



Seaport San Diego Project

Revised Project Description

October 21, 2022

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**The Figures present in this Project Description were prepared by: CallistonRTKL and OJB Landscape Architects (land-side plans); Moffatt & Nichol (water-side plans); and RSM Design (signage plans).



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Abbreviations

2020 UWMP	2020 Urban Water Master Plan
AB	Assembly Bill
Applicant	1HWY1
ASHRAE	American Society of Heating, Refrigerating and Air Conditioning Engineers
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BTIC	Blue Tech Innovation Center
CAA	Clean Air Act
Caltrans	California Department of Transportation
CAP	Port Climate Action Plan
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CDSM	Cement Deep Soil Mix
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
City	City of San Diego
CO2	Carbon dioxide
County	County of San Diego
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DEHQ	Department of Environmental Health and Quality
District	Embarcadero Planning District
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
ELDP	Environmental Leadership Development Project
EMPN	Embarcadero Marina Park North
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMP	Pacific Coast Groundfish Fishery Management Plan
GHG	greenhouse gases
gpd	gallons per day
HVAC	heating, ventilation, and air conditioning
I	Interstate
INRMP	San Diego Bay Integrated Natural Resource Management Plan
KSF	thousand square feet
LCA	Life Cycle Assessment
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
mm	millimeter



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MMPA	Marine Mammal Protection Act
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
PDP	Priority Development Project
PMP	San Diego Port Master Plan
PMPU	San Diego Port Master Plan Update
Port	Port of San Diego
POSD	Port of San Diego
PRC	Public Resource Code
Project	Seaport San Diego Project
Project Site	San Diego Bay
ROS	Recreational Open Space
RWQCB	Regional Water Quality Control Board
SAN	San Diego International Airport
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCC	San Diego Convention Center
SDG&E	San Diego Gas and Electric
SDMTS	San Diego Metropolitan Transit System
SDPUD	San Diego Public Utilities Department
SDRWQCB	San Diego Regional Water Quality Control Board
SIP	State Implementation Plan
SLR	Sea level rise
SF or sq. ft.	square foot/feet
SWEL	still water elevation
SWPPP	Stormwater Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TMDL	Total maximum daily load
TPG	Tidelands Parking Guidelines
TPMP	Transportation and Parking Management Plan
Tribe	California Native American Tribe
TWL	total water level
U.S.	United States
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USS	United States Ship
WOTS	Waters of the State
WOTUS	Waters of the U.S.



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WSZ

water-side zone



SEAPORT SAN DIEGO PROJECT

Introduction

1.0 INTRODUCTION

1HWY1 (Applicant) proposes to construct the Seaport San Diego Project (Project) within the Central Embarcadero of the Port of San Diego (Port). The Project site consists of approximately 105 acres of land (approx. 36.63 ac.) and water area (approx. 68.5 ac.) within San Diego Bay (Project Site). The Project Site currently consists of commercial fish processing, retail, restaurant, Recreational Open Space (ROS) uses, as well as open water areas, piers, marinas, and floating docks within San Diego Bay. This revised Project Description (Revised Project Description) provides revised information from the Project Description submitted in December 2021 (December 2021 Project Description). The refinements to the Project presented in this Revised Project Description reduce the size of the proposed Project. We note, however, that the overall square footages presented in this Revised Project Description are higher; that is not reflective of a larger project, but instead merely reflects the fact that the Revised Project Description includes various back of house and other service and circulation (BOH) areas that were included in the December 2021 Project Description but not counted toward building square footages.¹ The Project proposes to demolish approximately 124,478 square feet (sq. ft.) of existing land-side development and redevelop the Project Site with approximately 2,739,831 sq. ft. of mixed-use development, inclusive of BOH and other service and access areas. If such BOH areas were excluded from the Project described in this Revised Project Description to directly compare it to the Project in the December 2021 Project Description, the current revised Project is 2,394,547 square feet, compared to 2,684,097 square feet in the Project described in the December 2021 Project Description. The Project's land side improvements would include a mix of hotel, retail, restaurant, health and wellness, blue/marine technology office, environmental education, entertainment, signature attractions and ROS uses, such as walkways, piers, marinas, plazas, parks, and an urban public beach. The water-side improvements of the Project would involve construction of approximately 561,400 sq. ft. of floating docks and fixed piers to support a variety of vessels, water taxis, and fishing boats within San Diego Bay. This Revised Project Description provides a detailed description of the land side and water side components of the Project and identifies the discretionary and other approvals anticipated to be required to implement the Project in accordance with the requirements of the California Environmental Quality Act (CEQA).

1.1 PROJECT LOCATION

The Project Site is located at 1 Pacific Highway within the land use jurisdiction of the Port. The Project Site and Central Embarcadero are located within the boundaries of Port "member city" the City of San Diego (City) and the County of San Diego (County), California. The Project Site is situated between Downtown San Diego and the San Diego Bay waterfront (**Figure 1**). The Project Site is situated less than a mile to the east of Coronado Island, approximately 1.4 miles south of San Diego International Airport (SAN), immediately west of the City's Downtown area, and approximately 12.5 miles north of the United States (U.S.) border with Mexico. The Project Site covers approximately 105 acres of land and water

¹ The BOH figures for the December 2021 Project Description are not provided; however, this Revised Project Description supersedes the December 2021 Project Description in its entirety, and as such, those numbers are no longer relevant.



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Introduction

areas within the Port, consisting of approximately 36.6 acres of land area and approximately 68.5 acres within San Diego Bay (**Figure 2**).

The Port and its surrounding member cities are bisected by several major freeways, including Interstate (I)-5, which traverses the length of California from the north to the south, I-8, which provide a west-east connection from Downtown to El Cajon, I-805, which provides inland north-south connectivity branching off of the I-5 in Torrey Pines to the U.S. border, and I-15 which provides inland north-south connectivity at the terminus of I-215 in Temecula until it joins I-5 in Downtown San Diego. Coronado Bridge, which connects the Port and the City to Coronado Island, is located approximately 1.6 miles southeast of the Project Site.

The Project Site is within the Embarcadero Planning District of the Port, specifically within the Central Embarcadero subdistrict. The Project Site is generally bounded by San Diego Bay to the west, Kettner Boulevard and Seaport Marina to the south, Pacific Highway and North and West Harbor Drive to the east, and G Street and Tuna Harbor Park to the north, with the United States Ship (USS) Midway Museum to the north of the Project Site (**Figure 3**). The Central Embarcadero currently provides a mix of recreational, visitor-serving commercial, and commercial fishing uses. Waterfront open spaces, such as Tuna Harbor Park, Ruocco Park, and Embarcadero Marina Park North, provide recreational opportunities and views of the water. Downtown San Diego and the Gaslamp Quarter are located east of the Central Embarcadero, which are dominated by dense urban development of mainly high- and medium-rise hotel, residential, and office buildings, along with restaurant and retail buildings.

The historic Santa Fe Depot, located less than approximately 0.5-mile from the Project Site, provides rail access to the City's Downtown Core District. Daily Amtrak service is provided at the Santa Fe Depot, where the Pacific Surfliner Train connects to Los Angeles and northwest to Santa Barbara. The Santa Fe Depot also serves as the commuter, intercity and freight rail hub for the City, including the Green Line (a 23.6-mile light rail line in the San Diego Trolley system), the COASTER (North County Transit District's 41-mile commuter rail line), and the Burlington Northern Santa Fe (BNSF) freight lines. In addition, the Project Site is serviced by its own light rail transit station, called the Seaport Village Trolley Station. Water taxis, ferries, and private boats are also currently used to access the Project Site.





Figure 1. Regional Location Map



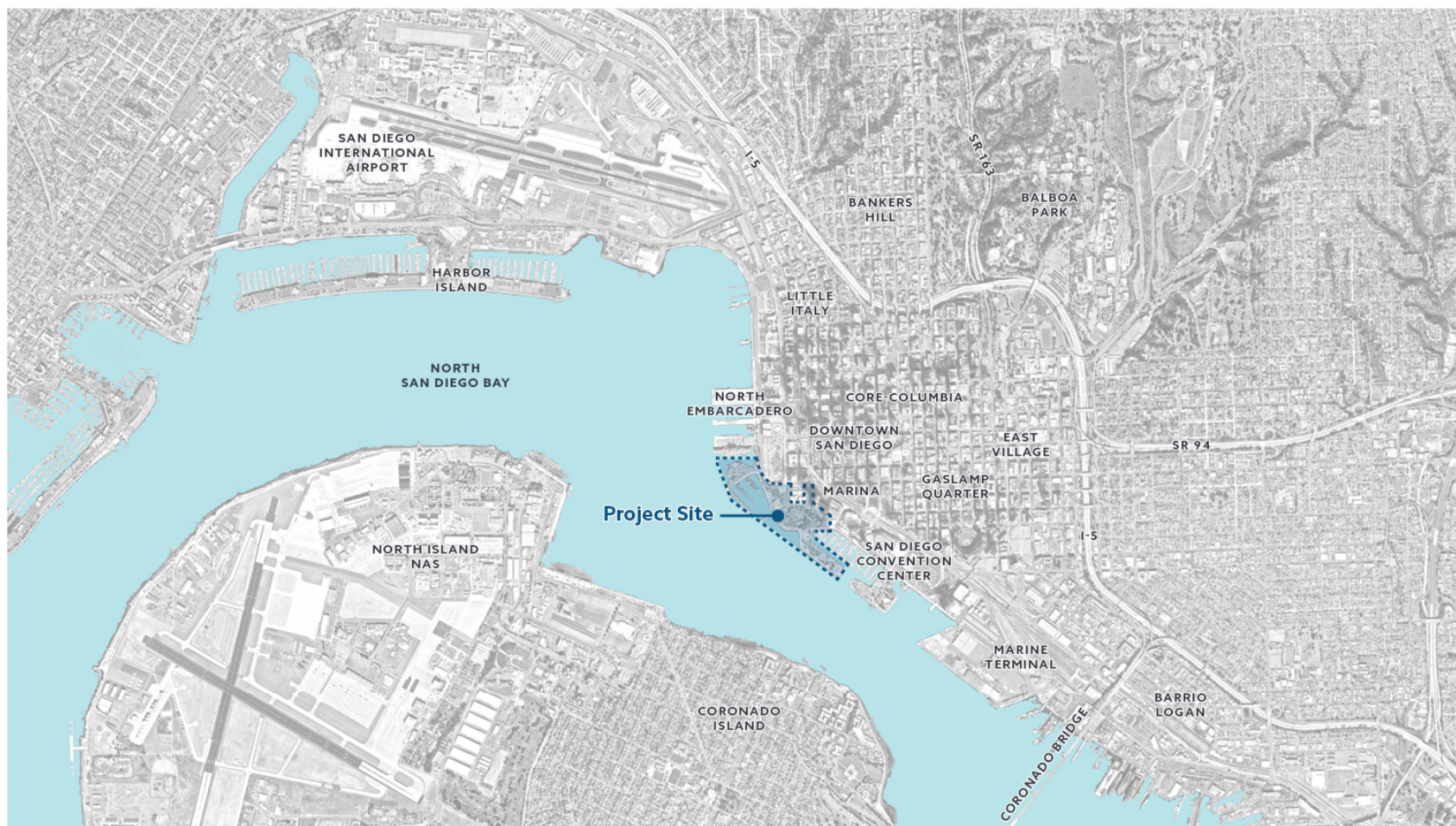


Figure 2. Vicinity Map



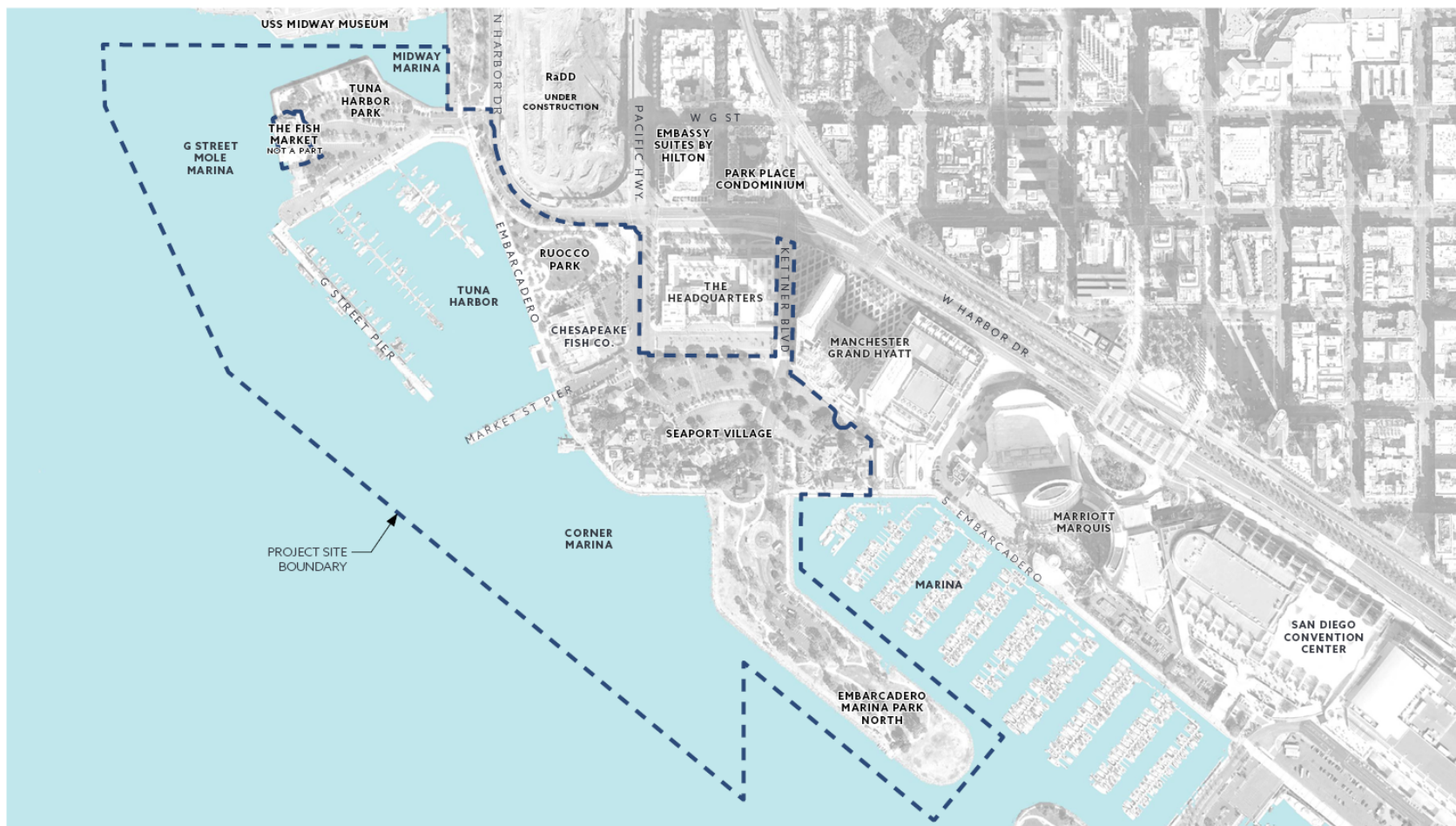


Figure 3. Project Site



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Introduction

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Existing Site Conditions

2.0 EXISTING SITE CONDITIONS

2.1 EXISTING AND ADJACENT USES – LAND-SIDE

Existing land uses within the Project Site include a variety of retail shops and restaurants that are part of the existing Seaport Village, parks and surface parking lots, and in-water uses including piers, docks, slips, and marinas that support commercial fishing and recreational boating. The entirety of the approximately 105-acre Project Site is owned in trust by the Port and leased or subleased by existing tenants. The Project Site is adjacent to the Manchester Grand Hyatt complex, the Old Police Headquarters development, and various recreational and commercial businesses (**Figure 4**). Existing views from the Project Site include Downtown San Diego, Coronado Island, North Island, San Diego Bay, the Coronado Bridge, and the USS Midway Museum.

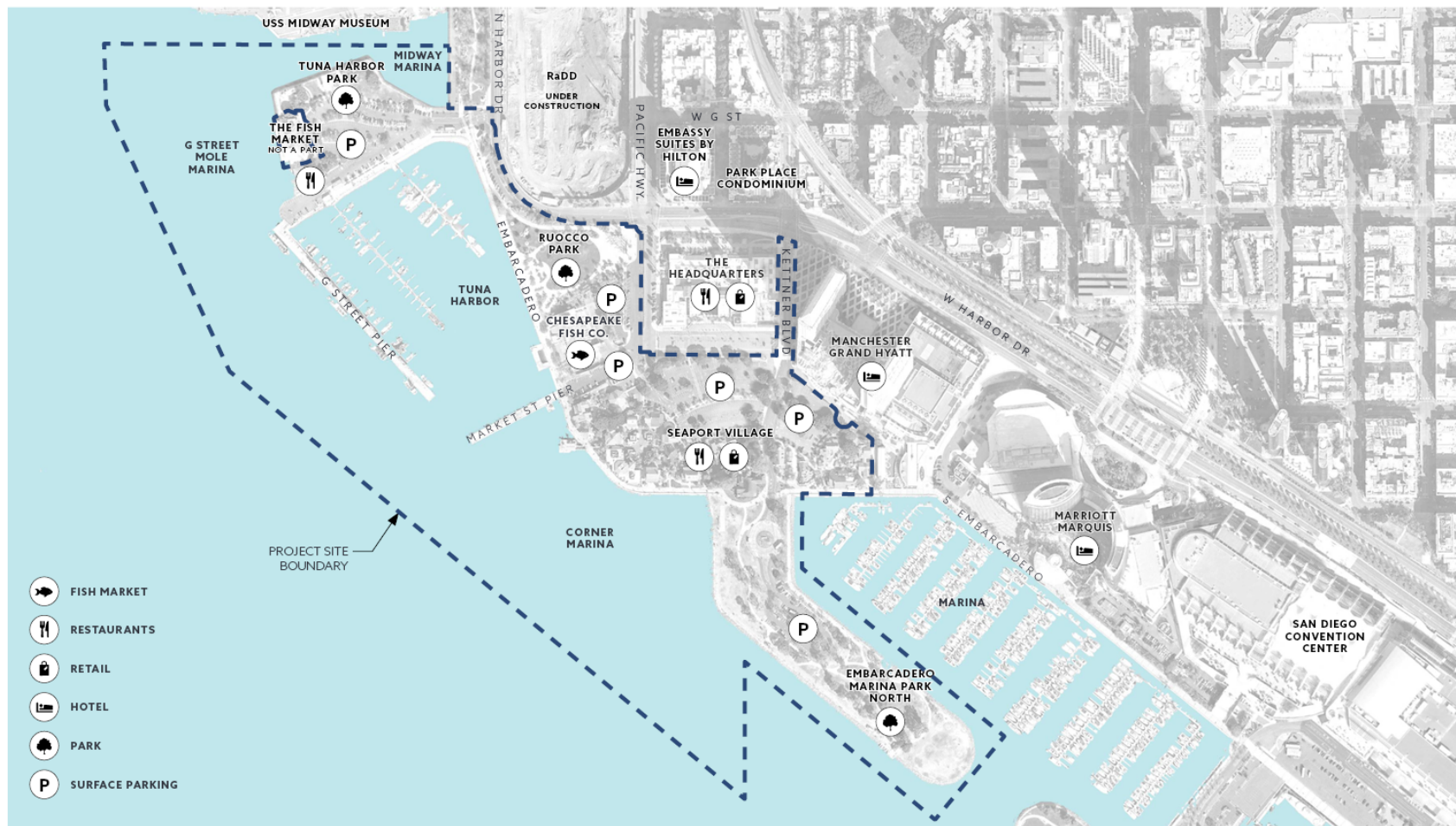
Seaport Village is the central land-side development within the Project Site. Seaport Village has a variety of small-scale shops, offices, galleries, and restaurants and includes a series of interconnected waterfront and interior pedestrian walkways and mature landscaping. Opened in 1980, Seaport Village is poised for redevelopment, consistent with the surrounding properties that have been or are currently being redeveloped with more modernized and efficient visitor-serving uses. The existing development within the Project Site totals approximately 125,978 sq. ft. of single- to two-story structures consisting of retail (40,511 sq. ft.), restaurant (41,155 sq. ft.), office (22,412 sq. ft.), existing commercial fishing facilities (17,000 sq. ft.) and entertainment (1,500 sq. ft.) uses. The existing Project Site also includes parking for approximately 902 vehicles (356 metered spaces and 546 privately paid parking spaces and also includes approximately 14.8 acres of ROS. Further details regarding the existing land-side development within the Project Site is summarized in the following sections.

2.1.1 G Street Mole

The G Street Mole is an approximately 4.9-acre peninsula at the north end of the Project Site just north of the existing Tuna Harbor. It currently contains an office building (one-story, approximately 3,100 sq. ft.), a one-story restroom structure, and the Tuna Harbor Park. Fish Market San Diego, a two-story waterfront restaurant (approximately 15,000 sq. ft.), is also located at the western end of the G Street Mole. However, this existing restaurant is not part of the Project and is not included in the Project Site.

