would achieve some of the Project objectives stated in Section 2.2 of this EIR. However, the Reduced Project Alternative would not achieve the following fundamental objectives of the Project:

Implement the Port Master Plan's goal to develop East Harbor Island with commercial recreation uses: Hotels are designated as commercial recreation uses in the Port Master Plan (PMP). The existing PMP anticipates the development of a high quality 500 room hotel on East Harbor Island (Subarea 23). This hotel was anticipated on the parcel

immediately west of the Project site, which is currently used for rental car overflow parking. The PMP Amendment would allow the presently authorized 500 rooms to be constructed by way of up to three smaller hotels on East Harbor Island, one of which would be the proposed 175-room Sunroad Hotel Project. The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site and increase the number of hotel rooms to be developed on other sites in the subarea authorized by the PMPA. In addition, there presently are no plans to redevelop any of the other sites designated for hotel use in the PMPA in the Harbor Island Planning District (Planning District 2). Accordingly, a reduction in the number of hotel rooms developed on the Project site by either 30% (123-room hotel) or 60% (69-room hotel) would further delay and potentially make it more difficult for the Port District to (a) achieve the Project objective of developing East Harbor Island with the commercial recreation uses envisioned in the PMP, and (b) achieve the PMP's existing goal of developing 500 hotel rooms on East Harbor Island.

Increase public use of the waterfront by providing additional visitor serving commercial recreation uses: Hotels are designated as commercial recreation uses in the PMP. The existing PMP anticipated the development of a high quality hotel of approximately 500 rooms for the east end of Harbor Island (Subarea 23). This hotel was anticipated on the parcel immediately west of the Sunroad Hotel Project site, which is currently used for rental car overflow parking. The PMP Amendment would allow the presently authorized 500 rooms to be constructed by way of up to three smaller hotels on East Harbor Island. The proposed 175-room Sunroad Hotel Project would be included in the 500 rooms. The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). Such a substantial reduction in the number of hotel rooms would result in fewer commercial recreation facilities and users and would be contrary to the Project objective of increasing public use of the waterfront. In addition, a reduction in the number of hotel rooms may result in the need for increased room rates in order to offset the loss of revenue which would result from a substantial reduction in the number of hotel rooms.

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: The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). There presently are no

plans to develop or redevelop any other sites designated by the PMPA for hotel use on Harbor Island to provide additional hotel rooms in close proximity to the SDIA. As a result, the Reduced Project Alternative would increase, rather than minimize, vehicle miles traveled by requiring persons seeking lodging in close proximity to the SDIA to travel further to downtown San Diego or other more distant locations to find available lodging.

Provide a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island: The Reduced Project Alternative would reduce the number of hotel rooms on the Sunroad Hotel Project site by either 30% (123-room hotel) or 60% (69-room hotel). According to the Project Applicant, a substantial reduction in the number of hotel rooms would result in an equivalent reduction in project revenues without a corresponding reduction in operating costs and would not provide sufficient revenue to provide a commercially viable return on investment. As a result, the Reduced Project Alternative may make it impossible to accomplish the Project objective of providing a hotel that is a financially viable operation while minimizing the aesthetic changes on East Harbor Island.

The Port District finds that all potential significant environmental impacts of the Project will be mitigated by the design of the Project and the adoption of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program, except the Project's significant impact on Public Services and Utilities (Fire Protection Services) and cumulative significant impacts on Traffic and Public Services and Utilities (Fire Protection Services). The Port District further finds that, although the Reduced Project Alternative would avoid or substantially lessen the cumulative significant impacts on Traffic, it would not avoid or substantially lessen the potential significant direct and cumulative impacts on Public Services and Utilities (Fire Protection Services) in the project area. The Port District further finds that the Reduced Project Alternative is infeasible because it would not attain several of the fundamental objectives of the Project and would not provide the Port District and the region with all of the benefits of the Project described above and in the Statement of Overriding Considerations, and thus would be undesirable from a policy standpoint. For the potential significant impacts which cannot be avoided or mitigated to a level below significance, therefore, the Port District adopts the Statement of Overriding Considerations below pursuant to CEQA Guidelines §15093.

7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Project would have significant unavoidable environmental impacts on the following areas, which are described in detail in Volume 2 (Draft EIR), Section 4.10 (Public Services and Utilities), Volume 5 (Recirculated Portions of Draft EIR), Chapter 5 (Cumulative Impacts), and Volume 6 (Revisions to Draft EIR) of the Final EIR:

- Direct and cumulative Public Services and Utilities (Fire Protection Services) impacts resulting from the primary responding fire station being above its workload capacity;
- Cumulative Transportation, Traffic, and Parking (Traffic) impacts resulting from the Project's incremental contribution to Project area intersections and roadway segments.