The open space and public promenade features within G Street Mole include three World War II-themed public art installations and memorials, including the Salute to Bob Hope and the Military, the Unconditional Surrender or Embracing Peace sculpture, and the Clifton A.F. Sprague Vice-Admiral Memorial, all of which would be preserved by the Project. A water-side promenade that runs along the south end of the Tuna Harbor Park provides views of the bayside of the G Street Mole, and along the waterfront south of Ruocco Park and north of the existing Market Pier. The promenade on the G Street Mole connects to the larger promenade that runs both north and south along the Central Embarcadero waterfront. Public metered surface parking is available within the G Street Mole for 274 vehicles.





N.T.S.

Figure 4. Existing and Adjacent Land Uses – Land Use



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Existing Site Conditions

2.1.2 Ruocco Park and Chesapeake Fish Company

Ruocco Park is an approximately 3.3-acre park predominantly made up of green lawn space with pedestrian paths and a public promenade that includes four art installations adjacent to the Chesapeake Fish Company, which is a fresh seafood processing facility, consisting of approximately 25,000 sq. ft. in one-story and a mezzanine. Chesapeake Fish Company has a working pier, consisting of approximately 4,000 sq. ft. for the delivery and off-loading of daily catch. Surface parking for approximately 62 vehicles, including 26 private and 36 public metered spaces, is available.

2.1.3 Seaport Village

Seaport Village is currently developed with various uses including small-scale commercial, retail, office, and residential uses totaling approximately 94,469 sq. ft. that provides visitor-serving goods and services (souvenir and other shops, art, market, and restaurants). Approximately 546 surface parking spaces are available within Seaport Village in a paid parking lot. The approximately 1,500 sq. ft. Looff Carousel is located within Seaport Village, which is anticipated to be saved, renovated, and relocated by the Project.

2.1.4 Kettner Mole Park

At the terminus of Kettner Boulevard is an approximately 8.6-acre public green space containing two art installations, four covered picnic structures, one public restroom and support structure, and a public pedestrian promenade with evenly distributed promenade lighting fixtures and public benches. Kettner Mole Park is a peninsula that connects to Seaport Village at the north end, which is surrounded by a recreational marina and San Diego Bay. Metered surface parking is available for approximately 82 vehicles. The Project proposed to preserve and relocate the two existing art installations. Existing area calculations are summarized in Table 2.1-1 below.

Table 2.1-1: Existing Building Area Calculations

Area	Retail (sq ft)	Food (sq ft)	Office (sq ft)	Commercial (sq ft)	Entertainment/ Recreation (sq ft)	Total Building Area (sq ft)	Total Area Demolished (sq ft)	Total Area Relocated (sq ft)
G Street Mole	0	0	3,100	0	400	3,000	3,000	0
Ruocco Park	0	0	8,000	17,000	400	25,000	25,000	0
Seaport Village	40,511	41,155	11,303	0	1,500	94,469	92,969	1,500
Kettner Mole Park	0	0	0	0	2,600	2,600	2,600	0
TOTALS	40,511	41,115	22,412	17,000	4,900	125,978	124,479	1,500



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Existing Site Conditions

2.1.5 Existing Utilities and Infrastructure

A number of existing utilities are located throughout and surrounding the Project Site, including electric lines, communication lines, gas lines, water lines, sewer lines, and storm drains/outlets. Examples of existing surface improvements in the G Street Mole area include planting areas, a seawall, a pier, utility cabinets, communication vaults, a wood deck, street lighting and electric transformers. In the Ruocco Park and Seaport Village areas, some of the existing surface improvements include sidewalks, parking lots, benches, street lighting, a fire hydrant, communication vault and utility pullbox, electric transformers, water meter vaults, gas valves, and other improvements. In the Kettner Mole area, some of the existing surface improvements include planting areas and street trees, a water backflow, utility pullbox, electric vault, electric transformer, storm drain inlet and outlet, sewer manhole, fire hydrant and pier.

2.2 EXISTING AND ADJACENT USES – WATER-SIDE

The Project Site's existing water-side uses primarily consist of the open water areas of the Midway Cove Marina, G Street Mole Marina, Tuna Harbor, Corner Marina, and the Kettner Mole. Immediately adjacent to the north is the USS Midway Museum (**Figure 5**). The Port Master Plan (PMP) and Port Master Plan Update (PMPU) primarily designate these areas for industrial and commercial berthing activities. The existing uses within each of the five water-side zones identified by the Project are described in the following sections.

2.2.1 Midway Cove Marina

Midway Cove Marina is comprised of approximately 1.32 acres of mostly open water, designated as industrial and deep-water berthing. Midway Cove Marina is bordered to the north by the Navy Pier/USS Midway Museum and to the south by G Street Mole/Tuna Harbor Park. The eastern edge of Midway Cove Marina is an existing over-water pier/deck serving as a timber promenade between the USS Midway Museum and G Street Mole. The timber promenade is an approximately 400-foot-long marginal wharf with a timber deck and substructure supported by square concrete piles. Water depths in Midway Cove Marina range from intertidal to moderately deep subtidal.

There are no existing berthing facilities within Midway Cove Marina. The shoreline is heavily modified and is protected by a sloped rock revetment. The individual stones of the revetment have been cemented in place to prevent rocks from shifting under tidal and wave influence. Utilities present in Midway Cove Marina include a San Diego Gas and Electric (SDG&E) electrical vault, Pacific Bell Systems telecommunication vault, stormwater catch basins and outfalls, and one fire hydrant.

2.2.2 G Street Mole Marina

The G Street Mole Marina is comprised of approximately 12.7 acres of open water designated as commercial fishing berthing (within the existing Pierhead Line). The G Street Mole Marina is located immediately west of the G Street Mole. There are no existing berthing facilities, breakwaters, or other boating infrastructure in the G Street Mole Marina. The Fish Market San Diego restaurant, which is not a part of the Project Site, forms the western edge of the G Street Mole and is the only (partially) over-water structure in the G Street Mole Marina. Water depths in the G Street Mole Marina range from intertidal to

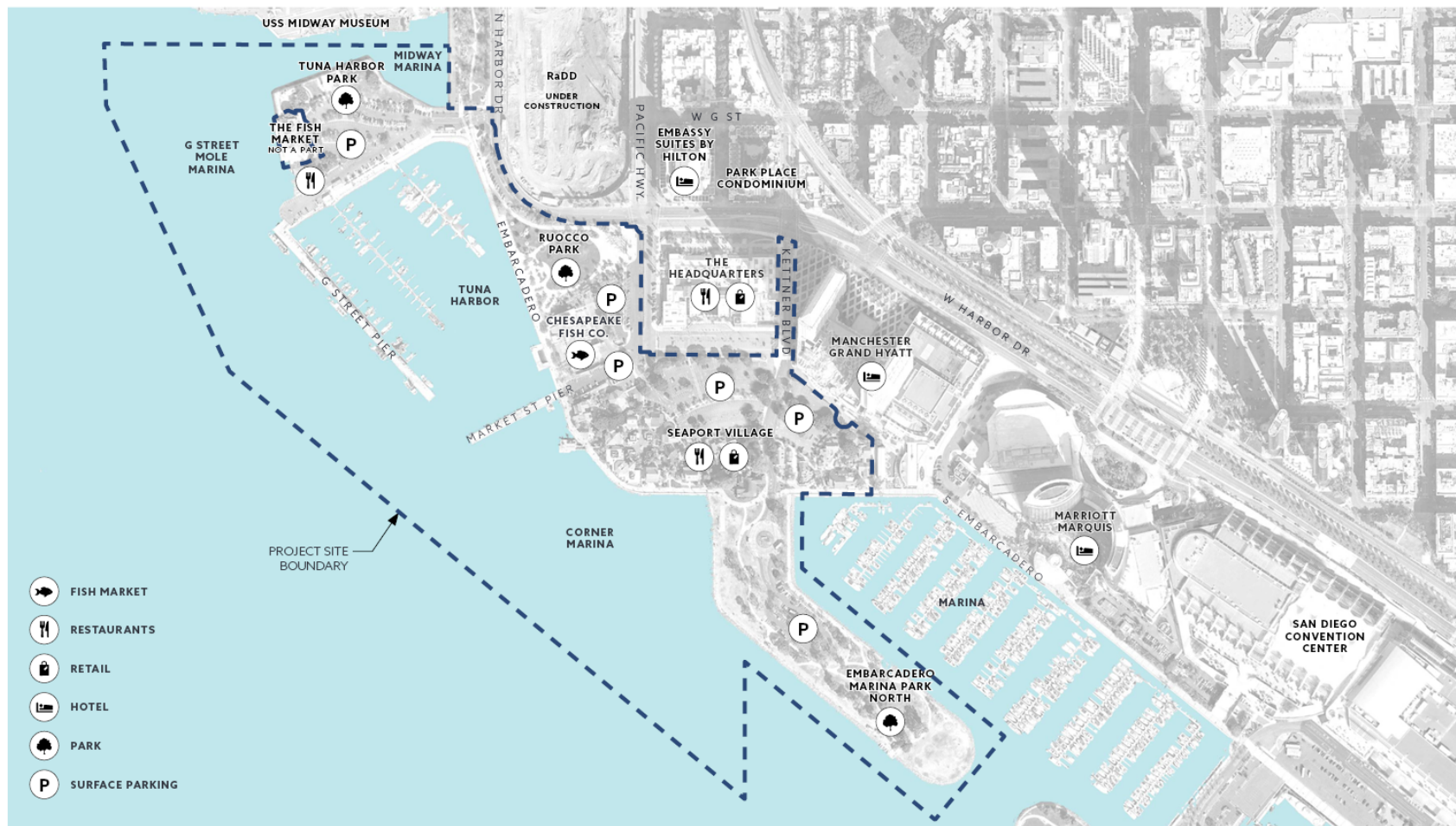


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moderately deep subtidal. The shoreline is heavily modified and protected by a sloped rock revetment. The individual stones of the revetment have been cemented in place to prevent rocks from shifting under tidal and wave influence. Existing utilities in the G Street Mole Marina consist of a Pacific Bell telecommunications vault, stormwater outfall, multiple City fire connections and hydrants, sanitary sewer lines, two water risers and multiple electrical transformer vaults.





N.T.S.

Figure 4. Existing and Adjacent Land Uses – Land Use



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2.2.3 Tuna Harbor

Tuna Harbor is approximately 26.5 acres of water area designated as commercial fishing berthing. Tuna Harbor is bordered by the G Street Mole and the G Street/Tuna Harbor Pier to the north, and the Market Street Pier to the south. The Tuna Harbor has approximately 105 boat slips within three floating concrete piers with precast concrete piles. Water depths in Tuna Harbor range from intertidal to moderately deep subtidal.

The G Street Pier is an approximately 912-foot-long pile-supported concrete pier containing 33 bents, each of which is supported by three or four 18-inch octagonal concrete piles. A fender system runs along the exterior (southwest) face of the G Street Pier. The fender system is comprised of timber chocks and walers, composite and timber fender piles, and timber floating camels. The fender system is used to berth commercial fishing vessels. Wave attenuation panels run behind the fender system along the southwest face of the G Street Pier. The wave attenuation structure beneath the G Street Pier is currently inadequate to prevent wave and wake induced damage within the harbor.

The Market Street Pier is an approximately 400-foot-long pile-supported concrete pier containing 13 bents, each of which is supported by three to four octagonal concrete piles. A fender system runs along the interior (north) face of the Market Street Pier. The fender system is comprised of timber chocks and walers, composite fender piles, and composite floating camels. Wave attenuation panels run along the south and west faces of the Market Street Pier. The wave attenuation structure beneath the pier is inadequate to prevent wave and wake induced damage within the harbor. Near the head of the Market Street Pier, there is a small six-pile ancillary fish offloading pier, which is used by the existing commercial fishing fleet.

The Fish Market Wharf is a “U” shaped concrete deck with precast concrete pile-supported pier. The shoreline is heavily modified and protected by a sloped rock revetment. The individual stones of the revetment have been cemented in place to help prevent rocks from shifting under tidal and wave influence.

The utilities present in the Tuna Harbor include municipal sewer connections, stormwater catch basins and outfalls, and City fire connections and hydrants. The Market Street Pier has one fire main with four hose connections set in two pairs running along the south edge of the Market Street Pier. There is a large stormwater outfall set into the rock revetment just east of the ancillary pier.

2.2.4 Corner Marina

The Corner Marina is comprised of approximately 23.2 acres of open water designated as industrial and deep-water berthing and navigation corridor. The Corner Marina is located immediately west and south of Seaport Village. There are no existing berthing facilities within the Corner Marina area. Water depths in the Corner Marina range from intertidal to moderately deep subtidal. Existing water-side facilities include the San Diego Pier Café. The San Diego Pier Café houses a two-story timber framed restaurant building on top of a concrete pier supported by precast concrete piles.



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The shoreline between the Market Street Pier and the Kettner Mole is protected by a sloped revetment. This revetment is a mixture of placed riprap stone, small concrete bricks, and concrete rubble. Portions of this revetment section have been cemented in place. Starting at the Kettner Mole, the revetment changes to a heavy stone riprap revetment that surrounds the entirety of the Kettner Mole. The utilities present in the Corner Marina are municipal sewer connections, a water riser, stormwater catch basins, telecommunications, and City fire connections and hydrants.

2.2.5 Kettner Mole

The water zone around the Kettner Mole is comprised of approximately 4.5 acres. Designated water-side uses are navigational corridor on the west side of the Kettner Mole (San Diego Bay side) and recreational berthing on the east side of the Kettner Mole, where the Marriot Marina, which is not part of the Project Site, is located. No berthing facilities exist within the Project Site portion of Kettner Mole. Water depths in the Kettner Mole range from intertidal to shallow subtidal. A large concrete pile-supported pumping station and viewing platform are located near the end of the Kettner Mole. The utilities present in the Kettner Mole are municipal sewer connections, electrical vaults, a water riser, and city fire connections and hydrants. The shoreline of the Kettner Mole is protected by a heavy stone riprap revetment.

2.3 BIOLOGICAL RESOURCES

The San Diego Bay is a nearly enclosed, naturally formed embayment. It was formed from the alluvial floodplains of the Otay, Sweetwater, and San Diego Rivers and was historically shallow. The redirection and channelization of the San Diego River began in the 1940s along with multiple dredging and channel-deepening projects, which have resulted in deep waters in the northern and central portions of the San Diego Bay (with deepest waters of 59 feet occurring at the mouth of the Bay), transitioning to shallow waters (less than 3 feet) at the southern end of San Diego Bay.

The Project Site is located within the Pueblo San Diego Hydrology Unit. Stormwater within the Central Embarcadero is mainly collected by inlets and flows through conveyance structures, which ultimately discharge into San Diego Bay through outfall structures. It is estimated that 21 outfalls currently exist within the Project area.

The G Street Pier is listed under the Clean Water Act's Section "303d-list" of impaired waters for an indicator bacteria impairment. A total maximum daily load (TMDL) study to address the indicator bacteria impairment at the G Street Pier is anticipated to be completed in 2025 by the San Diego Regional Water Quality Control Board (SDRWQCB).

The San Diego Bay Integrated Natural Resources Management Plan (INRMP), jointly prepared by the U.S. Navy and the Port, divides the San Diego Bay into multiple habitat definitions based on depth including deep subtidal, moderately deep subtidal, shallow subtidal, and intertidal. Currently, deep subtidal and moderately deep subtidal waters account for more than 50 percent of total Bay surface area.

The shoreline within the Project Site is protected with a rock revetment, except at the location of the USS Midway Boardwalk at the north end of the Project Site, which is protected by a seawall. The dominant vegetated subtidal habitat in San Diego Bay is common eelgrass (*Zostera marina*). The most recent



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baywide eelgrass survey, completed in 2020, found approximately 2,598 acres of eelgrass represented by both common eelgrass and Pacific eelgrass (*Zostera pacifica*). Eelgrass currently exists in all water-side use areas, except for in the G-Street Mole Marina area. Eelgrass beds are considered “special aquatic sites” under the Clean Water Act (CWA). Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act, eelgrass is designated as Essential Fish Habitat (EFH) for various federally managed fish species within the Pacific Coast Groundfish and Pacific Coast Salmon Fisheries Management Plans. Eelgrass is also considered a habitat area of particular concern for various species within the Pacific Coast Groundfish Fisheries Management Plan. Similar to marshes, eelgrass provides for important functions such as nutrient transformation, shoreline protection, carbon sequestration, and sediment stabilization.

2.4 CULTURAL AND HISTORICAL RESOURCES

The PMPU states that seven historic archaeological resources have been recorded within the Embarcadero Planning District, which covers a four-mile portion of the San Diego Bay waterfront that includes the Project Site. Four such resources consist of historic refuse deposits or city dumps, and three consist of isolated historic artifacts (two boats and one bottle). All resources were identified during construction monitoring for other development projects. Of particular note is the Tidelands City Dump, a large historic-era trash dump located in former tidelands with materials dating from the 1890s to 1930s. The Tidelands City Dump site has not been formally evaluated for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

While not located within the Project Site, the Old Police Headquarters, added to the NRHP in 1998, has since been rehabilitated into a shopping, dining, and entertainment development.



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3.0 REGULATORY SETTING

The following federal, state, and local laws and regulations are applicable to the proposed Project. Applicable laws and regulations include but are not limited to those listed in this section.

3.1 FEDERAL

3.1.1 Clean Water Act (CWA) – Sections 401 and 404

The primary goals of the Clean Water Act are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and make the nation's surface waters safely fishable and swimmable. The U.S. Environmental Protection Agency (USEPA) is the lead Federal agency responsible for water quality management. The CWA (33 U.S.C. Sections 1251–1387) amended the Federal Water Pollution Control Act of 1972 and is the primary federal law that governs and authorizes water quality control activities by USEPA as well as the states. The federal CWA of 1977 established the basic structure for regulating discharges of pollutants into the waters of the U.S. (not including groundwater). Under the CWA, it is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a National Pollution Discharge Elimination System (NPDES) permit is obtained and implemented. In addition, the CWA requires the states to adopt water quality standards for receiving water bodies and have those standards approved by USEPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with the water quality criteria necessary to support those uses. Water bodies that do not meet or are not expected to meet water quality standards must be identified and listed on the Clean Water Act Section 303(d) list. The affected water body, and associated pollutant or stressor, is then prioritized in the 303(d) list. The Clean Water Act further requires the development of a TMDL for each 303(d) listing, which assesses contaminant sources and calculates the maximum amount of the pollutant or stressor at issue that may be loaded into the water body to meet the applicable water quality standard within a given timeframe. A TMDL must be incorporated into a water quality control plan, i.e., "basin plan," or an NPDES permit to be effective. The State of California is authorized to implement the Clean Water Act in the state, which it does through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB). The regional agency that administers the Clean Water Act in San Diego County is the San Diego Regional Water Quality Control Board.

3.1.1.1 CWA Section 401 – Water Quality Permits

Under Section 401 of the CWA, an applicant proposing to conduct any activity that may result in any discharge into waters of the United States must first obtain a Section 401 Water Quality Certification from the appropriate state agency, stating that the discharge is consistent with the state's water quality standards and criteria. In California, the authority to grant a water quality certification or waive the requirement is delegated by the SWRCB to the nine RWQCBs. A Section 401 Water Quality Certification is required for any activities requiring a Section 404 permit to discharge dredged or fill material into waters of the U.S. In addition, an applicant under Section 10 of the Rivers and Harbor Act must also obtain a Section 401 Water Quality Certification.



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3.1.1.2 CWA Section 404 – Permits for Dredged or Fill Material

Under Section 404, the U.S. Army Corps of Engineers (USACE) and EPA regulate the discharge of dredged and fill materials into waters of the U.S. These waters are defined primarily as navigable waterways or water features (including wetlands) that have a significant nexus to navigable waters. Project sponsors must obtain authorization from USACE for discharge of dredged or fill materials into waters of the U.S. before proceeding with a proposed activity. Individual Section 404 permits may be issued only for a least environmentally damaging practicable alternative. Compliance with CWA Section 404 requires compliance with several other environmental laws and regulations. USACE cannot issue an individual permit or verify the use of a general permit until the requirements of the National Environmental Policy Act of 1969, Endangered Species Act (ESA), Coastal Zone Management Act, and National Historic Preservation Act have been met. In addition, no permit can be issued or verified until a water quality certification, or waiver of certification, has been issued pursuant to CWA Section 401.

Section 404 of the CWA provides for the issuance of dredge/fill permits by the USACE. Permits are typically conditioned to minimize impacts on water quality. As part of this regulatory/permitting process, monitoring requirements are implemented. In the unlikely event dredging activities exceed any of the monitoring levels, the dredging permit would include corrective actions.

3.1.2 Section 10 of the Rivers and Harbors Act

Pursuant to Section 10 of the Rivers and Harbors Act, the USACE is authorized to regulate any activity within or over any navigable water of the United States. Rivers and Harbors Act Section 10 jurisdiction is defined as “those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use, to transport interstate or foreign commerce” (33 Code of Federal Regulations [CFR] 322). The San Diego Bay and coastal waters within the Project Site are considered traditional navigable water regulated under Section 10 of the Rivers and Harbors Act; therefore, any future work activities proposed within or over any navigable waters would require Section 10 compliance and coordination with USACE.