The Port District has recommended that the public agency with exclusive jurisdiction over fire protection services and traffic facilities and improvements adopt all feasible mitigation measures with respect to the significant unavoidable environmental impacts. Although implementation of the recommended mitigation measures could avoid or substantially lessen these unavoidable environmental impacts, the mitigation measures are within the exclusive jurisdiction of the City of San Diego and the Port District cannot assure that they will be implemented as and when needed. The Port District also has analyzed a reasonable range of alternatives to the Project, including the No Project Alternative and the Reduced Project Alternative. Based on the evidence contained in the EIR and presented during the administrative proceedings, the Port District has determined that none of these alternatives meets the fundamental objectives of the Project and is feasible and environmentally preferable to the Project as approved.

Pursuant to CEQA Guidelines §§ 15043 and 15093, therefore, the Port District must adopt a "Statement of Overriding Considerations" in order to approve the Project. A Statement of Overriding Considerations allows a lead agency to determine that specific economic, social or other expected benefits of a proposed project outweigh its potential significant unavoidable environmental risks. Although the Port District has no obligation under CEQA to adopt a Statement of Overriding Considerations for significant impacts which will be mitigated to a level below significance, the Port District wishes to make clear its view that the benefits of the Project described below are of such importance to the community as to outweigh all significant adverse impacts described in the Final EIR or suggested by participants in the public review process.

Pursuant to CEQA Guidelines §15093, the Port District hereby finds that the Project would have the following benefits and that each of the following benefits is a separate and independent basis for overriding the unavoidable significant environmental impacts identified above:

- The Project will advance the goal articulated in the Port's mission statement which provides: "While protecting the Tidelands Trust resources, the Port will balance economic benefits, community services, environmental stewardship, and public safety on behalf of the citizens of California." The Project will provide a stimulus to the local economy through the creation of temporary and permanent jobs for the construction and operation of the hotel component of the Project. In addition, the Project site is strategically located adjacent to the San Diego International Airport and the new hotels will be available for future visitor and public uses that will provide community services to residents and visitors to the San Diego region.
- The Sunroad Hotel Project will increase employment opportunities within the region by providing approximately 90 temporary jobs during construction and 25 permanent jobs during operation of the new hotel component of the Project.
- The Project will provide a benefit to the community by creating new and improved public access and shoreline enhancements in the Project area.
- The Project will stimulate economic growth for the Port, City of San Diego and the overall region and will develop economically feasible land uses in the Project area. The plan will be economically sustainable, generate revenue, and will encourage private sector participation.
- The Project will provide an overall improvement of land use compatibility to fulfill desired goals of the PMP for an active recreational and commercial area, while providing enhanced public access resources, by amending the PMP to allow for development of the currently allowed maximum of 500 hotel rooms in the East Harbor Island Subarea to be dispersed among up to three sites rather than concentrated on one site.
- The Project will provide a benefit to the community by incorporating energy conservation and sustainability features into its design and construction that will provide energy and water efficiency equivalent to 15% in excess of standards required by Title 24 of the California Code of Building Regulations.
- Although it cannot mitigate the unavoidable environmental impacts to a level below significance, the Project will incorporate design features and will implement mitigation measures intended to minimize to the extent feasible the potential impacts to Biological Resources, Hazards and Hazardous Materials, Geology and Soils, Noise, Parking, Public Services and Utilities (Sewer and Solid Waste), and Sea Level Rise generated by the Project.

The Port District has weighed the benefits of the Project against its potential significant unavoidable environmental risks in determining whether to approve the Project. After balancing the specific economic, legal, social, technological, and other benefits of the Project, the Board of Port Commissioners has determined that the unavoidable, significant environmental impacts of the Project are considered "acceptable" because the specific considerations identified above outweigh the significant unavoidable environmental impacts of the Project. Each of the benefits and the fulfillment of the objectives of the Project, as stated herein, are determined to be a separate and independent basis for overriding the unavoidable significant environmental impacts identified above. For the foregoing reasons, therefore, the Port District finds that the Project's potential significant unavoidable environmental impacts are outweighed by the benefits described above.

Mitigation Monitoring and Reporting Program

Purpose

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the Sunroad Harbor Island Hotel Project and other future hotel development associated with the East Harbor Island Subarea Port Master Plan Amendment implement environmental mitigation, as required by the Revised Final Environmental Impact Report (EIR) for the Sunroad Harbor Island Hotel Project and East Harbor Island Port Master Plan Amendment. Those mitigation measures have been integrated into this MMRP. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the EIR, and general guidelines for the use and implementation of the monitoring program are described below.

This MMRP is written in accordance with California Public Resources Code 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to adopt a reporting or monitoring program for changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment and to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The San Diego Unified Port District (SDUPD) is the designated Lead Agency for the MMRP. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency will rely on information provided by a monitor as accurate and up to date and will field check mitigation measure status as required.

The Port District may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieve the same or greater attenuation of the impact. Copies of the measures shall be distributed to the participants of the monitoring effort to ensure that all parties involved have a clear understanding of the mitigation monitoring measures adopted.

Format

Mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or requiring supplemental structural controls. Within this document, mitigation measures are organized and referenced by subject category. The subject categories include: (1) biological resources; (2) hazards and hazardous materials; (3) noise; (4) geology and soils; (5) public services and utilities; (6) transportation, traffic, and parking; and (7) sea level rise. Each of the mitigation measures has a numerical reference. The following items are identified for each mitigation measure:

- Responsible party

- Mitigation Timing
- Monitoring and Reporting Procedure

Responsible Party

For each mitigation measure, the party responsible for monitoring implementation and verifying completion of the mitigation measure is identified. The responsible party shall implement the mitigation measures.

Mitigation Timing

The mitigation measures required for the project(s) will be implemented at various times before construction, during construction, prior to project completion, or during project operation.

Monitoring and Reporting Procedure

Includes the procedures for documenting and reporting mitigation implementation efforts. The respective Project Applicant is responsible for implementation of all mitigation measures.

Mitigation Monitoring and Reporting Program

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Mitigation Measures for 175-room Hotel Project			
BIOLOGICAL RESOURCES			
MM BIO-1: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys	Sunroad Marina Partners, LP	Throughout Construction	Contractor to confirm with Port District that vegetation removal was completed outside of breeding season OR Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.
To ensure compliance with Migratory Bird Treaty Act (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			

Proposed Mitigation		Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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.</p>				
HAZARDS AND HAZARDOUS MATERIALS				
<p>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.</p>		Sunroad Marina Partners, LP	Prior to Construction	Contractor to prepare and submit to the Port District's Environmental and Land Use Management 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. Contractor to notify Port District/County Department of Environmental Health if contaminated soils encountered.
<p>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.</p>		Sunroad Marina Partners, LP	Prior to Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
NOISE			
<p>MM NOI-1: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement.</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"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <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"> ■ 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 	Sunroad Marina Partners, LP	Prior to Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
GEOLOGY AND SOILS			
<p>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 H1 of the Draft EIR) including the following site design criteria:</p>	Sunroad Marina Partners, LP	Prior to Construction	The Project Applicant shall implement all of the measures recommended in the Geocon Study (Appendix H1 of the Draft EIR) including the following site design
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Proposed Mitigation		Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
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).			criteria. The site plans showing the design criteria will be submitted to the Port District and the City of San Diego.
II.	Ground improvements or deep foundations shall be implemented in conformance with the California Building Code (CBC) site design criteria for Type B faults, which include the Rose Canyon Fault zone, as summarized in the following table:			
Site Design Criteria				
Parameter	Ground Improvements	Deep Foundations	CBC Reference	
Seismic Zone Factor	0.40	0.40	Table 16-I	
Soil Profile	S _D	S _F	Table 16-J	
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q	
Seismic Coefficient, C _v	1.02	1.87	Table 16-R	
Near-Source Factor, N _a	1.3	1.3	Table 16-S	
Near-Source Factor, N _v	1.6	1.6	Table 16-T	
Seismic Source	B	B	Table 16-U	
Notes:				
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.				

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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.</p>			
<p>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.</p>			
<p>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.</p>			
<p>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.</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>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<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 recompact.</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</p>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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>			
<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>			
<p>PUBLIC SERVICES AND UTILITIES</p>			
<p>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 in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution Fund No. 200636. 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 in the vicinity of 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>	Sunroad Marina Partners, LP	Prior to issuance of certificate of occupancy	Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.
<p>MM PUB-C1: Prior to the issuance of any demolition, grading, or</p>	Sunroad Marina	Prior to demolition,	Prepare a waste management plan

* Implementation of mitigation measure MM PUB-1 could mitigate impacts of the proposed 175-room hotel on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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"> ■ 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 <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"> ■ Provide interior and exterior storage areas for recyclables and green waste and provide adequate recycling containers on site. <p>Provide education and publicity about recycling and reducing waste, using signage and a case study.</p>	Partners, LP	grading or construction permits	and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.