3.1.3 Coastal Zone Management Act

The U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zone by passing the Coastal Zone Management Act in 1972. The act, administered by the National Oceanic and Atmospheric Administration’s (NOAA) Office of Ocean and Coastal Resource Management, provides for management of the nation’s coastal resources and balances economic development with environmental conservation.

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



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The Coastal Zone Management Act also ensures development projects in coastal areas are designed and sited in a manner that is consistent with coastal zone land uses, maximizes public health and safety, and ensures that biological resources (e.g., wetlands, estuaries, beaches, and fish and wildlife and their habitat) within the coastal zone are protected. The enforceable policies of the Coastal Zone Management Act are administered by the State of California and are found in Chapter 3 of the California Coastal Act.

3.1.4 Endangered Species Act (ESA)

Species listed as endangered and/or threatened by the U.S. Fish and Wildlife Service (USFWS) are protected under Section 9 of the federal ESA, which forbids any person to “take” an endangered or threatened species. Take is defined in Section 3 of the act as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” The term “harm” includes destruction or modification of habitat. Sections 7 and 10 of the Act may authorize “incidental take” for an otherwise lawful activity (a development project, for example) if it is determined that the activity would not jeopardize survival or recovery of the species. Section 7 applies to projects where a federally listed species is present and there is a federal nexus, such as a federal CWA Section 404 permit (e.g., impacts on waters of the United States [WOTUS]) that is required. Section 10, requiring an incidental take permit, applies when a federally listed species is present, but there is no federal nexus.

3.1.5 Clean Air Act (CAA)

The Clean Air Act of 1970 is the comprehensive federal law that regulates air emissions from stationary and mobile sources. The CAA authorizes the USEPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. The primary NAAQS standards have been set at levels intended to protect public health. The USEPA has classified air basins (or portions thereof) as being in “attainment,” “nonattainment,” or “unclassified” for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. The USEPA classifies the San Diego Air Basin (SDAB) as in attainment for the federal CO, NO₂, lead, PM_{2.5}, and SO₂ standards. It is unclassifiable for PM₁₀ with respect to federal air quality standards. The SDAB is classified as moderate nonattainment for O₃.

The CAA requires states to develop a plan to attain and maintain the NAAQS in all areas of the country and a specific plan to attain the standards for each area designated nonattainment for a NAAQS. These plans, known as State Implementation Plans (SIPs), are developed by state and local air quality management agencies and submitted to USEPA for approval. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them.

3.1.6 Magnuson-Stevens Fishery Conservation and Management Act

Federal agencies must consult with NOAA on actions that may adversely affect EFH. EFH is defined as those “waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” NOAA encourages streamlining the consultation process using review procedures under the National



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Environmental Policy Act, Fish and Wildlife Coordination Act, the CWA, and/or the federal ESA provided that documents meet requirements for EFH assessments under 50 CFR Section 600.920(g). EFH assessments must include (1) a description of the proposed action, (2) an analysis of effects, including cumulative effects, (3) the federal agency's views regarding the effects of the action on EFH, and (4) proposed mitigation, if applicable.

3.1.7 Pacific Coast Groundfish Fishery Management Plan (FMP)

The Pacific Coast Groundfish Fishery Management Plan was approved by the U.S. Secretary of Commerce on January 4, 1982, and implemented on October 5, 1982 and covers the California, Oregon, and Washington Coasts. The Plan is administered by NOAA's Pacific Fishery Management Council. The FMP implements long term planning strategies, federal legal requirements, and international treaty obligations with respect to the needs to balance conservation of fisheries with social and economic objectives. In particular, the FMP identifies critical fish habitats and fisheries, numeric assessments of the amount of fishing that can be conducted in a sustainable manner, and strategies for the restoration of overfished species and impacted habitat. The Pacific Coast Groundfish Fishery Management Plan has been amended 33 times since it was adopted in 1982.

3.1.8 Marine Mammal Protection Act (MMPA)

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

The MMPA was amended substantially in 1994 to provide for: (1) certain exceptions to the take prohibitions, such as for Alaska Native subsistence, and for permits and authorizations for scientific research; (2) a program to authorize and control the taking of marine mammals incidental to commercial fishing operations; (3) preparation of stock assessments for all marine mammal stocks in waters under U.S. jurisdiction; and (4) studies of pinniped-fishery interactions. Additionally, under the 1994 amendments to the MMPA, harassment is statutorily defined as any act of pursuit, torment, or annoyance that:

- Has the potential to injure a marine mammal or marine mammal stock in the wild (Level A harassment); or
- Has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavior patterns, including, but not limited to migration, breathing, nursing, breeding, feeding, or sheltering but which does not have the potential to injure a marine mammal or marine mammal stock in the wild (Level B harassment).



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NOAA and USFWS administer the MMPA.

3.1.9 Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act was enacted in 1918 to prohibit the killing or transport of native migratory birds, or any part, nest, or egg of any such bird, unless allowed by another regulation adopted in accordance with the MBTA. A list of migratory bird species that are protected by the MBTA is maintained by USFWS, which regulates most aspects of the taking, possession, transportation, sale, purchase, barter, exportation, and importation of migratory birds. Under the MBTA, “take” means to kill, directly harm, or destroy individuals, eggs, or nests or to otherwise cause failure of an ongoing nesting effort. USFWS does not issue permits for “incidental take” of migratory birds that results from otherwise lawful activities such as construction of development projects.

3.2 STATE

3.2.1 The San Diego Port Act

The Port Act (Appendix 1 of the California Harbor and Navigation Code) was first adopted in 1962. Through the Port Act, the State of California delegated its authority to the Port to own, manage and control certain tidelands and submerged waters. Specifically, the Port was established for the development, operation, maintenance, control, regulation, and management of the tidelands and lands underlying the inland navigable waters of San Diego Bay. Under the Port Act, the was granted broad police powers.

The Port Act requires the Port to exercise its land management authority and powers over (1) the tidelands and submerged lands granted to the Port and (2) any other lands conveyed to or acquired by the Port by any city or the County of San Diego or acquired by the Port. The Port Act grants the Port exclusive police power over property and development in its jurisdiction. Section 19 of the Port Act requires that the board “shall draft a master plan for harbor and port improvement and for the use of all of the tidelands and submerged lands which shall be conveyed to the Port pursuant to the provisions of this act.”

In addition, Section 87, part (a), of the Port Act defines allowable uses that may occur on tidelands. These include, without limitation, harbors and all necessary structures or appliances necessary, or convenient, for the promotion and accommodation or commerce and navigation; commercial uses; airport, heliport, or other aviation facilities; highways, streets, roadways, parking facilities, power, telephone and cable lines or landings, water and gas pipelines; public buildings, public assembly and meeting places, convention centers, parks, playgrounds, bathing facilities; small boat harbors and marinas, aquatic playgrounds and recreational facilities, restaurants, motels, launching ramps, storage sheds, boat repair facilities, administration buildings, public restrooms, bait and tackle shops, chandleries, boat sales establishments, service stations and fuel docks, yacht club buildings, parking areas, pedestrian ways, and landscaped areas.

Under the Port Act, the PMP and PMPU are the mechanism that dictates where such allowable uses are to be located and how they shall be improved.



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3.2.1.1 SB 507

In 2019, the California Legislature adopted SB 507, which granted in trust to the Port certain additional tidelands and submerged lands previously held by the State within the San Diego Bay, subject to certain terms and conditions.

3.2.2 The Public Trust Doctrine

The Public Trust Doctrine is a common-law doctrine that provides that public lands and waters are held by the State or its delegated trustee (i.e., the California State Lands Commission) for the benefit of all people. All tidelands and submerged lands, granted or ungranted, as well as navigable rivers, sloughs, and other waterbodies, are governed by the Public Trust. The Public Trust Doctrine, as overseen by the California State Lands Commission, restricts the type of land uses allowed on public lands, including the Port Tidelands. While Public Trust uses originally focused upon navigation, commerce, and fisheries, Public Trust uses have been interpreted in more recent years to include a broad array of uses such as fishing, hunting, bathing, swimming, boating, anchoring, general recreation, hospitality, food service, and a variety of other commercial uses consistent with fundamental purposes of the trust to promote public use and enjoyment of tidelands. Trust lands may also be devoted to purposes unrelated to the Public Trust if such purposes are incidental to and accommodate Public Trust uses.

3.2.3 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is the California equivalent of the federal CWA. It provides for statewide coordination of water quality regulations through the establishment of the SWRCB and nine separate RWQCBs that oversee water quality at the regional/local level. The RWQCB regulates actions that would involve “discharging waste, or proposing to discharge waste, within any region that could affect the water of the state” (Water Code Section 13260(a)), pursuant to provisions of the Porter-Cologne Act. Waters of the State (WOTS) are defined as “any surface water or groundwater, including saline waters, within the boundaries of the state” (Water Code Section 13050 (e)).

The RWQCB also regulates WOTS under Section 401 of the CWA, which requires states to certify that federally-authorized activities comply with State water quality standards. A Water Quality certification or a waiver must be obtained from the RWQCB if an activity requiring a Section 404 permit would affect WOTS. In addition, pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB issues waste discharge requirements for discharges to WOTS for fill of wetlands and other waters that are not regulated by Section 404 of the federal CWA.

Proposed projects must be analyzed to determine if they would result in discharges to WOTS. Discharges subject to Section 404 regulation may require a Section 401 certification, and other discharges to WOTS may require waste discharge requirements.

3.2.4 California Coastal Act

The California Coastal Act of 1976 recognizes California ports, harbors, and coastline beaches as primary economic and coastal resources and as essential elements of the national maritime industry. Decisions to



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undertake specific development projects, where feasible, are to be based on consideration of alternative locations and designs in order to minimize any adverse environmental impacts. The California Coastal Act is implemented by the California Coastal Commission (CCC). The Port's currently adopted PMP was certified by CCC on January 21, 1981, and subsequently amended. The proposed PMPU involves an update to the PMP and will require certification from CCC.

3.2.5 California Endangered Species Act (CESA)

The California Endangered Species Act establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. For projects that affect both a State- and federally listed species, compliance with the federal ESA would satisfy the CESA if the California Department of Fish and Wildlife (CDFW) determines that the federal incidental take authorization is consistent with the CESA under California Fish and Game Code Section 2080.1. For projects that would result in a take of a State-only listed species, the project proponent must apply for a take permit under Section 2081(b).

Also, California Fish and Game Code Sections 3511, 4700, 5050, and 5515 prohibit take or possession of fully protected species. Incidental take of fully protected species may be authorized only under an approved Natural Communities Conservation Plan.

3.2.6 AB 900

In September 2011, the Governor signed the Jobs and Economic Improvement through Environmental Leadership Act (Assembly Bill [AB] 900) to provide streamlining benefits to "environmental leadership development projects (leadership projects)" (ELDP) under CEQA. The Governor's Office of Planning and Research has provided guidelines for submitting applications for streamlined environmental review pursuant to AB 900, as amended by Senate Bill (SB) 743, SB 734, and SB 7. As defined in Public Resources Code (PRC) Section 21180(b)(1), the Project will seek certification as an ELDP as it meets the following conditions:

- A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as LEED gold or better by the U.S. Green Building Council and, where applicable, that achieves a 15-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas (GHG) emission reduction targets.



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In addition to meeting these requirements, the Governor may certify the Project as a leadership project for a streamlined environmental review if all of the following conditions are met:

- The project will result in a minimum investment of one hundred million dollars (\$100,000,000) in California upon completion of construction.
- The project creates high-wage, highly skilled jobs that pay prevailing wages and living wages, provides construction jobs and permanent jobs for Californians, helps reduce unemployment, and promotes apprenticeship training.
- The project does not result in any net additional emission of GHGs, including GHG emissions from employee transportation.
- The applicant demonstrates compliance with the requirements of PRC Chapter 12.8 (commencing with Section 42649) and Chapter 12.9 (commencing with Section 42649.8) of Part 3 of Division 30, as applicable.
- The applicant has entered into a binding and enforceable agreement that all mitigation measures required under this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the life of the obligation.
- The applicant agrees to pay the costs of the trial court and the court of appeal in hearing and deciding any case challenging a lead agency's action on a certified project under this division, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the California Rules of Court adopted by the Judicial Council under Section 21185.
- The applicant agrees to pay the costs of preparing the record of proceedings for the project concurrent with review and consideration of the project under this division, in a form and manner specified by the lead agency for the project.
- For a project for which environmental review has commenced, the applicant demonstrates that the record of proceedings is being prepared in accordance with PRC Section 21186.

The Project Applicant intends to submit an application to the Governor for certification of the Project as a leadership project under AB 900, as amended by SB 743, SB 734, and SB 7.

3.2.7 Assembly Bill 52 (California Native American Tribal Cultural Resources)

AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and establishes that a project that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (PRC Section 21084.2). PRC Section 21074 defines tribal cultural resources as follows:



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Sites, features, places, sacred places, and objects with cultural value to descendant communities or cultural landscapes defined in size and scope that are: (1) Included in or eligible for listing in the CRHR; or (2) Included in a local register of historical resources.

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in PRC Section 21083.2, can be tribal cultural resources if they meet the criteria detailed above. The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

AB 52 defines a “California Native American Tribe” (Tribe) as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (PRC Section 21073). Under AB 52, and per PRC Section 21083.3.1, formal consultation with Native American tribes is required prior to determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. Per PRC Section 21080.3.2, AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects, if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on tribal cultural resources, or when either the Tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the agency or agreed upon with the Tribe may be included in the final environmental document and in the adopted mitigation monitoring program if they were determined to avoid or lessen a significant impact on a tribal cultural resource. If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in PRC Section 21084.3(e). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. Such information is published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

3.3 LOCAL

3.3.1 San Diego Port Master Plan (PMP)

The San Diego Port Master Plan is the governing land use document for physical development within areas granted in trust to the Port. The PMP, as certified, provides the Port permitting authority and the ability to issue coastal development permits for the portions of granted or Port jurisdiction that have been incorporated into the PMP.

Through the implementation of the PMP, the Port maintains authority over tidelands and submerged lands conveyed in trust to the Port by the California legislature. Any amendments to the PMP are first reviewed and adopted by the Board of Port Commissioners, and then certified by the CCC, thereby allowing the Port to issue coastal development permits for projects within its jurisdiction.



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Regulatory Setting

The PMP is organized into four sections: (I) Introduction, (II) Planning Goals, (III) Master Plan Interpretation, and (IV) Precise Plans. Section II establishes planning goals and related policies that pertain to development and operation of lands within the Port's jurisdiction. Section III provides additional land use objectives and criteria that apply to specific land use types, including commercial, industrial, recreation, conservation, military, and public facility uses. Section IV identifies 10 Planning Districts, each of which is guided by a Precise Plan that guides future development.

3.3.2 Port Master Plan Update (PMPU)

The Port Master Plan Update is a comprehensive update of the Port Master Plan that is proposed to include new topical sections, or elements, to provide baywide guidance related to Ecology, Economics, Environmental Justice, Safety & Resiliency, Mobility, and Water & Land Use. A Draft Environmental Impact Report and revised draft PMPU was issued in November 2021.

3.3.3 Port Climate Action Plan (CAP)

In December 2013, the Board of Port Commissioners approved a CAP to reduce local GHG emissions. The CAP includes a variety of potential GHG reduction policies and measures selected to help meet the Port's GHG reduction goals of 10 percent less than 2006 levels by 2020 and 25 percent less than 2006 levels by 2035. Reducing GHG emissions can slow the rate of climate change, reducing impacts. The Port's reduction measures include those required by state and federal regulations, and Port-specific policies and measures focus on the following:

- **Transportation Land Use Planning:** Support alternatively fueled technology and implement management systems that increase the efficiency of transportation and reduce energy consumption.
- **Energy Conservation and Efficiency:** Employ energy strategies in buildings and exterior spaces that save money on utility costs, reduce GHG emissions, and provide other community benefits.
- **Water Conservation and Recycling:** Conserve, treat, and reuse water to minimize GHG emissions and conserve a scarce resource.
- **Alternative Energy Generation:** Meet energy demands through renewable energy generation.
- **Waste Reduction and Recycling:** Promote behavioral changes that encourage conserving resources, reuse, and recycling.
- **Miscellaneous:** Support other programs and outreach to reduce GHG emissions.

3.3.4 San Diego Integrated Natural Resources Management Plan (INRMP)

The INRMP is a long-term strategy sponsored by the U.S. Navy and the Port. Its intent is to provide direction for the good stewardship that natural resources require, while also supporting the ability of the U.S. Navy and the Port to meet their missions and continue functioning within San Diego Bay.



SEAPORT SAN DIEGO PROJECT

Project Objectives

The core strategies of the INRMP are to: (1) manage and restore habitats, populations, and ecosystem processes; (2) plan and coordinate projects and activities so that they are compatible with natural resources; (3) improve information sharing, coordination, and dissemination; (4) conduct research and long-term monitoring that supports decision-making; and (5) put in place a Stakeholder's Committee and Focus Subcommittees for collaborative, ecosystem-based problem-solving to implement the plan's goals and objectives.

4.0 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) require that the project description include a statement of the objectives intended to be achieved by a project. The objectives should describe the purpose of the Project and are intended to assist the CEQA lead agency, which in this case is the Port, in developing a reasonable range of alternatives for consideration in the Environmental Impact Report (EIR), as well as assisting the decision makers in assessing the feasibility of mitigation measures and alternatives. The Project's objectives are as follows:

- To transform an aging urban waterfront development into a world class waterfront development consisting of an integrated, mixed-use, pedestrian-oriented project with substantial ROS. On the land-side, these uses would include an Aquarium, hospitality, shopping, dining, entertainment, innovative Blue/Marine Technology uses, education, conference center, public event spaces, and fishing industry service, processing, and commercial caught fish market operations. On the water-side, uses would include an active commercial fishing harbor, sportfishing and recreational boating, public and private boat docking including short-term and transient docking, berthing, mooring, piers, navigation, recreational in-water uses, environmental education, aquaculture, and water transit.
- To enhance the waterfront by introducing new and improved publicly accessible infrastructure and visitor-serving amenities that promote and facilitate a pedestrian-friendly identity, public access, and the public's enjoyment of the Bay, including substantial ROS and other public open space areas, connections to transit, and improved in-water transit.
- To create a large-scale built environment that provides new linkages between the Bayfront and Downtown San Diego and along the existing waterfront, facilitating connections, and increasing safe public access to the Bay by incorporating varying building setbacks from the water in a manner that also activates the Project Site.
- To create an innovative new development that enhances the public's access, use, and enjoyment of San Diego Bay while including an economically viable mix of no and low-cost open space, public amenities and events, and a variety of revenue-generating commercial uses and signage to ensure long-term financial feasibility.
- To include a variety of different hospitality options, including substantial low-cost accommodations, enabling all Californians and visitors from across the globe to utilize the Project and enjoy the Bayfront regardless of financial means.



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Project Objectives

- To facilitate and encourage the public's use and enjoyment of the Bayfront by including a mix of coastal-enhancing retail, shopping, dining, health and wellness, and entertainment experiences that are interspersed throughout the Project Site, and effectively utilize the Project's outdoor space and incorporate water-oriented design.
- To develop an iconic tower in a prominent location with a unique design to serve as a new inspirational landmark for the Bayfront that will attract generations of Californians and include hospitality, signature attractions, health and wellness, and retail uses.
- To provide a world class Event Center with water-oriented design and expansive views of the Bay that would attract visitors and enhance the public's enjoyment of the Bayfront. The Event Center would be capable of hosting a wide variety of entertainment, educational, cultural, and social events, including events provided at no- and low-cost to the public.
- To provide a world class "Blue Campus" that includes an Aquarium, Learning Center, and Blue Tech Innovation Center (BTIC) to provide public enjoyment of the waterfront and promote public environmental education, awareness and appreciation for coastal sustainability and ecology while also promoting and facilitating research and the development of new marine technologies, products and services focused on ocean sustainability, conservation, and responding to climate change.
- To upgrade and modernize existing commercial and public in-water facilities, including piers, docks, berths, slips, mooring and navigation while also providing new commercial and recreational slips to better meet recreational and commercial demand. Such efforts include the repair and/or replacement of existing damaged in-water structures including, Market Street Pier, Fish Market Wharf, and San Diego Pier Café substructure, and new improvements to the Kettner Mole shoreline to provide enhanced living shoreline, recreational and environmental education opportunities.
- Improve utilization of in-water areas and expand the existing Pierhead Line to better enable commercial and recreational boating uses, in-water navigation and transit, marine technology, scientific and environmental research, environmental education, aquaculture, and the creation of living shoreline areas.
- To increase coastal resiliency against sea level rise (SLR) by raising the Project Site's grade and constructing adaptive solutions and other engineered protections, and to increase wave attenuation for the protection of Tuna Harbor, the Project Site, and the shoreline.
- To create an innovative new development with cutting-edge, state-of-the-art sustainability and energy efficiency features designed to be forward-looking, adaptable, and to implement new technologies, improve coastal resiliency, and respond to economic change over time.