Proposed Mitigation		Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
TRANSPORTATION, TRAFFIC AND PARKING				
MM TR-C1: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance).		Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 9.0% 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.
<p>The Project Applicant shall contribute a fair share percentage of 9.0% 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>				
MM TR-C2: North Harbor Drive / Rental Car Access Road intersection.		Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay 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>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>				
MM TR-C3: North Harbor Drive / Laurel Street intersection.		Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 2.2% towards the reconfiguration of the eastbound approach to provide a
<p>The Project Applicant shall contribute a fair share percentage of 2.2%</p>				
<p>[#] Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel project to less-than-significant levels. However, the intersections and street segments 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 or street segment 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>				
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Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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>	Sunroad Marina Partners, LP	Prior to issuance of building permits	<p>third left-turn lane and restriping the south-bound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>MM TR-C4: Pacific Highway/Hawthorn Street intersection.</p> <p>The Project Applicant shall contribute a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. To accommodate the additional lane, all curbside parking on Hawthorn Street will have to be prohibited between Pacific Highway and the railroad tracks. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.[#]</p>	Sunroad Marina Partners, LP	Prior to issuance of building permits	<p>Pay a fair share percentage of 1.7% towards restriping the westbound approach of Hawthorn Street to provide a dedicated left-turn lane in addition to the three through lanes. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>MM TR-C5: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.[#]</p>	Sunroad Marina Partners, LP	Prior to issuance of building permits	<p>Pay a fair share percentage of 2.3% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>

[#] Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>MM TR-C6: North Harbor Drive between Rental Car Access Road and Laurel Street segment.</p> <p>The Project Applicant shall contribute a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.[#]</p>	Sunroad Marina Partners, LP	Prior to issuance of building permits	Pay a fair share percentage of 0.9% towards the addition of one lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.
<p align="center">Mitigation Measures for other future hotel development associated with the PMP Amendment</p>			
<p>BIOLOGICAL RESOURCES</p>			
<p>MM BIO-2: Avoid Nesting Season for Birds or Conduct Preconstruction Nesting Surveys</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>	Future Project Applicant for Additional Hotel(s)	Throughout Construction	<p>Contractor to confirm with Port District that vegetation removal was completed outside of breeding season</p> <p>OR</p> <p>Contractor will report the results of the focused nesting survey to the Port District. If survey confirms nesting within 300 feet of the disturbance footprint for non-raptors or 500 feet for raptors, report to Port that buffers are in place to protect nesting birds during vegetation removal and construction activities.</p>
<p>3. Conduct all vegetation removal during the non-breeding season (between September 1 and January 31).</p> <p>OR</p> <p>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).</p> <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-</p>			

[#] Implementation of Mitigation Measures MM TR-C1 through MM TR-C6 would mitigate impacts of the proposed 175-room hotel to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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 survey 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 confirmed that no new nests have been established.</p>			
HAZARDS AND HAZARDOUS MATERIALS			
<p>MM HZ-2a: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare and submit to the Port District's Environmental and Land Use Management 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</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to commencement of Construction</p>	<p>Contractor to prepare and submit to the Port District's Environmental and Land Use Management Department for approval, a contingency plan outlining the procedures to be followed by the Project Applicant(s) and/or contractor in the event that undocumented areas of contamination are encountered during construction activities.</p> <p>Contractor to notify Port District/County Department of Environmental Health if contaminated soils encountered.</p>

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>and safety procedures required by the Port District and any other agency with jurisdiction over the contamination encountered.</p>			
<p>MM HZ-2b: Prior to the initiation of construction activities, the Project Applicant for each hotel shall prepare a Site Safety Plan to address possible hazardous materials present within the East Harbor Island Subarea 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 hotel development to reduce potential health and safety hazards to workers and the public.</p>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	Prior to the initiation of construction activities, the Contractor shall prepare a Site Safety Plan to address possible hazardous materials present within the Project Site to the Port District.
<p>NOISE</p>			
<p>MM NOI-2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Future hotels 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>	Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant(s) 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. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<ol style="list-style-type: none"> 1. Acoustically rated dual pane windows and sliding glass door assemblies 2. Heavy-weight drapes and thick carpets for sound absorption <p>The following minimal performance requirements shall be adhered to as they pertain to interior/exterior sound transmission loss:</p>			
<ul style="list-style-type: none"> ■ Exterior wall assemblies and walls between guestrooms shall have a minimum sound transmission class (STC) rating of 52 			