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Project Description

5.0 PROJECT DESCRIPTION

The Project is organized into both land-side and water-side planning areas (**Figure 6**) which are further divided into seven land-side blocks and five water-side zones (WSZ) (**Figure 7**). The Project's land-side blocks are identified as Block A to Block G (**Figure 8**). The Project's water-side zones are identified as WSZ-1 to WSZ-5 (**Figure 9**). An overview of the proposed Project's land-side and water-side uses, by development block and zone is depicted in **Figure 10**.

5.1 LAND-SIDE BLOCKS

5.1.1 Land-side Blocks Overview

On the land side, the Project proposes to redevelop the Project Site with a mixed-use development along the water's edge within the Port's Central Embarcadero. The Project would involve the demolition of most existing onsite uses and the construction of new buildings and ROS, consisting of a mix of hotel, retail, restaurant, health and wellness, blue/marine technology office, environmental education, experiential and entertainment uses as well as ROS such as walkways, piers, marinas, plazas, parks and a new urban public beach, in addition to other public open space areas and public access features.

The Project proposes approximately 16.2 acres of ROS consisting of landscaped public open spaces and parks, recreation areas, a primary ground floor public promenade, pedestrian paths, piers, a new "living shoreline" area with constructed artificial wetlands and tidepools, and an urban beach. The proposed ROS would also include the existing Tuna Harbor Park, which would be retained and improved with new walkways, landscaping, and public restroom facilities. The existing Ruocco Park would be preserved and relocated from its current location north of the existing Seaport Village to Kettner Mole, which would include enhancements to the pedestrian walks, recreational areas, the nature play area and provide a lawn for gathering, as well as outdoor concerts and events (**Figure 6**).

Provision of additional public access and pathways, consisting mainly of an elevated pedestrian promenade referred to as the "Green Strand," would provide a continuous pedestrian walkway with direct views of San Diego Bay along the waterfront through Blocks F, A, B and C (**Figure 8**).

Upon buildout of the land-side improvements, the Project would construct a total of ten new buildings within seven distinct land blocks, referred to as Blocks A through G, which are discussed further below going from north to south in the following order: Blocks G, F, A, B, C, D, and E (**Figure 8**).





Figure 6. Conceptual Project Site Plan (Land and Water)



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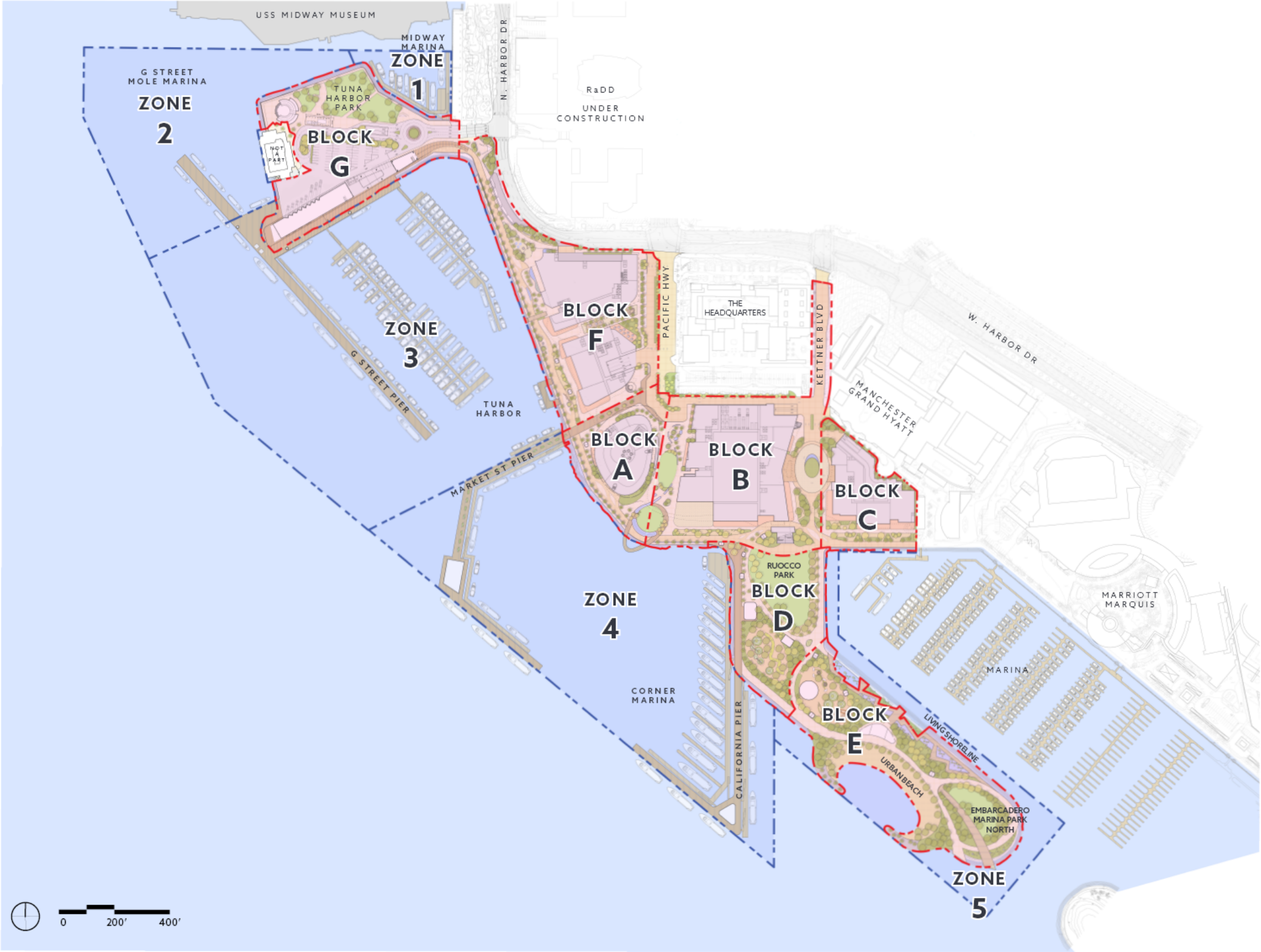


Figure 7. Project Land-Side Blocks and Water-Side Zones



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Figure 8. Land-Slide Blocks



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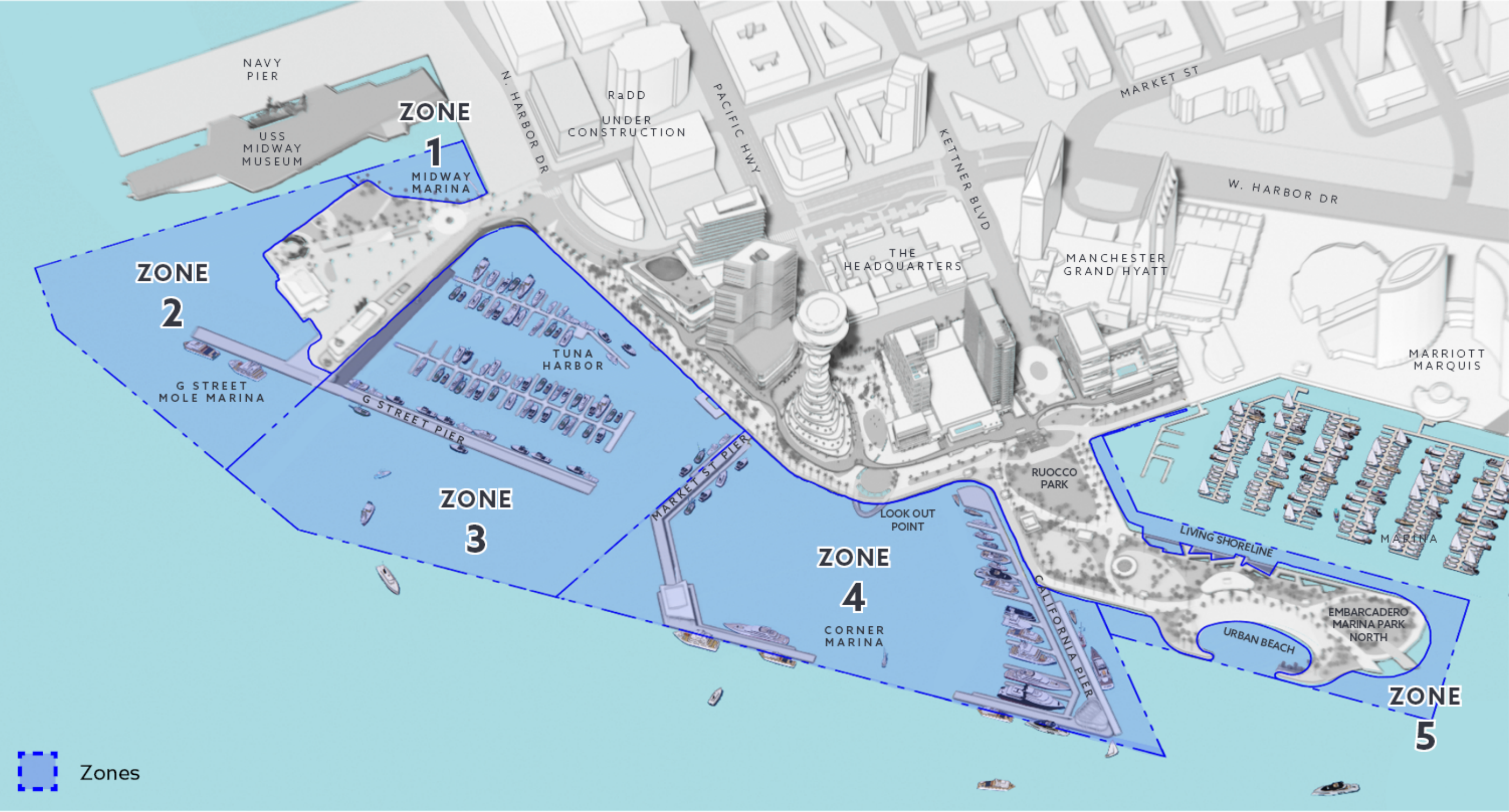


Figure 9. Water-Side Zones



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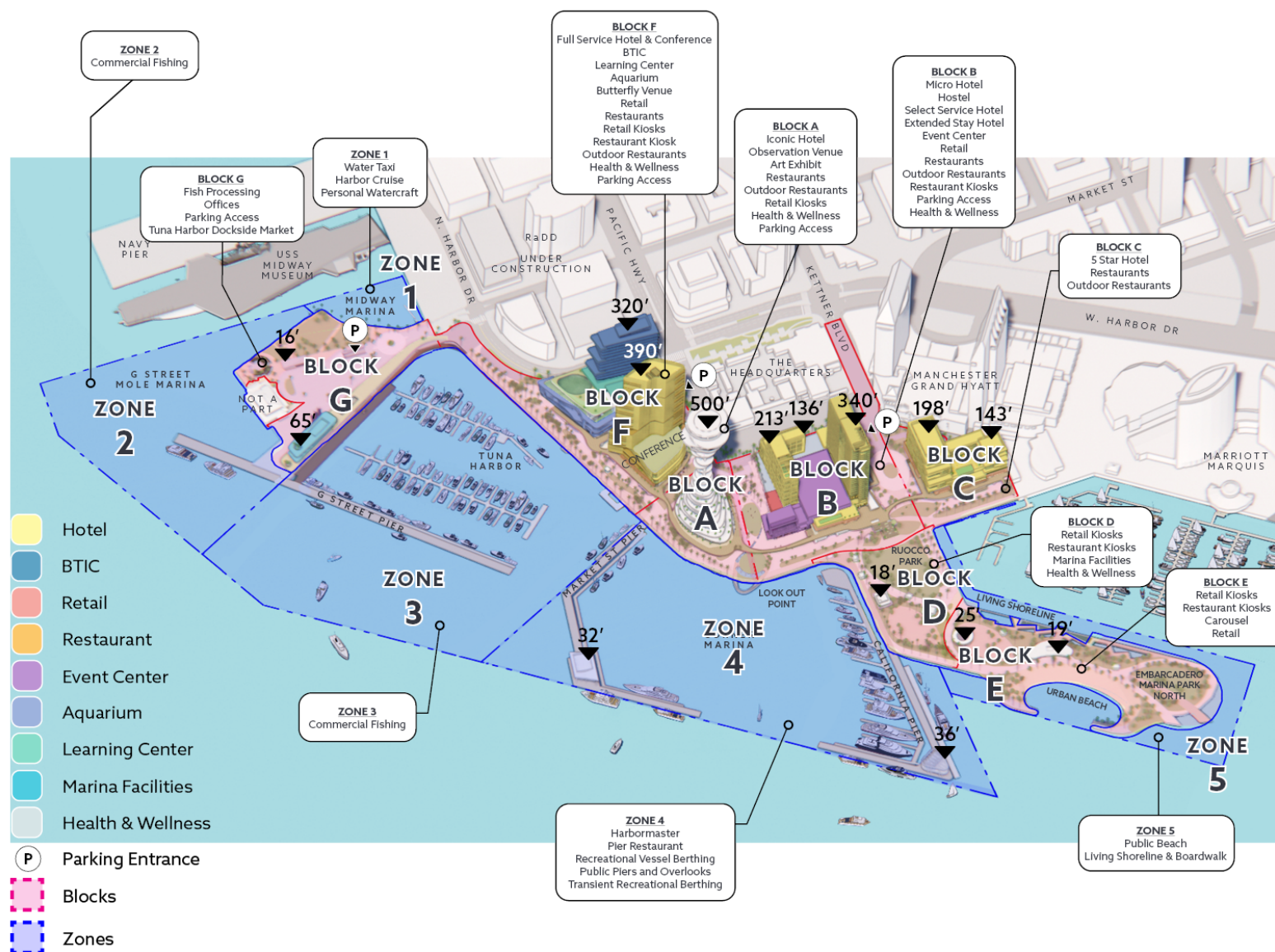


Figure 10. Project Land-Side and Water-Side Uses



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Block G is the northernmost land block and is situated on the existing G Street Mole. At buildout, it would include the improved Tuna Harbor Park and a new three-story mixed-use building. The ground floor of the building would include a commercial fish processing facility that serves the commercial fishing industry operating out of the Tuna Harbor, as well as new office uses serving the commercial fishing industry on the upper floors. The building would connect to an elevated ramped walkway providing public access, surface parking, and connections to the existing improved Tuna Harbor along the southern end of the G Street Mole, as shown in **Figures 25-28**, below.

Block F would include a maximum 18-story “Blue Campus,” inclusive of a full-service Aquarium, a Learning Center that provides environmental education offerings and programs for students, a Butterfly Pavilion with interactive nature exhibits and the BTIC, which provides creative office and other commercial space for blue and marine technology commercial, institutional, and research users. Block F also includes hospitality uses including a 31-story Full-Service Hotel which includes a conference center use, in addition to restaurant and commercial retail uses, as shown in **Figures 29, 30 and 32-37**, below.

Block A would include the Iconic Tower, a 34-story building with hotel, restaurant, and retail uses. Block A would also include an observation deck, exhibition space, and health and wellness uses (**Figures 36-38**, below). Block B would include a 14-story interconnected Hostel and Micro-Hotel, a 26-story “Dual Hotel” that would combine extended-stay and standard hospitality offerings, a two-story multi-purpose Event Center for hosting concerts and other live events, and health and wellness, restaurant, and retail uses (**Figures 39-41**, below). Block C would include a 14-story Five-Star Hotel with conference rooms, retail, and restaurant uses (**Figures 42-44**, below). Block D would include the new Ruocco Park, inclusive of a nature play area and an event lawn, health and wellness uses, and retail and restaurant uses (**Figures 45-48**, below). Block E would include connections to a newly constructed public urban beach, the living shoreline with artificial wetland and tidepool areas, and would include a play area, additional landscaped public open space and restaurant and retail uses (**Figures 49-52**, below). These Blocks are discussed in further detail in the following section. Table 5.1-1 provides a summary of the land-side development proposed by the Project. Preliminary renderings of the proposed developments are also shown in **Figures 11-24**.



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Table 5.1-1: Land-Side Development Summary

Development Type	Area (SF)
Hotel and Conference	1,668,777
Attractions	103,427
Event Center	102,424
Aquarium	201,830
Learning Center	92,210
Office (including BTIC)	231,249
Health and Wellness	37,237
Retail	45,074
Restaurant	133,453
Commercial Fishing	38,462
Supporting Program	109,352
TOTAL	2,739,831
Total Excluding BOH Areas	2,394,547
<i>Outdoor Restaurants</i>	<i>51,355</i>

As shown in Table 5.1-1, the Project includes a total of approximately 2,739,831 sq. ft. of building square footage within an approximately 36.7-acre (1,595,623 sq. ft.) Project Site, consisting of approximately: 1,668,777sq. ft. of hotel uses including conference center uses (up to 2,050 keys, inclusive of 406 affordable hotel keys, approximately 20 percent of the Project total); 133,453sq. ft. of total indoor restaurant space (and approximately 51,355 sq. ft. of outdoor restaurant space); 45,074sq. ft. of retail uses; 37,237sq. ft. of health and wellness uses; 103,427sq. ft. of signature attractions; a 201,830sq. ft. Aquarium; 231,249 sq. ft. of “office” uses, which include the creative office and other related commercial, research, and environmental educational space in the BTIC; and a 102,424 sq. ft. Event Center. The Project would demolish a total of approximately 124,478 sq. ft. of existing development, resulting in a net increase of approximately 2,615,353 sq. ft. of development on the Project Site.

As noted above, the refinements to the Project presented in this Revised Project Description reduce the size of the proposed Project. As also noted, though the total square footages presented above are higher than the Project described in the December 2021 Project Description, that is only because this Revised Project Description includes various BOH areas that were not counted toward building square footages in the December 2021 Project Description. Using the method of not counting BOH areas, the current revised Project’s square footage total is 2,394,547 square feet, compared to 2,684,097 square feet in the Project described in the December 2021 Project Description.





Figure 11. Existing vs. Project Renderings - View to the Northeast



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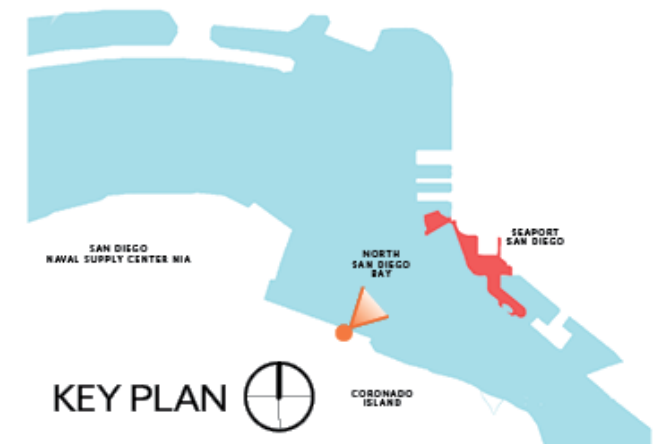


Figure 12. Project Rendering 1 - Nighttime View to the Northeast



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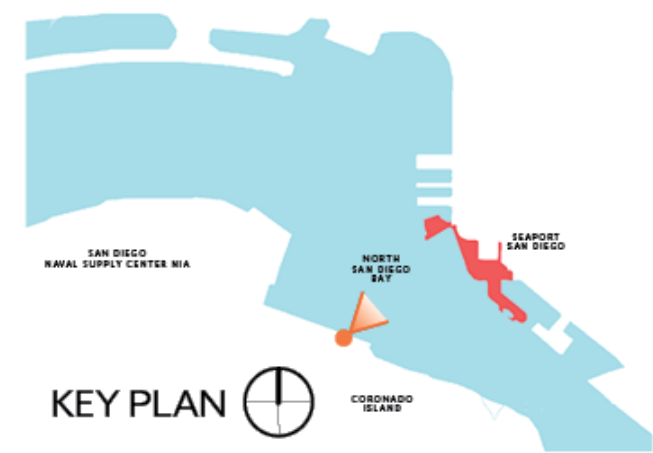


Figure 13. Project Rendering 2 - View to the Northeast



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Figure 14. Project Rendering 3 - View to the South from between Block B and Block C



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Figure 15. Project Rendering 4 - View to the West from Promenade on Block B



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Figure 16. Project Rendering 5 - View to the Northwest from Promenade on Block A



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Figure 17. Project Rendering 6 - View to the Southeast to Block E and Zone 5.



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Figure 18. Project Rendering 7 - View to the North from Block E and Zone 5



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Figure 19. Project Rendering 8 - View to the West from Tuna Harbor/Zone 3 to Block G



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Figure 20. Project Rendering 9 - View to the Southeast from Block B to Block D and Marina



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Figure 21. Project Rendering 10 - View to the North from Block D to Blocks B and C



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Figure 22. Project Rendering 11 - View to the North from Zone 4.