Proposed Mitigation		Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<ul style="list-style-type: none"> ■ 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 				
<p>MM NOI-C1: Reduction of exterior noise impacts: The plans and specifications for future hotel development shall provide that all exterior noise-sensitive elements of future hotels shall be positioned in areas exposed to 65 dBA CNEL or below. If exterior use areas are subject to noise levels greater than 65 dBA CNEL, the design of the project shall incorporate measures such as noise barriers to reduce exterior noise levels to below 65 dBA CNEL. Noise barriers such as walls are commonly used to reduce outdoor noise levels from transportation sources. The effectiveness of a barrier depends on the distance from the source to the barrier, the distance from the receiver to the barrier, and the relative height of the barrier above the line-of-sight between the source and receiver. Noise barriers incorporated into project design shall block this line-of-sight, be constructed of solid material (such as concrete masonry), and be long enough to prevent sound from flanking around the ends, and shall have a minimum density of 3.5 pounds/square foot and have no gaps or cracks through or below the barrier. Where preservation of views is desired, transparent materials such as glass or Plexiglas can be used.</p>		Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 65 dBA (CNEL) or below standard. Construction level plans showing adherence to standards will be provided to the Port District and the City of San Diego.
<p>MM NOI-C2: Reduction of interior noise levels below 45-dBA (CNEL) interior noise requirement: Because future cumulative sound levels would exceed 60 dBA CNEL at the hotel building façades, an interior noise analysis evaluating proposed exterior wall construction, windows, and doors shall be completed after building plans are finalized to ensure that noise levels within habitable rooms will be 45 dBA CNEL or less, as required by California Code of Regulations, Title 24: Noise Insulation Standard and the City's CEQA significance determination thresholds. This analysis shall be submitted to the City's Building Inspection Department prior to obtaining a building permit. The project applicant shall implement the noise reduction measures recommended in the interior noise analysis which may include but</p>		Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	An acoustical consultant shall be retained by the Project Applicant prior to commencement of Project construction-level plans to ensure that the hotel plans incorporate measures that will achieve the 45 dBA (CNEL) standard. Construction level plans showing adherence to standards will be provided to the Port District

Proposed Mitigation		Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
are not limited to sound-rated windows, a closed-windows option, and mechanical ventilation meeting applicable California Building Code (CBC) requirements.				and the City of San Diego.
GEOLOGY AND SOILS				
MM GEO-2: 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 Geokon Study (Appendix H1 of the EIR) including the following site design criteria:		Future Project Applicant for Additional Hotel(s)	Prior to commencement of Construction	The Project Applicant shall implement all of the measures recommended in the Geokon Study (Appendix H1 of the Draft EIR) including the following site design criteria. The site plans showing the design criteria will be submitted to the Port District and the City of San Diego.
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 the following table:				
Site Design Criteria				
Parameter	Ground Improvements	Deep Foundations	CBC Reference	
Seismic Zone Factor	0.40	0.40	Table 16-I	
Soil Profile	S _D	S _F	Table 16-J	
Seismic Coefficient, C _a	0.57	0.57	Table 16-Q	
Seismic Coefficient, C _v	1.02	1.87	Table 16-R	
Near-Source Factor, N _a	1.3	1.3	Table 16-S	

Proposed Mitigation			Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
Near-Source Factor, N_v	1.6	1.6		Table 16-T	
Seismic Source	B	B		Table 16-U	
Notes:					
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.					
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					

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>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>			
<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 recompact.</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</p>			

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
bearing strata.			
<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>			
<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			
<p>MM PUB-2: Prior to the issuance of a certificate of occupancy for future hotels allowed by the PMP Amendment, the Project Applicant(s) shall pay its fair share of the cost of constructing a new fire station in the vicinity of Liberty Station in the amount determined by the City of San Diego. This fire station is within the Peninsula Public Facilities Financing Plan, Fiscal Year 2001 community boundary. The fair share contribution shall be paid to the City of San Diego and will be deposited into the Developer Contribution</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of certificate of occupancy</p>	<p>Pay fair share of the cost of constructing a new fire station at Liberty Station in the amount determined by the City of San Diego.</p>
<p>Sunroad Harbor Island Hotel Project and East Harbor Island Subarea PMP Amendment, MMRP</p>	<p>MMRP-20</p>	<p>November 2013</p>	