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Figure 23. Project Rendering 12 - View to the South from Block F to Tuna Harbor/Zone 3



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Figure 24. Project Rendering 13 - View to the West from Pacific Highway through Block F



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As demonstrated in **Figures 83-86** (see below), the Project also would include vehicular parking and circulation improvements and water born transportation areas, including a surface parking lot on Block G (**Figure 83**) and four subterranean garages that extend below Blocks G, B, F, A, D, and C, which provide self and valet parking (**Figures 84 and 85**), and service loading docks (**Figure 86**). In total, the Project would provide approximately 2,251 parking spaces, including 73 surface parking spaces and 2,178 subterranean spaces, as shown in Table 5.1-2. As demonstrated in **Figure 82** (see below), designated drop-off locations would be located on Blocks A, B, C, and G. Designated tour and school bus drop-off locations would be located on Block F. Additionally, as depicted in **Figure 65** (see below), the Project would be accessible via water born transportation at five locations along the piers, including two water taxi landings, two “transient” docking areas, and a personal watercraft launch facility. Such “transient” docking areas are available to the public for daily or hourly use, enabling their use for temporary docking and “dock and dine” uses. The Project would also include the construction of new and upgraded communications infrastructure, including facilities for high-speed internet and broadband cellular service.

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Table 5.1-2 Project Provided Parking and Parking Demand - TPG

Land Use	Area / Counts		Base Parking Rate	Basic Parking Requirement before Reductions
Retail – Health and Wellness	82,311	SF	2.8 / KSF	230
Restaurants	8,883	Seats	0.13/Seat	1,155
Aquarium	201,830	SF	0.98/KSF	198
Education – Learning Center	92,210	SF	2.61/KSF	241
Observation Tower, Art & Butterfly Attractions	103,427	SF	150/Vehicle	150
BTIC, Office & Harbormaster	231,249	SF	2.8/KSF	647
Hotels	2,050	Guestrooms	0.5/Guestroom	1,025
Event Center (Auditorium without Loading_	102,424	SF	1.55/KSF	159
Marina Boat Slips	146	Units	0.5/Slip	73
Fish Processing and Off-Loading Plant	19,054	SF	1.02/KSF	19
Subtotal				3,897
Tidelands Parking Guidelines (TPG) Adjustment Factors				
Access to Airport Reduction (except for Marina uses)			5%	-139
Shared Parking Reduction			20%	-779
Dedicated Water Transportation Incentive			5%	-195
Employee Trip Reduction Programs (office only)			13%	-84
Proximity to Transit Reduction			12%	-468
Proximity to Public Waterfront Amenities (increase for public access)			75 Spaces	75
Dedicated Airport Shuttle			5%	-51
Subtotal				-1,641
Total Parking Demand after Adjustments per TPG				2,256
Total Parking Provided (including Tandem)				2,251

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Construction of the proposed land-side development would be completed in multiple phases using a combination of heavy construction equipment, such as cranes, excavators, concrete/industrial saws, rollers, and various trucks for hauling. During demolition, site grading, and excavation activities all equipment and vehicles would be staged onsite (see Section 5.11 Demolition, Construction, and Phasing Characteristics below).

5.1.2 Block by Block

5.1.2.1 Block G

Block G encompasses the majority of the existing G Street Mole, which is located at the northern end of the Project Site, south of the USS Midway Museum and Harbor, north of the Tuna Harbor, and east of North Harbor Drive.

Block G includes existing features, such as Tuna Harbor Park, the National Salute to Bob Hope and the Military monument, the Donald F. Sprague memorial statue, the Embracing Peace sculpture, walkways, landscaping, surface parking, access to commercial fishing facilities within the existing Tuna Harbor, and public restroom facilities. The existing Fish Market San Diego restaurant is also located at the western end of Block G; however, is not included within the Project Site.

The Project proposes to construct improvements to the existing Tuna Harbor Park and demolish and reconstruct the existing surface parking and walkways. The Project would also demolish the existing one-story office building just south of the Fish Market San Diego restaurant. The Project would either preserve in place, or temporarily remove, store, and relocate the existing monuments and statues within Tuna Harbor Park.

As shown in **Figure 25**, the Project would construct a new three-story, 65-foot tall, 39,109 sq. ft. structure at the southwestern corner of the G Street Mole. The proposed building would include facilities to support commercial fishing operations, outdoor market uses, and viewing spaces open and available to the public. The ground level of the building would include a new commercial fish processing facility approximately 16,993 sq. ft. in size, containing both dry and cold storage, fish cleaning and cutting, and packaging facilities. At the north end of the first level, adjacent to surface parking and road access, loading areas for trucks with eight 14-foot clear loading docks would be provided for loading and transport of commercially produced seafood products. Direct access for commercial fishermen to the Tuna Harbor would be provided on the southern end of the building.

The second level of the new building would include approximately 15,947 sq. ft. of new offices for commercial fishing industry users. These proposed users would be commercial fish processors, fishermen, and the American Tuna Boat Association. This level would also include shared conference rooms.

The proposed work at Block G also includes various road improvements to promote enhanced vehicular access, including street improvements to the N. Harbor Drive access point to Block G at Tuna Wharf Drive. At N. Harbor Drive, the proposed road improvements include adding a traffic signal and dedicated right turn in and right turn out lanes for access to Block G. The road improvement work would also include aligning Tuna Wharf Drive with Waterfront Place, which continues in an eastward direction on the east

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side of N. Harbor Drive. Within Block G, itself, the Project would add additional traffic lanes, going from three lanes (two out, one in) to four lanes (two in, two out), adding a roundabout for improved vehicular flow, and a security-controlled gate which would allow 24/7 access to parking.



Figure 25. Block G Site Plan



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Additionally, Block G would include an approximately 10,557 sq. ft. commercial fish market where commercial fisherman and other vendors would provide direct-to-consumer sales of fresh seafood and other related consumer goods. A new, approximately 3,461 sq. ft. storage area for the use of commercial fisherman would also be constructed in this location.

As shown in **Figures 26-28**, the open market and storage areas would have a sloped design, topped by a gently ramped open-air walkway lined with landscaping. The open-air walkway would provide public access to the second-floor offices and third floor restaurant. The open-air ramped walkway would be approximately 435 feet long and range from about 40 to 57 feet in width. The walkway would provide visitors with a direct view of Tuna Harbor and its commercial fishing operations, the Project Site, and the coastal areas to the south of the Project Site along San Diego Bay.

Public access and restroom facilities would also be provided. The uses proposed in Block G are summarized below in Table 5.1-3.

Table 5.1-3: Block G Uses

Block G	Spaces/Keys	Height (ft)	Square Footage
Use Type			
Fish Processing	--	24	16,993
Commercial Fishing Offices	--	65	15,947
Fisherman Storage	--	--	3,461
Public Facilities	--	--	1,021
BOH			2,740
TOTAL	--	--	40,162
<i>Outdoor Restaurant</i>	--	--	<i>10,557</i>

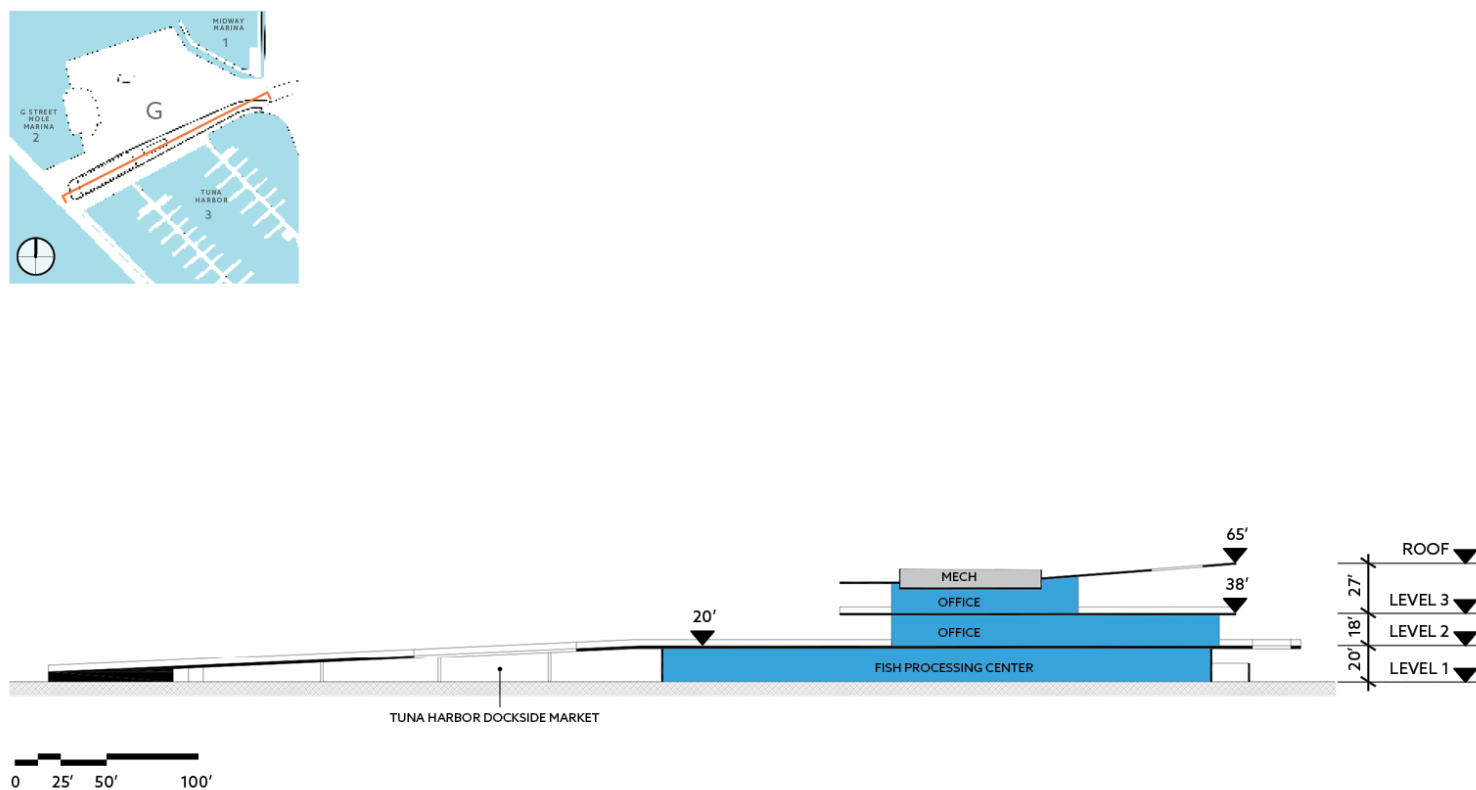


Figure 26. Block G Section



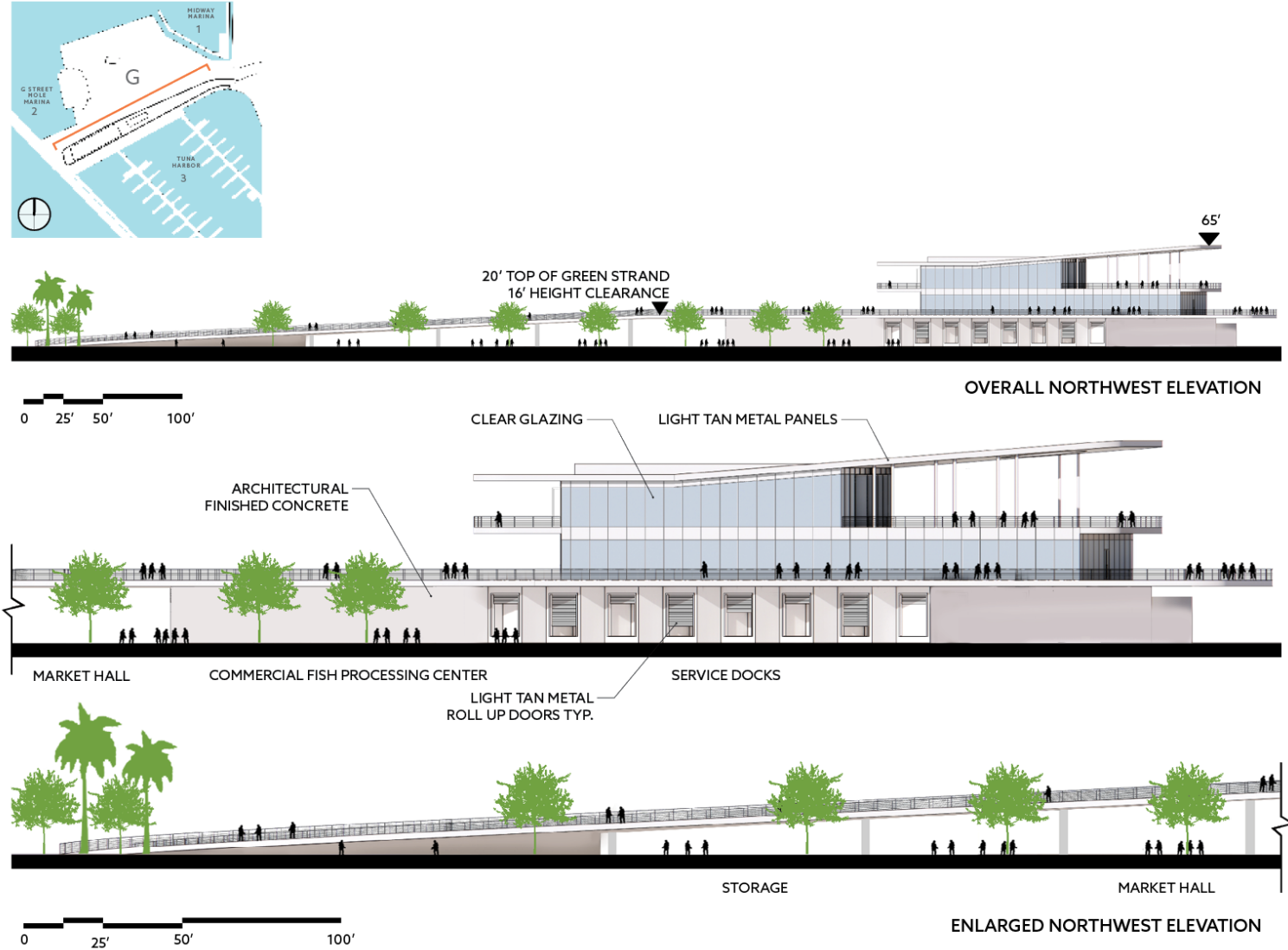


Figure 27. Block G Northwest Elevation



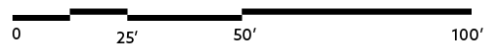
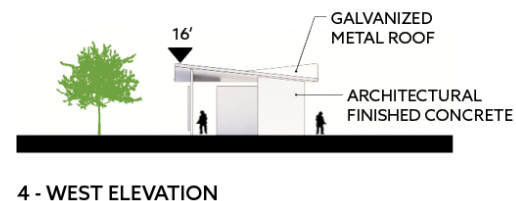
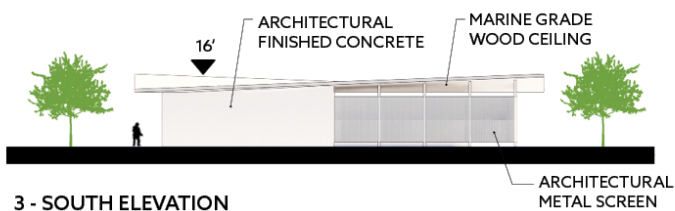
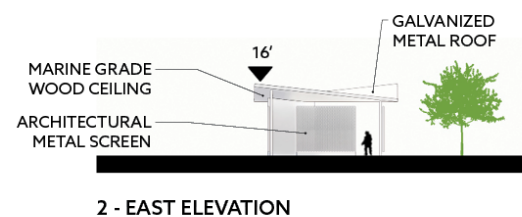
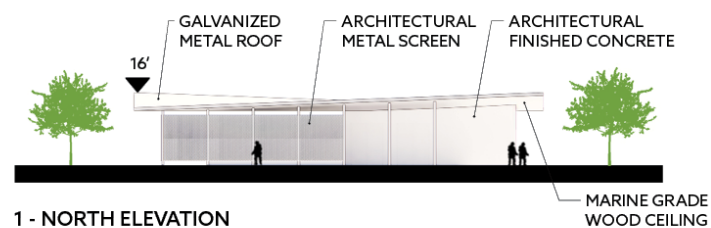


Figure 28. Block G Elevations



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Parking within Block G would consist of a surface parking lot and a one level subterranean garage of approximately 86,171 sq. ft (see **Figures 25 and 68**). The Project would reconstruct the existing surface parking lot in the center of Block G to provide approximately 73 surface parking spaces. The subterranean garage would be accessed from North Harbor Drive and include approximately 234 additional parking spaces. The parking would be available to commercial fishing users, recreational boat users, other public visitors to the Project, and users of the separate existing Fish Market San Diego restaurant that is not a part of the Project.

5.1.2.2 Block F

The Project would demolish all existing buildings on Block F and would construct multiple uses comprising up to approximately 1,088,989sq. ft. The block would also include landscaped public rooftop garden terraces and portions of the elevated Green Strand promenade, which provides public access through Blocks A, B, C, and F.

Block F would include the approximately 201,830 sq. ft. Aquarium, an approximately 92,210 sq. ft. Learning Center, an approximately 26,123 sq. ft. Butterfly Pavilion attraction, an approximately 220,071 sq. ft. BTIC, approximately 16,922 sq. ft. of retail, 8,217sq. ft. of health and wellness, and approximately 44,812 sq. ft. of indoor restaurant uses, with an additional 22,923 sq. ft. of outdoor restaurant space and 340 sq. ft. of restaurant kiosks (**Figure 29**). Block F's mixed-use building would be set back from the water's edge by approximately 80 ft. (**Figure 30**).





Figure 30. Project Footprints and Setbacks: Blocks A through F





All setbacks to vertical building
face at ground level

*Existing setbacks taken from inside edge of existing wall

*Proposed setbacks taken from edge of new pier

- Proposed Building Outlines
- Existing - Not a Part
- Existing Building Outlines

0 100' 200' 400'



Figure 31. Project Footprints and Setbacks: Block G



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Block F also includes the Full-Service Hotel, which would encompass approximately 371,662 sq. ft. with up to 473 guest rooms. The Full-Service Hotel would also offer meeting spaces, conference rooms, and a ballroom. A total of 4 conference rooms are proposed, equating to approximately 35,205 sq. ft. of meeting space would be included within the Full-Service Hotel. The uses proposed in Block F are summarized below in Table 5.1-4 and further described in the following sections.

Table 5.1-4: Block F Uses

Block F	Spaces/Keys	Height (ft)	Square Footage
Use Type			
Full Service Hotel and Conference	473	390	371,662
Blue Tech Innovation Campus	--	320	220,071
Learning Center	--	105	92,210
Aquarium	--	89	201,830
Butterfly Venue	--	116	26,123
Retail	--	20-40	16,922
Retail Kiosks	2	13'	808
Restaurants	--	20-40	44,812
Restaurant Kiosks	1	13'	340
Health and Wellness	--	35	8,712
BOH			105,994
TOTAL	--	--	1,088,989
<i>Outdoor Restaurants</i>	--	--	22,923

Block F would include a 362,926 sq. ft. subterranean parking garage below the proposed Full-Service Hotel building. The proposed subterranean parking garage would consist of two levels for parks and one partial level of service loading that extend throughout Block F and into portions of Block A (**Figures 80-82**). The first two parking levels would provide general and valet parking, and the third parking level would provide loading docks for the uses in Blocks A, B, and F. The proposed subterranean parking garage would include up to 862 conventional parking spaces.

The Blue Campus

The Blue Campus is home to the Aquarium, the BTIC, the Butterfly Pavilion, and the Learning Center. The Blue Campus structure consists of a 18-story tower that includes an approximately 100-foot-tall podium and has a total height of approximately 390 feet (which includes mechanical equipment).

As shown in **Figure 29**, the Blue Campus building is located within the northern portion of Block F. The Aquarium would occupy most of the ground floor podium with the Learning Center located at the southeast corner of the ground floor and the BTIC lobby located at the northeast corner. A second BTIC lobby would be provided on the third floor of the Full-Service Hotel within Block F and would connect to the BTIC via a sky bridge. Additionally, the Project would construct a ramp from the ground floor to the second floor of the Aquarium Entrance Plaza at the northwest corner of Block F to provide access from

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the ground floor to the second floor. The ramp would also connect to the elevated Green Strand promenade and provide access to Blocks F, A, B, and C.

The proposed Butterfly Pavilion green roof of the Learning Center outdoor terrace would be located on level 5. Additional green terrace areas would be provided on level 6 above the Butterfly Pavilion.

As shown in **Figure 33**, the podium façade would be designed with a combination of waves articulated with a mix of metal, mesh, and glass that are further wrapped in interior lighting, and contain up-lit panels between windows and pixelated “scale” façade and/or projection technology to highlight the oceanic and technological nature of the uses within the Blue Campus. The tower portion of the building would incorporate a tiered design where every fourth level of the tower, starting at level 6, would provide an outdoor terrace.

Aquarium

The approximately 201,830 sq. ft. Aquarium would be located from the ground floor to level 4 of the Blue Campus podium structure (**Figure 32**). The Aquarium would be designed with a floor-to-floor height of approximately 20 feet, with a total height of approximately 89 feet. Guests of all ages would be able to enjoy interactive exhibits and high-quality displays of a variety of marine animals and habitats.

An Aquarium Entrance Plaza would be located at the northwest corner of the Aquarium, near the pedestrian ground floor entrance at the northwest corner of the Blue Campus. The Aquarium Entrance Plaza would be designed with planter walls and bench seats, interactive fountain or sculptural art installations, and an illuminated Aquarium entrance integrated within the architectural façade of the building. The Aquarium would have a second entrance on the second floor off the elevated Green Strand promenade. Water used in the Aquarium would rely on a “closed system,” i.e., it would not use or discharge water into the San Diego Bay.

Blue Tech Innovation Center (BTIC)

The approximately 220,071 sq. ft. BTIC is located within the tower component of the Blue Campus, with a ground floor lobby adjacent to Pacific Highway (**Figure 32**). The BTIC would provide access to the water for commercial and institutional research and technology development uses, and include creative office and technical spaces, research facilities, and presentation and meeting spaces. Programming would include resources for research collaboration, public programming including exhibits and showcases, and maritime career-focused education. Pedestrian access to the BTIC would be provided at the northeast corner of the building.

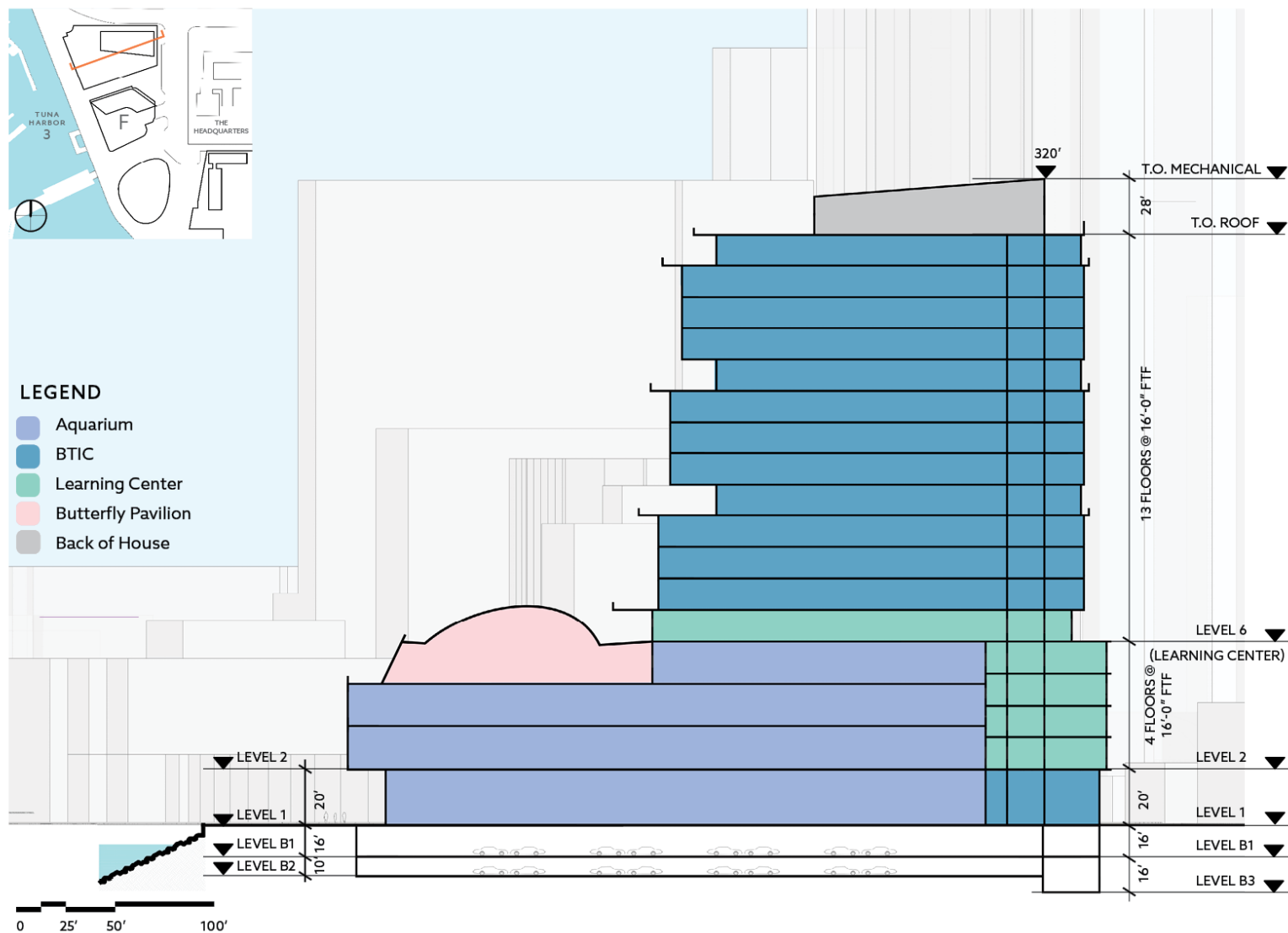


Figure 32. Block F Southeast Section



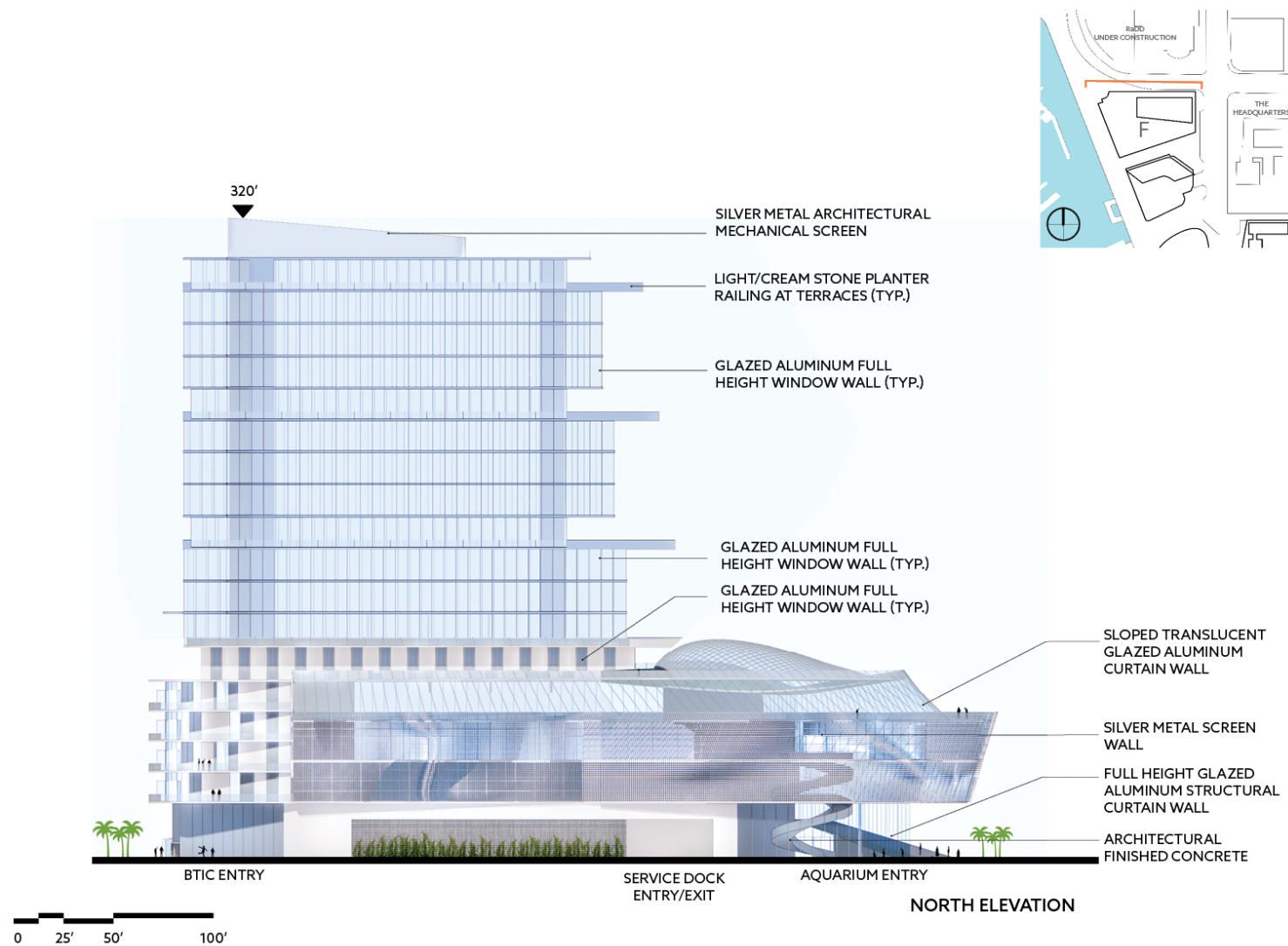


Figure 33. Block F North Section



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The Learning Center

The approximately 92,210 sq. ft. Learning Center consists of seven levels within the podium and a tower level (**Figure 32**). Due to the shorter floor to floor height of the Learning Center, the six levels of the Learning Center would coincide with the four levels of the Aquarium (both would be approximately 80-90 feet in height). Additional Learning Center classroom spaces would be provided on the first tower level (level 7), above the Aquarium. A rooftop outdoor terrace would be provided for the Learning Center classroom spaces on level 5, within a portion of the Butterfly Pavilion roof. Pedestrian access to the Learning Center would be provided at the southeast corner of the building.

The Butterfly Pavilion

The approximately 26,123 sq. ft. Butterfly Pavilion would be located directly above level 4 of the Aquarium, as well as a portion of levels 6 and 7 of the Learning Center, the Aquarium restaurant outdoor terrace, and the Learning Center's outdoor terrace (enabled by varying floor to ceiling heights for such uses). The sloped glass and metal dome of the Butterfly Pavilion and the Butterfly Pavilion green roof would use translucent glazing and metal screens (**Figure 33**).

Retail and Restaurant Uses

As shown in **Figure 29**, the ground floor and the second floor of the Blue Campus would feature restaurant and retail uses along a pedestrian promenade located between the Blue Campus and the Full-Service Hotel in the middle of Block F. There would be approximately 16,922 sq. ft. of retail, 44,812 sq. ft. of indoor restaurant, 22,923 sq. ft. of outdoor restaurant, 340 sq. ft. of restaurant kiosks, and 808 sq. ft. of retail kiosks within Block F.

Full-Service Hotel

As shown in **Figure 34**, the Full-Service Hotel is 31 stories and approximately 390 feet tall (which includes mechanical equipment), including a four-story podium. The Full-Service Hotel is approximately 371,662 sq. ft. in size and would include up to 473 guest rooms and 35,205 sq. ft. of conference center uses. The Full-Service Hotel building is located on the southern end of Block F, south of the Blue Campus.

As shown in **Figures 29** and **34**, the ground floor of the Full-Service Hotel building would accommodate a variety of restaurant and retail uses, as well as the back-of-house hotel uses. An open staircase and elevators are featured on the southern portion of the Full-Service Hotel building that would provide access to the hotel lobby on the second floor. In addition to the hotel lobby, the second floor of the Full-Service Hotel building would accommodate additional restaurant and retail uses, as well as additional hotel restaurant and hotel back-of-house space. The third level of the Full-Service Hotel building would provide approximately 21,285 square feet of conference uses, including ballroom and meeting room spaces, BTIC lobby (connected to the BTIC tower through a sky bridge), and hotel kitchens and storage rooms. The fourth level of the Full-Service Hotel podium provides 13,920 sq. ft. of additional ballroom, conference and meeting space, junior ballroom, pre-function area, meeting rooms, kitchen, and storage space.

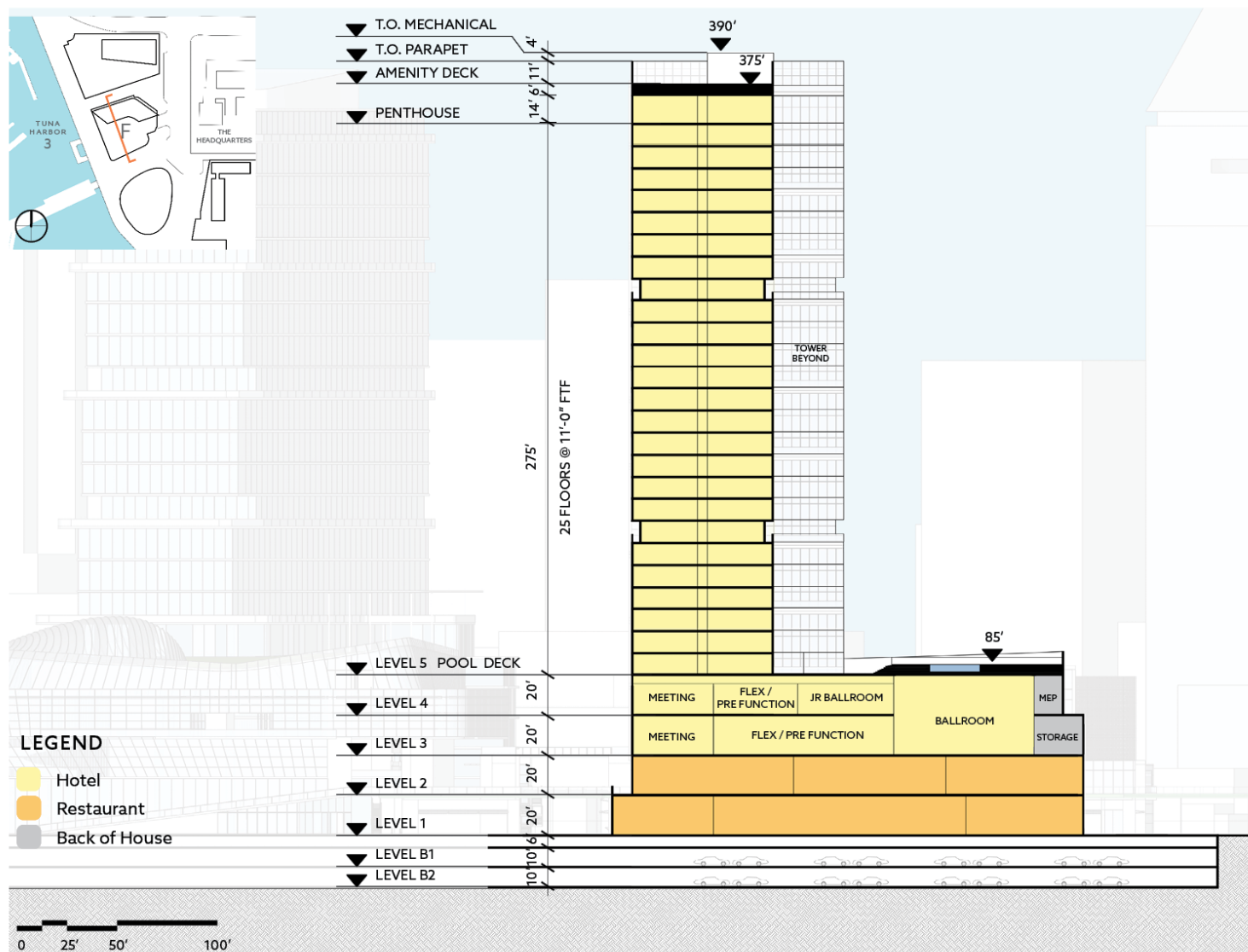


Figure 34. Block F South Section



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As shown in **Figure 34**, hotel guest rooms would be located from levels 6 to 30 of the Full-Service Hotel Building. A health and wellness center and associated amenity deck are also located on Level 5 of the Full-Service Hotel. A rooftop landscaped pool deck, pool bar, and associated accessory uses would be located on the top of the hotel, on level 31. Pedestrian access to the Full-Service Hotel would be provided at the southeast corner of the building.

The façade of the Full-Service Hotel tower would be rectangular in shape, with cantilevered decks providing outdoor space for the hotel rooms in addition to creating off-setting horizontal shapes and cut outs to add visual interest. The podium of the Full-Service Hotel would utilize a similar stacked modular box-like design to provide an interesting geometric feature (**Figure 35**).

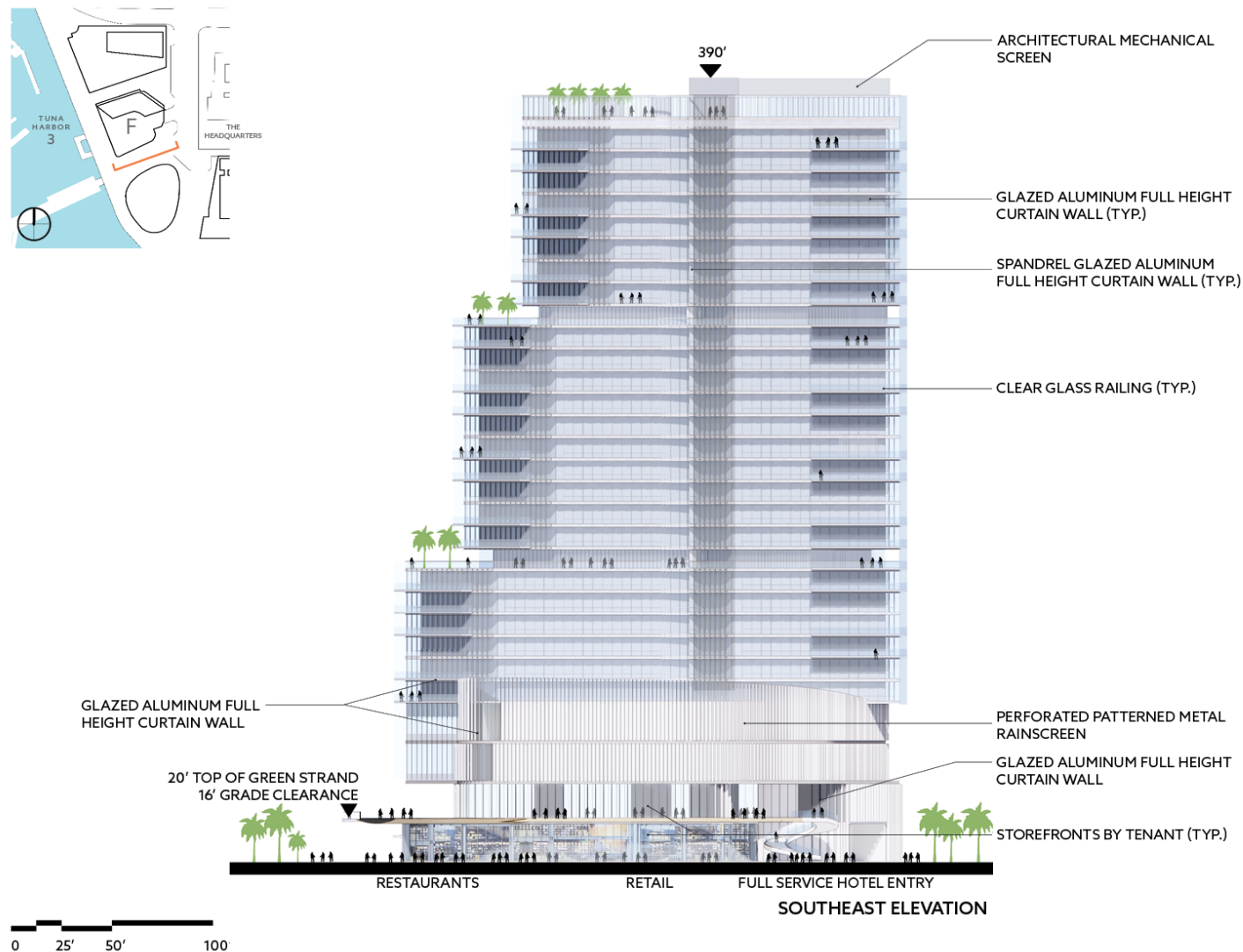


Figure 35. Block F Southeast Elevation



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5.1.2.3 Block A

The Project would demolish all existing structures on Block A and as shown in **Figure 36**, would construct the Iconic Tower, a proposed 34-story, approximately 500-foot-high structure with a 360-degree panoramic view of San Diego Bay and the City. The uniquely designed tapering “circular pyramid” would be setback approximately 50 feet from the waterfront (**Figure 30**). The setback would include publicly accessible space including the Project’s ground floor promenade and walkways, and the elevated Green Strand promenade. The high-rise structure would be approximately 412,492 sq. ft. and would include the following uses: hotel, restaurant, retail, health and wellness, visitor attractions including an art exhibition and observation deck, and ancillary conference amenities (**Figure 37**).

The first six stories of the Iconic Tower would include an approximately 30,000 sq. ft. art exhibition space and the first four stories of the hotel’s guestrooms. As shown in **Figure 37**, the 400 key hotel would occupy level 2 to level 26 (24 levels) of the Iconic Tower. Each room would have an outdoor balcony that would provide views of the water and the City. The hotel would feature various amenities including a pool, a spa, landscaped patios and open space, approximately 9,120 sq. ft. of indoor restaurant space, and 1,893 sq. ft. of outdoor restaurant space. Block A would also include 244 sq. ft. of retail kiosk space. Hotel lobbies and service entrances would be located on the publicly accessible ground floor. Approximately 2,995 sq. ft. of health and wellness uses would also be provided at the second level of the Iconic Tower.