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>Fund No. 200636. In the event the City of San Diego has not determined the amount of the fair share of the cost of constructing a new fire station in the vicinity of Liberty Station at the time a future hotel project requests issuance of a certificate of occupancy, the Project Applicant(s) 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>MM PUB-3: Prior to the construction of the second hotel within the PMP Amendment area, the Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.</p>	<p>Prior to issuance of building permit for construction of second hotel.</p>	<p>Project Applicant(s) shall replace the existing 8-inch sewer and four manholes as indicated in Figure 9.2.10-1 of the Revisions to Draft EIR document, to the satisfaction of the City of San Diego Engineer.</p>
<p>MM PUB-C2: Prior to the issuance of any demolition, grading, or construction permits for hotels within the PMP Amendment area, the Project Applicant(s) 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"> ■ 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 	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of demolition, grading, or construction permits</p>	<p>Project Applicant(s) shall prepare a waste management plan and submit it for approval to the City's Environmental Services Department and a copy of the City-approved plan to the Port District.</p>

[†] Implementation of mitigation measure MM PUB-2 could mitigate impacts of the future hotels that could be constructed under the PMP Amendment on fire services to a less-than-significant level; however, the stated mitigation measure is contingent on the action of the City of San Diego and is outside of the jurisdiction of the Port District. The City has identified the construction of the fire station in the vicinity of Liberty Station (former Naval Training Center) as a Tier-2, low priority project. Because the Port District cannot assure that this mitigation measure would be implemented when needed, the impacts are considered significant and unmitigated.

Proposed Mitigation	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
<p>mulch and compost</p> <ul style="list-style-type: none"> ■ 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 <p>International Standards of Operations, or other certification, if any.</p>			
<p>TRANSPORTATION, TRAFFIC, AND PARKING</p> <p><i>In Mitigation Measures MM TR-C7 through MM TR-C9 and MM TR-C12 through MM TR-C16, Scenario A refers to the East Harbor Island Subarea being developed with 175 "business" hotel rooms and 325 "resort" hotel rooms, and Scenario B refers to the East Harbor Island Subarea being developed with a total of 500 "business" hotel rooms.</i></p>			
<p>MM TR-C7: North Harbor Drive / Harbor Island Drive / Terminal 1 intersection (East Airport Entrance): The Project Applicant shall contribute a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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 from a "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. Modifications to the</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of building permits</p>	<p>Pay a fair share percentage of 20.7% for Scenario A or 22.4% for Scenario B 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.</p>
<p>Sunroad Harbor Island Hotel Project and East Harbor Island Subarea PMP Amendment. MMRP</p>	<p>MMRP-22</p>		<p>November 2013</p>

traffic signal timing in conjunction with the change in lane designations are also recommended.

MM TR-C8: North Harbor Drive / Rental Car Access Road intersection: The Project Applicant shall contribute a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project
Applicant for
Additional Hotel(s)

Prior to issuance of
building permits

Pay a fair share percentage of 4.0% for Scenario A or 4.3% for Scenario B 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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>MM TR-C9: North Harbor Drive / Laurel Street intersection: The Project Applicant shall contribute a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound 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. Modifications to the traffic signal timing in conjunction with the change in lane destination are also recommended. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.**</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of building permits</p>	<p>Pay a fair share percentage of 5.2% for Scenario A or 5.3% for Scenario B towards the reconfiguration of the eastbound approach to provide a third left-turn lane and restriping the southbound approach to provide a single shared left-turn/right-turn lane. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>MM TR-C12: North Harbor Drive between Harbor Island Drive and Rental Car Access Road street segment: The Project Applicant shall contribute a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of building permits</p>	<p>Pay a fair share percentage of 5.8% for Scenario A or 5.3% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>
<p>MM TR-C13: North Harbor Drive between Rental Car Access Road and Laurel Street street segment: The Project Applicant shall contribute a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **</p>	<p>Future Project Applicant for Additional Hotel(s)</p>	<p>Prior to issuance of building permits</p>	<p>Pay a fair share percentage of 2.4% for Scenario A or 2.2% for Scenario B towards the addition of one westbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.</p>

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

MM TR-C14: North Harbor Drive between Laurel Street and Hawthorn Street street segment: The Project Applicant shall contribute a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project Applicant for Additional Hotel(s)

Prior to issuance of building permits

Pay a fair share percentage of 7.1% for Scenario A or 6.5% for Scenario B towards the addition of one southbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C15: Laurel Street between North Harbor Drive and Pacific Highway street segment: The Project Applicant shall contribute a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project Applicant for Additional Hotel(s)

Prior to issuance of building permits

Pay a fair share percentage of 1.4% for Scenario A or 1.3% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

MM TR-C16: Laurel Street between Pacific Highway and Kettner Boulevard street segment: The Project Applicant shall contribute a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program. **

Future Project Applicant for Additional Hotel(s)

Prior to issuance of building permits

Pay a fair share percentage of 2.7% for Scenario A or 2.5% for Scenario B towards the addition of one eastbound lane along the street segment. The fair share contribution shall be paid to the City of San Diego traffic impact fee program.