Figure 36. Block A Site Plan



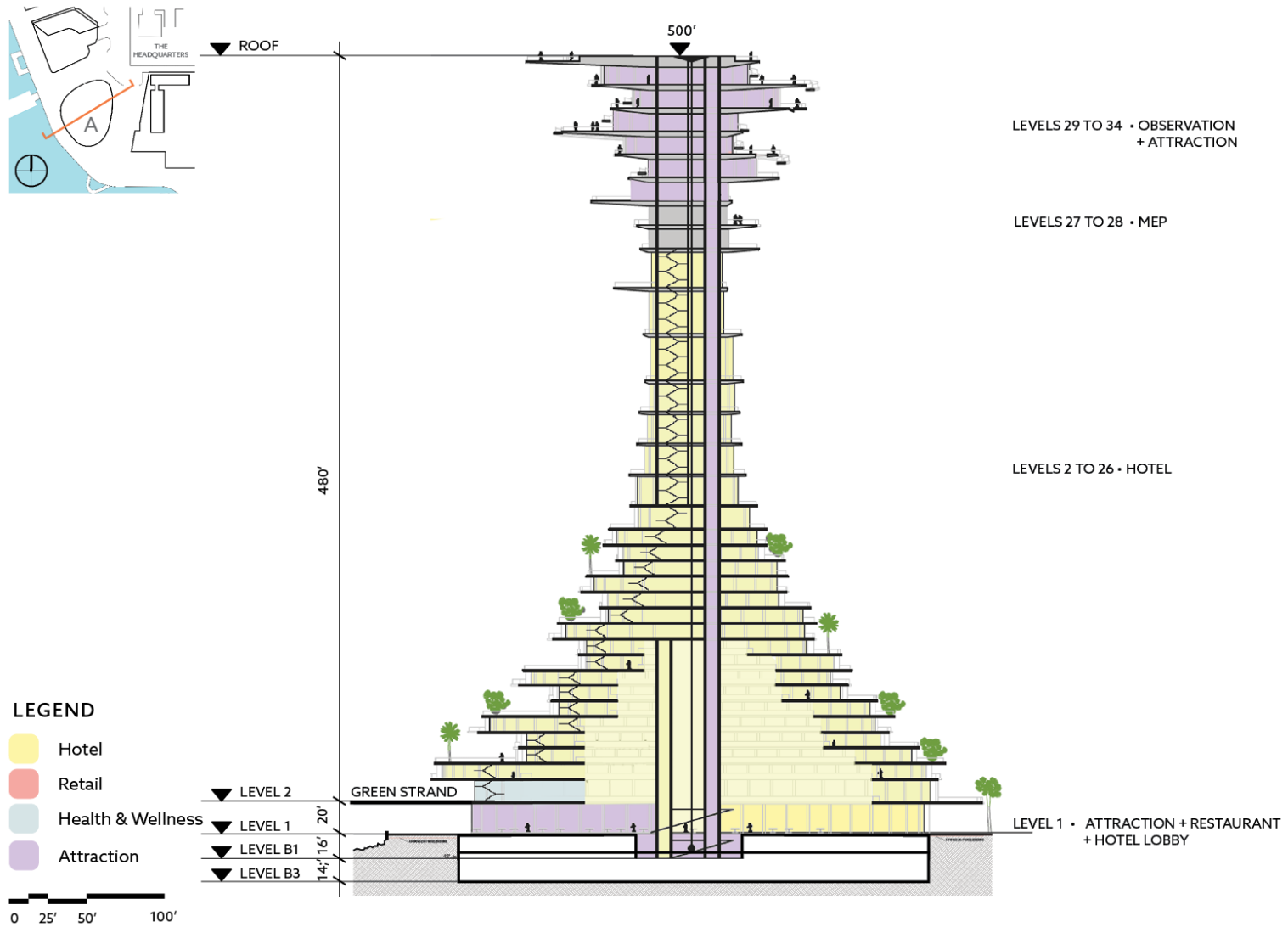


Figure 37. Block A Section



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Above the hotel would be six levels of visitor-serving signature attraction and observation uses totaling approximately 43,304 sq. ft., which would be programmed for art exhibits or other visitor serving uses. These uses would also include conference spaces and internal food service and bar areas, in addition to experiential and educational attractions, including a highly reflective walkable platform to mimic the feeling of floating in space; a cloud/mist chamber that would educate the public about climate and weather cycles; and a large recreational hammock that hangs above the Project Site and San Diego Bay.

Level 35 would include an approximately 7,500 sq. ft. observation deck, which would provide views of San Diego Bay, the City, and surrounding landscape (**Figure 38**). Pedestrian access to the building at the ground level would be provided via a variety of exterior doors located on the southwest, south, and east-facing portions of the Iconic Tower. The uses proposed in Block A are summarized below in Table 5.1-5.

Table 5.1-5: Block A Uses

Block A	Spaces/Keys	Height (ft)	Square Footage
Use Type			
Iconic Hotel	400	500	284,986
Observation Venue	-		43,304
Art Exhibit	-	-	30,000
Restaurants	-	-	9,120
Retail Kiosk	1	13	244
Health and Wellness	--		2,995
Atrium			40,000
Marina Facility	-	-	1,843
TOTAL	--	--	412,492
<i>Outdoor Restaurants</i>	--	--	<i>1,893</i>

The Project would not provide parking within Block A; however, the subterranean garage within Block F would extend under a portion of Block A (**Figures 84-86**, below). Vehicles would access this portion of the subterranean garage from Block F. The third level of the Block F subterranean garage would also provide loading docks for all uses within Block A. The Project would provide a dedicated vehicle drop-off point at the northeast corner of the Iconic Tower.

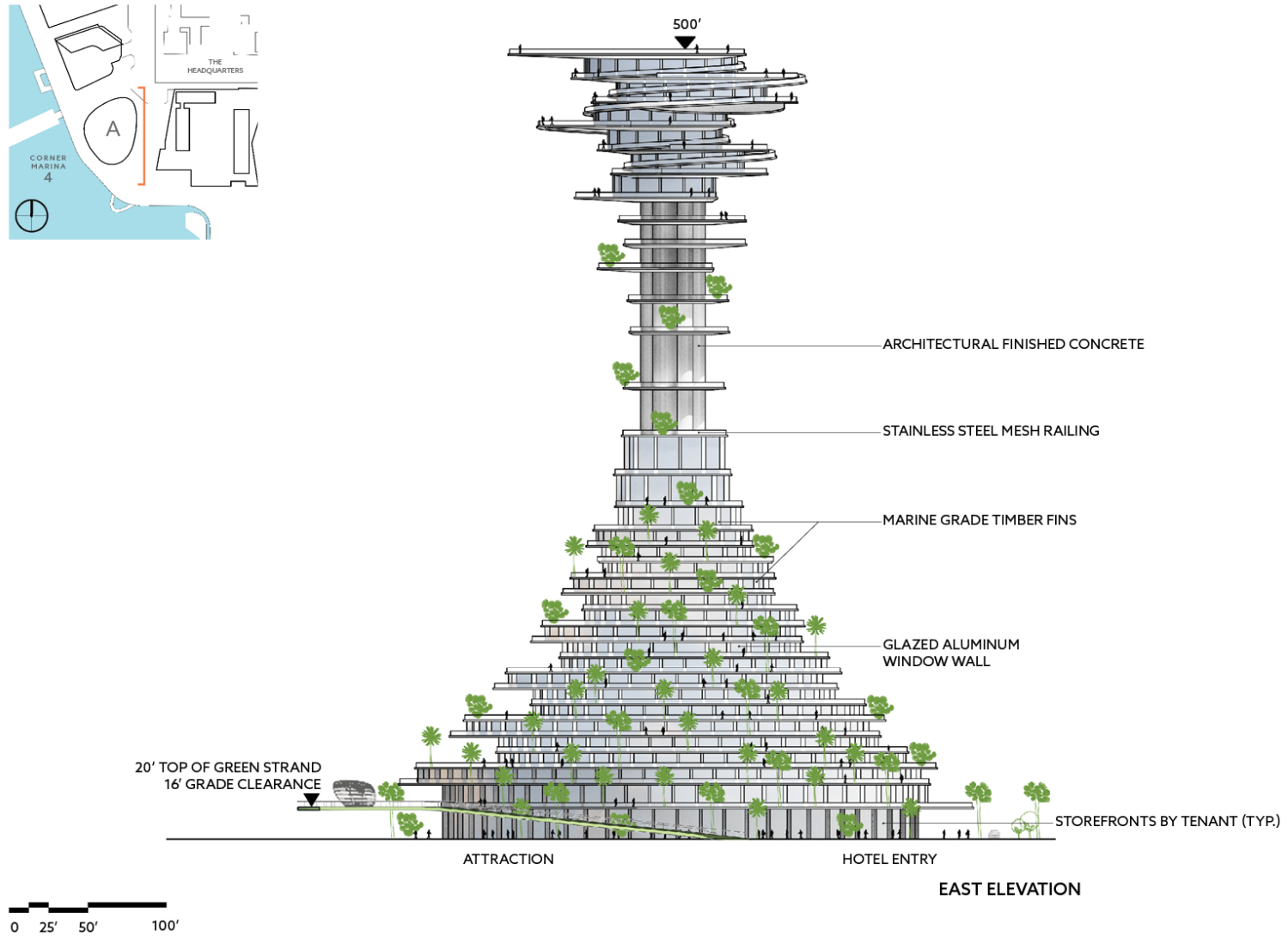


Figure 38. Block A East Elevation



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5.1.2.4 Block B

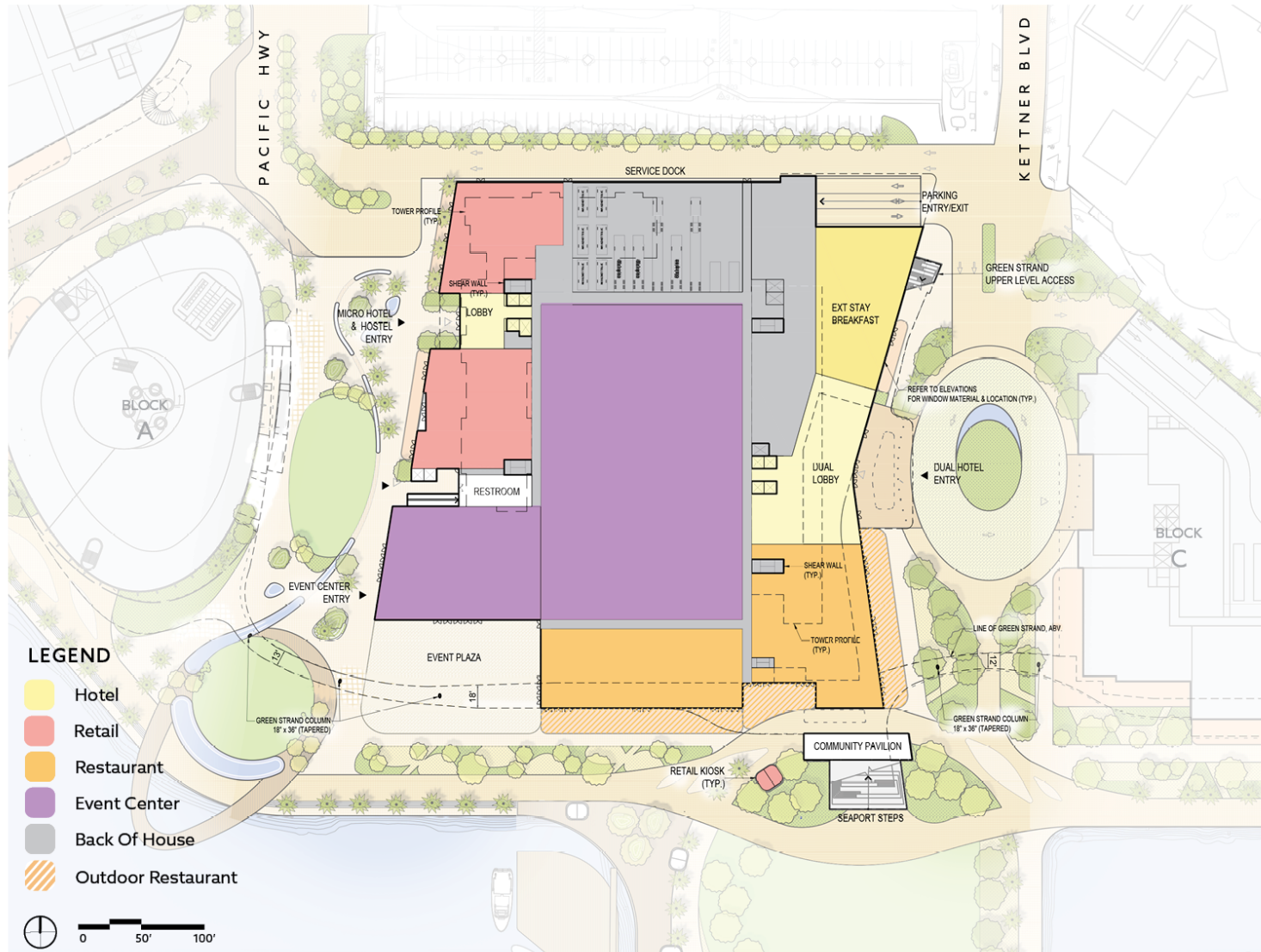
The Project would demolish all existing structures on Block B except for the existing carousel, which would be removed and relocated to Block E. The Project would construct three new buildings on Block B including a Hostel and Micro Hotel with two separate towers atop a single podium structure, a Dual Hotel, and an Event Center that, with all uses combined, totals approximately 783,326 sq. ft. (**Figure 39-40**). Block B would also include a mix of ancillary uses to enhance the visitor experience, including approximately 26,854 sq. ft. of indoor restaurant and an additional 13,010 sq. ft. of outdoor restaurant space, approximately 23,047 sq. ft. of retail uses, 24,829 sq. ft. of health and wellness uses, and a separate, approximately 3,835 square feet of Public Facilities uses.

Block B's mixed-use building includes a minimum 80-foot setback (**Figure 30**) from the waterfront, a portion of which would encompass the ground floor promenade and walkways and the elevated Green Strand promenade that provides access through Blocks A, B, C, and F. Block B would be adjacent to the ROS uses on Blocks D and E and would provide direct access to the relocated and improved Ruocco Park. The uses proposed in Block B are summarized below in Table 5.1-6.

Table 5.1-6: Block B Uses

Block B	Spaces/Keys	Height (ft)	Square Footage
Use Type			
Micro Hotel	285	213	102,558
Hostel	121	136	40,419
Select Service Hotel	276	338	152,570
Extended Stay Hotel	276	338	193,809
Event Center	--	62	102,424
Retail	--	20-35	23,047
Retail Kiosks	1	13	244
Restaurants	--	20-40	26,854
Health and Wellness	--	35	24,829
Public Facilities ²	--	20	3,835
BOH			112,738
TOTAL	--	--	783,326
<i>Outdoor Restaurants</i>	--	--	<i>13,010</i>

² As used in this Revised Project Description, the term "Public Facilities" includes, but is not limited to, public restrooms, public vestibules, and a community space.



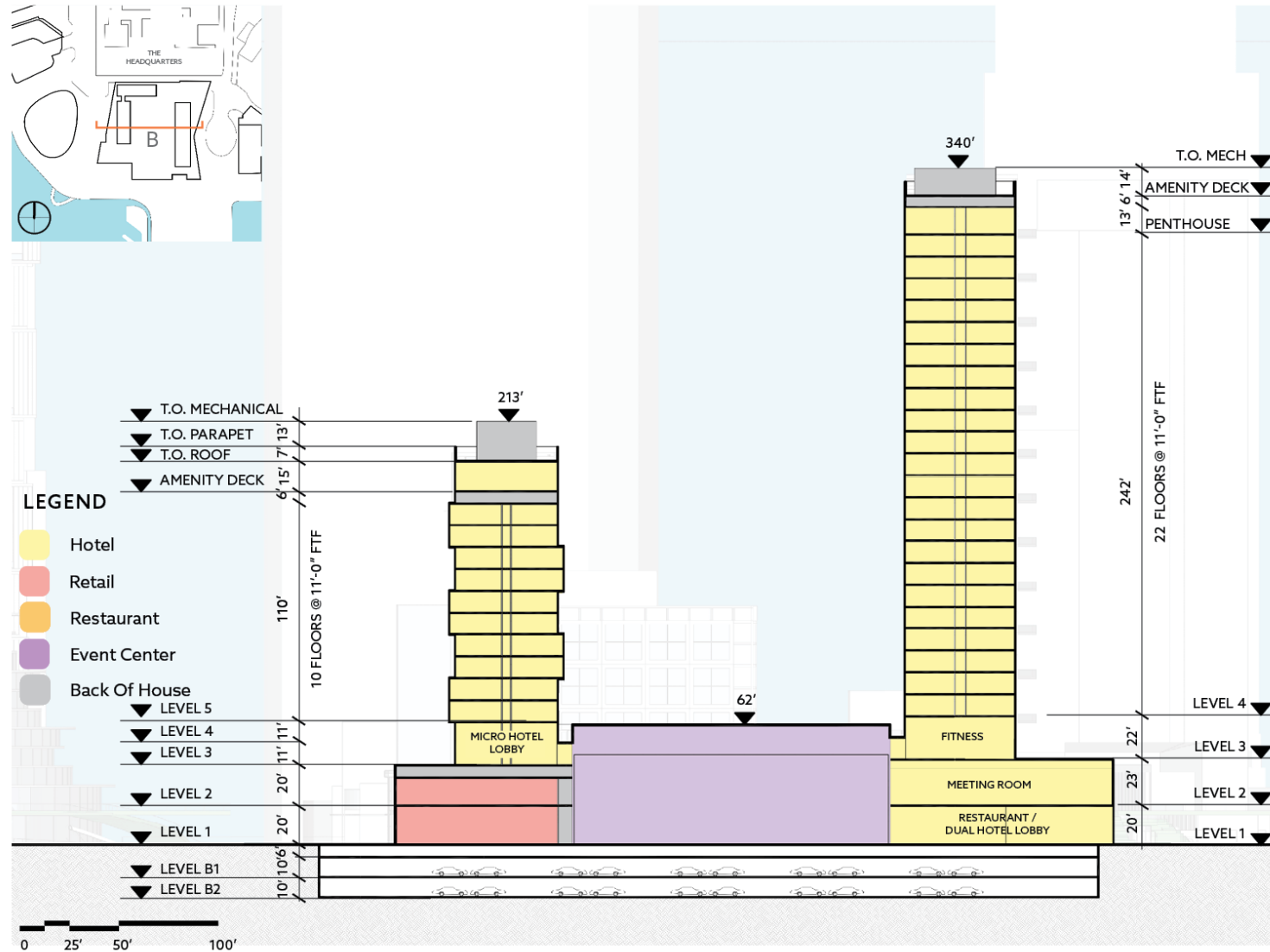


Figure 40. Block B Section



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As depicted in **Figures 84 and 85** (see below), Block B would include access to a shared subterranean parking garage of approximately 254,754 sq. ft. The subterranean parking garage would consist of two levels of parking with approximately 591 parking spaces. These first two subterranean levels would provide general and valet parking. A third subterranean level would provide loadings docks, which would include loading for Block B uses. The first level of the subterranean parking garage would also connect with the subterranean parking garage within Block F. The vehicular entrance to the subterranean parking lot would be located at the northeast corner of Block B for valet and self-parking, with one entry lane and two exit lanes. Access to the third subterranean-level loading dock would occur via North Harbor Drive on the north side of Block F.

Hostel and Micro Hotel

As shown in **Figure 41**, the Hostel and Micro Hotel would consist of an interconnected hotel building with two towers atop a single structure with three shared floors. The ground floor would consist of retail uses and the shared front entrance to the Hostel and Micro Hotel would be located on the west side of the building. The shared second floor would consist of additional retail uses. Levels 5 through 8 of the Hostel and Micro Hotel would include a bridge connector, which would allow guests access to both towers.

The Hostel and Micro Hotel would also include shared hotel facilities, including approximately 1,352 sq. ft. of meeting and event facilities, 9,762 sq. ft. of public space, and an 842 sq. ft. rooftop bar. The pedestrian entrance to the Hostel and Micro Hotel would be provided near the northeast corner of the building.

Hostel

The Hostel building would be approximately 40,419 sq. ft. in size with up to 121 guest rooms that would be available at affordable rates. The Hostel would be approximately 136 feet tall, with guest rooms located on levels 5 through 9 (**Figure 41**).

Micro Hotel

The Micro Hotel would be comprised of approximately 102,558 sq. ft. with up to 285 guest rooms. The Micro Hotel would be approximately 213 feet tall, with guest rooms located on levels 4 through 14. Level 14 would include a rooftop pool, pool deck, and pool bar overlooking the waterfront (**Figure 41**).