PARKING

MM PARK-1:

a. Prior to the approval of a Coastal Development Permit for future development of a hotel on the existing west marina parking lot, the

Future Project Applicant for Additional Hotel(s)

Prior to approval of Coastal Development Permit

The Project Applicant shall submit a Site Plan showing demonstrating adequate on-site parking in

** Implementation of Mitigation Measures MM TR-C7 through MM TR-C16 would mitigate impacts of the future hotels that could be constructed under the PMP Amendment to less-than-significant levels. However, the intersections and street segments 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 or street segment 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.

design of the proposed hotel development shall provide adequate on-site parking in accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

- b. Prior to demolition or removal of any parking spaces in the existing west marina parking lot which are required for the shared parking of the existing marina and the proposed 175-room hotel, the Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.

accordance with the Port District parking guidelines for the proposed hotel development and for the shared parking requirements of the existing marina and the proposed 175-room hotel.

Future Project Applicant for Additional Hotel(s)	Prior to demolition or removal of parking space in the existing west marina parking lot	The Project Applicant shall submit to the Port District for its review and approval a Parking Management Plan, which shall provide adequate parking to satisfy the shared parking requirements for the existing marina and the proposed 175-room hotel during construction of the new hotel and replacement parking spaces.
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SEA LEVEL RISE

MM SLR-C1: Prior to the approval of a Coastal Development Permit for future hotel development that could occur under the proposed PMP Amendment, the project applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development. The report shall determine whether adaptive strategies for accommodating the potential for sea level rise and the potential for more frequent wave overtopping and wave-induced impact forces are necessary and, if so, shall recommend appropriate adaptive strategies such as the use of perimeter floodwalls or other flood barriers around either the outer margins of Harbor Island or the proposed development to be incorporated into the design of the proposed development.

Future Project Applicant for Additional Hotel(s)	Prior to approval of Coastal Development Permit	The Project Applicant shall retain a qualified engineer who shall prepare for the Port District's review and approval an up-to-date, site-specific analysis of the potential impacts of sea level rise by the year 2100 on the proposed hotel development.
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RESOLUTION 20xx-xxx

**RESOLUTION APPROVING PORT MASTER PLAN
AMENDMENT AND DIRECTING FILING WITH THE
CALIFORNIA COASTAL COMMISSION FOR
CERTIFICATION**

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I (Port Act); and

WHEREAS, the District has a certified Port Master Plan, which was prepared, adopted and certified pursuant to the Port District Act, the California Coastal Act and other applicable laws; and

WHEREAS, Sunroad Marina Partners, LP (Sunroad) currently has a 50-year lease with the District for a 600-slip marina at 955 Harbor Island Drive, in the City of San Diego, on east Harbor Island (Existing Leasehold) that will expire in 2037; and

WHEREAS, on June 14, 2011, the Board of Port Commissioners (Board) granted an option to lease agreement with Sunroad for a new 55-year lease located on the Existing Leasehold site for development of a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking (Sunroad Hotel Project) and the Sunroad Hotel Project would remove 111 parking spaces, an existing locker building and some parking, with the existing marina offices to remain; and

WHEREAS, the existing certified Port Master Plan allows for commercial recreational use at the Sunroad Hotel Project site and allows for a hotel of up to 500 rooms on the westernmost parcel of East Harbor Island (located west of the Sunroad Hotel Project site), which is currently used for temporary rental car parking and was formerly used by the San Diego International Airport for employee parking; and

WHEREAS, a Port Master Plan amendment is required for the Sunroad Hotel Project to be developed; and

WHEREAS, the proposed Port Master Plan amendment (Port Master Plan Amendment) includes revisions to the precise plan text and maps, land use acreage tables, and project list for Planning District 2 and more specifically, the proposed Port Master Plan Amendment revises the precise plan text to (a) allow for development of two or three hotels on East Harbor Island, including the Sunroad Hotel Project, with a combined total of not more than 500 rooms, rather

than a single 500-room hotel, (b) include the proposed road and traffic circle realignment, (c) revise the Project List to add the Sunroad Hotel Project and the other up to two hotels, and (d) revise land use acreage table to reflect proposed changes to the commercial recreation, promenade, open space (traffic circle), and street land use designations; and

WHEREAS, proposed Port Master Plan Amendment has been prepared and processed in accordance with the Port Act, Coastal Act and other applicable laws; and

WHEREAS, the Sunroad Hotel Project and proposed Port Master Plan Amendment are collectively referred to as the "Project"; and

WHEREAS, Sunroad is the applicant for the Sunroad Hotel Project; and

WHEREAS, a Revised Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA), CEQA Guidelines, and District procedures relative to the Project, has been prepared and certified and its contents considered.