Dual Hotel

The Dual Hotel would be operated by two different operators within one hotel building, consisting of up to 276 extended stay guest rooms and 276 select service guest rooms, for a total of up to 552 guest rooms. The Dual Hotel would be comprised of a total of approximately 407,443 sq. ft., approximately. The Dual Hotel would include 26 stories and would reach a maximum height of approximately 338 feet. The pedestrian entrance to the Dual Hotel would be located on the eastern end of the building.

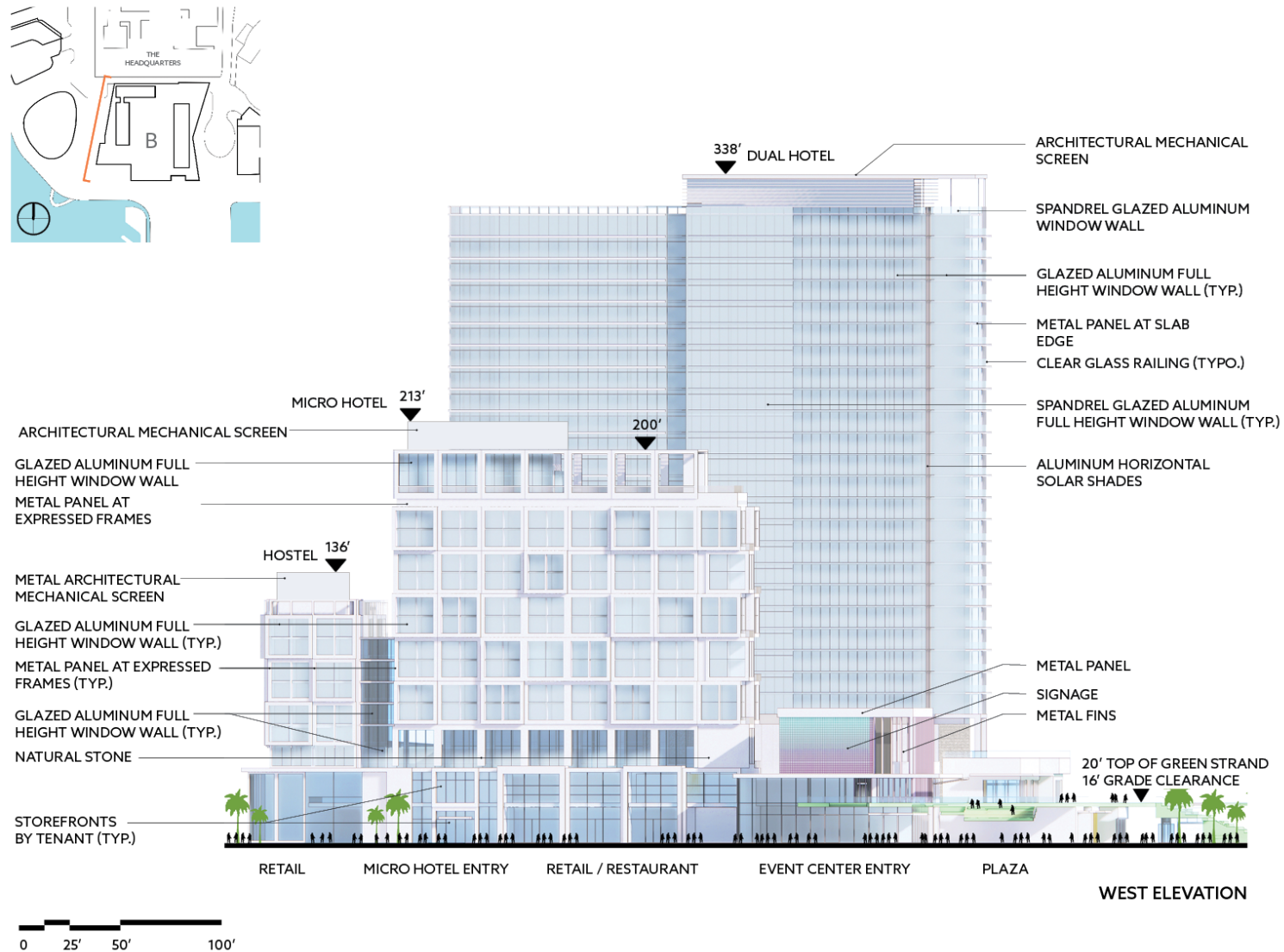


Figure 41. Block B West Elevation



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Event Center

The Event Center would consist of a two-story, approximately 102,424 sq. ft. event and entertainment center for live events, concerts, conventions, and other public assembly uses. The Event Center would also host low and no cost events. The Event Center includes a lobby and outdoor event plaza facing the waterfront with direct access to public pedestrian passageways, including ground floor promenades and walkways, and the elevated Green Strand promenade. The Event Center lobby would be approximately 20,000 sq. ft. in size, while the venue space would be approximately 72,000 sq. ft. in size, with an approximately 12,350-sq. ft. outdoor event plaza. The building is oriented to the water with glass facades facing the San Diego Bay that provide oceanfront views from the lobby and outdoor plaza area. The Event Center would reach a maximum height of approximately 60 feet. The pedestrian entrance to the Event Center would be located toward the southwest corner of the building north of the event plaza (**Figures 39-41**).

5.1.2.5 Block C

The Project would demolish all existing structures on Block C and construct a 5 Star Hotel approximately 245,380 sq. ft. in size. The building would include up to 219 guest rooms and suites, restaurant uses, ancillary conference and hotel spa and fitness amenities, and an open-air amenity deck (**Figure 42**). The proposed 5 Star Hotel would provide access to the ground floor pedestrian promenade, walkways, and the elevated Green Strand promenade. Block C would also facilitate access to Ruocco Park and the public urban beach, which are located in Block D and Block E, respectively. Block C's mixed-use building would be set back from the water's edge by approximately 80 ft (**Figure 30**).

5 Star Hotel

As shown in **Figure 43**, the 5 Star Hotel would be approximately 14 stories tall and would reach an overall maximum height of approximately 198 feet on the western end of Block C, and a maximum height of approximately 143 feet on the eastern end of Block C. The ground floor would include the hotel lobby, multiple restaurants, and a tearoom, while the second floor would provide additional restaurant uses and the hotel reception area. Indoor restaurant uses would make up approximately 42,941 sq. ft. of the 5 Star Hotel, with an additional 10,520 sq. ft. dedicated to outdoor restaurant space. The third level would include a bar lounge, meeting/event space, and an outdoor event terrace. Pedestrian access to the 5 Star Hotel would be provided at the northwest portion of the building, while restaurant access would be provided on the southern end of the building.



Figure 42. Block C Site Plan



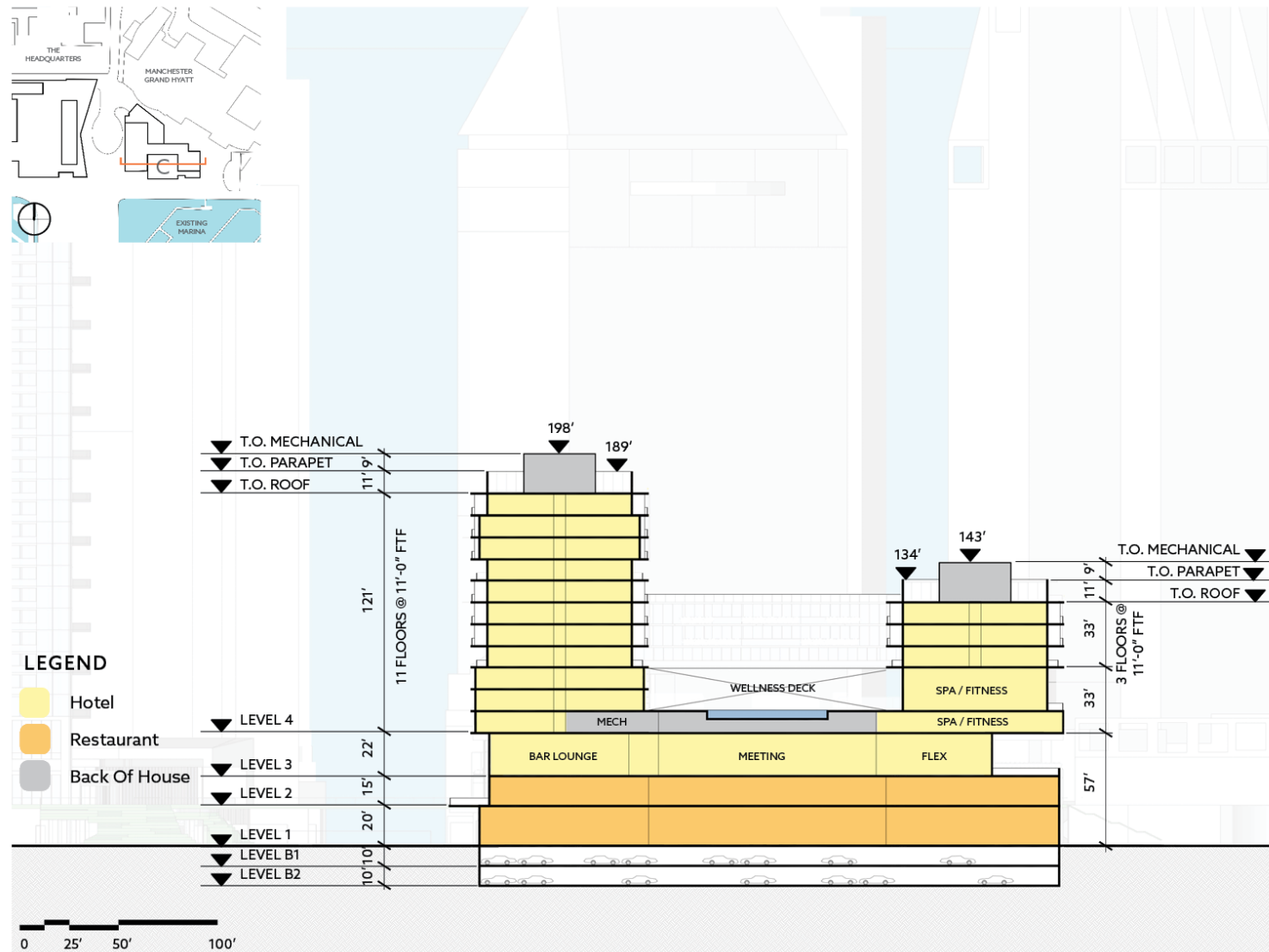


Figure 43. Block C Section



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The 5 Star Hotel would include guest rooms on levels 4 through 14. An additional approximately 12,310 sq. ft. of meeting and event facilities would be included in the 5 Star Hotel. Hotel spa and fitness amenity space would also be provided on levels 4 and 5. An outdoor wellness deck, which includes amenity space and a pool would be adjacent to the spa and fitness facility on level 5 (**Figure 44**). The health and wellness amenity facilities would total approximately 14,755 square feet. The uses proposed in Block C are summarized below in Table 5.1-7.

Table 5.1-7: Block C Uses

Block C	Spaces/Keys	Height (ft)	Square Footage
Use Type			
5 Star Hotel	217	198	245,380
Restaurants	--	20-35	42,941
BOH			73,462
TOTAL	--	--	381,681
<i>Outdoor Restaurants</i>	--	--	<i>10,520</i>

The Project would also construct a subterranean garage within Block C. The subterranean garage would be approximately 142,575 sq. ft. in size and include two parking levels with up to 350 spaces. There would be no self-parking within this proposed parking garage, rather it would be designated for valet parking only. The subterranean parking garage would be accessed from the 5 Star Hotel Plaza via a two-lane ramp at the northern end of the building (**Figures 84-90**).

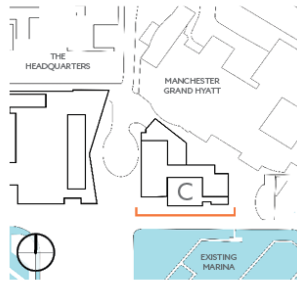


Figure 44. Block C South Elevation



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5.1.2.6 Block D

Block D is located at the southern end of the Project Site, directly south of Block B and north of Block E. Block D consists of the northern portion of Kettner Mole. The Project would demolish the existing EMPN, portions of Kettner Boulevard, the existing onsite surface parking, landscaping, small structures, and walkways located on Block D.

As shown in **Figures 45-48**, Block D would primarily consist of the relocated and improved Ruocco Park, which would include the Ruocco Nature Play Area and the Ruocco Lawn. The Ruocco Nature Play Area would be approximately 52,000 sq. ft. and consist of a children's play area with a variety of interactive children's playground equipment on softscape and seating areas surrounded by landscaping. The Ruocco Lawn would be approximately 60,000 sq. ft. in size and consist of a grass landscaped space partially lined with trees and walking paths that would be used for concerts, plays, fairs, and other live events (**Figure 46-48**).

Block D would also include approximately 244 sq. ft. of retail kiosks, approximately 1,346 sq. ft. of restaurant uses, and approximately 938 additional sq. ft. of restaurant kiosks. These uses would be located along the existing walkways throughout Block D. A one-story health and wellness pavilion of approximately 1,196 sq. ft. in size would also be constructed within Block D. The uses proposed in Block D are summarized below in Table 5.1-8.

Table 5.1-8: Block D Uses

Block D	Spaces	Height (ft)	Square Footage
Use Type			
Retail Kiosks	3	13	244
Restaurants	2	18	1,346
Restaurant Kiosks	2	13	938
Health and Wellness	1	18	1,196
Marina Facilities	1	18	1,485
TOTAL	--	--	5.209

Block D would not include vehicle parking; however, the subterranean garage within Block B would extend under a portion of Block D with up to 124 parking spaces. Vehicles would access this portion of the subterranean garage from Block B.

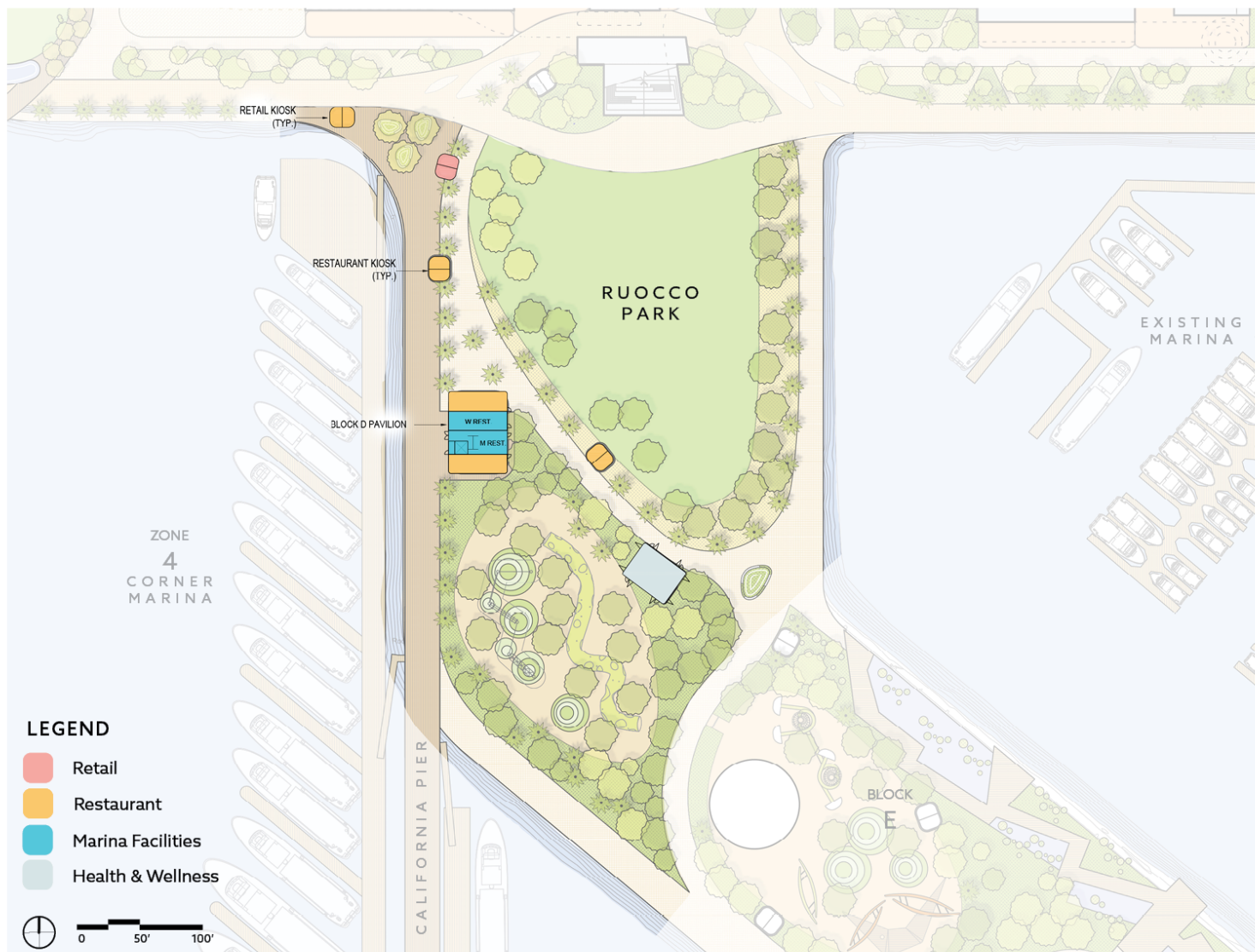


Figure 45. Block D Site Plan



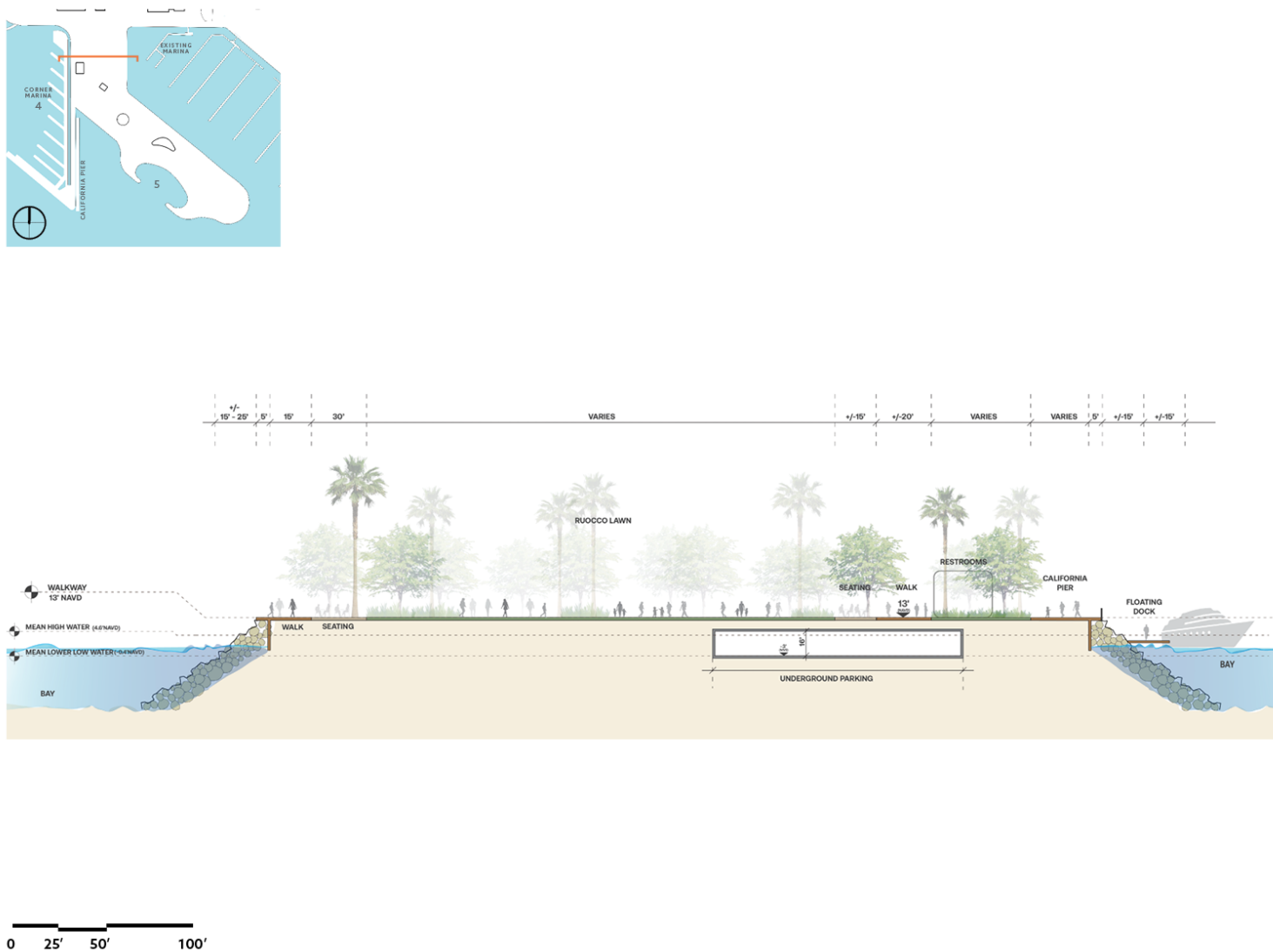


Figure 46. Block D Section