NOW, THEREFORE, BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

That the Port Master Plan Amendment pertaining to the Sunroad Hotel Project, on file in the office of the District Clerk as Document No. _____ is approved, that the Executive Director or his designated representative is hereby authorized and directed to transmit said Port Master Plan Amendment, together with all relevant factual information, the certified Revised Final Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for its review, approval and certification pursuant to Public Resources Code Section 30714 and that the Executive Director or his designated representative is hereby authorized to amend the Port Master Plan application prior to the California Coastal Commission's certification; provided, however, that the Port Master Plan Amendment, as certified by the California Coastal Commission, shall be presented to the Board of Port Commissioner's for its final approval at a subsequent date.

BE IT FURTHER RESOLVED, consistent with Public Resources Code Sections 30714 and 30716, and California Code of Regulations Title 14, Section 13632(e), the Port Master Plan Amendment shall not be effective until: (a) the California Coastal Commission certifies the Port Master Plan Amendment; (b) the Board adopts the Port Master Plan Amendment as certified by the California Coastal Commission; and (c) the California Coastal Commission has received notice of such Board action and accepts the same as consistent with its certification.

BE IT FURTHER RESOLVED, that the Port Master Plan Amendment shall not be effective unless and until an indemnity agreement, as approved by the Executive Director or his designated representative, is entered into by Sunroad and the District, which provides for Sunroad to indemnify the District for all attorneys' fees, costs and other expenses incurred by the District in the event of any third party legal challenge to the Final Environmental Impact Report or the Master Plan Amendment.

APPROVED AS TO FORM AND LEGALITY:
PORT ATTORNEY

By: Assistant/Deputy

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 4th day of March, 2014, by the following vote:

RESOLUTION 20xx-xxx

**RESOLUTION GRANTING CONCEPT APPROVAL
FOR 175-ROOM SUNROAD HARBOR ISLAND
HOTEL PROJECT AT 955 HARBOR ISLAND DRIVE**

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I, (Port Act); and

WHEREAS, Board of Port Commissioners (Board) Policy No. 357 requires that plans for new tenant development shall be presented to the Board for approval if the project is estimated to cost more than \$500,000; and

WHEREAS, Sunroad Marina Partners, LP (Sunroad) currently has a 50-year lease with the District for a 600-slip marina at 955 Harbor Island Drive, in the City of San Diego, on east Harbor Island (Existing Leasehold) that will expire in 2037; and

WHEREAS, on June 14, 2011, the Board granted an option to lease agreement with Sunroad for a new 55-year lease located on the Existing Leasehold site for development of a 175-room, four-story limited service hotel with ancillary meeting and fitness space, common areas, an exterior pool, and surface parking (Sunroad Hotel Project) and the Sunroad Hotel Project would remove 111 parking spaces, an existing locker building and some parking, with the existing marina offices to remain; and

WHEREAS, the Sunroad Hotel Project is estimated to cost more than \$500,000; and

WHEREAS, on June 14, 2011, the Board further granted concept approval for the Sunroad Hotel Project; and

WHEREAS, subsequently, a lawsuit was filed in the San Diego Superior Court entitled *Unite Here Local 30, et al. v. San Diego Unified Port District, et al.*, as Case No. 37-2011-00094537-CU-TT-CTL, challenging the adequacy of the District's compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, with respect to the Sunroad Hotel Project and an associated Port Master Plan Amendment, and on May 9, 2012, the San Diego Superior Court entered judgment in the lawsuit granting in part and denying in part the relief sought by the petitioners and directing issuance of a writ of mandate; and

WHEREAS, on August 14, 2012, the Board adopted a resolution rescinding the concept approval; and

WHEREAS, a duly noticed meeting of the Board was held on March 4, 2014, at which the Board took the actions hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

1. The Board finds the facts recited above are true and further finds that this Board has jurisdiction to consider, approve and adopt the subject of this Resolution.

2. The Board grants concept approval to Sunroad for the Sunroad Hotel Project.

APPROVED AS TO FORM AND LEGALITY:
PORT ATTORNEY

By: Assistant/Deputy

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 4th day of March, 2014, by the following vote: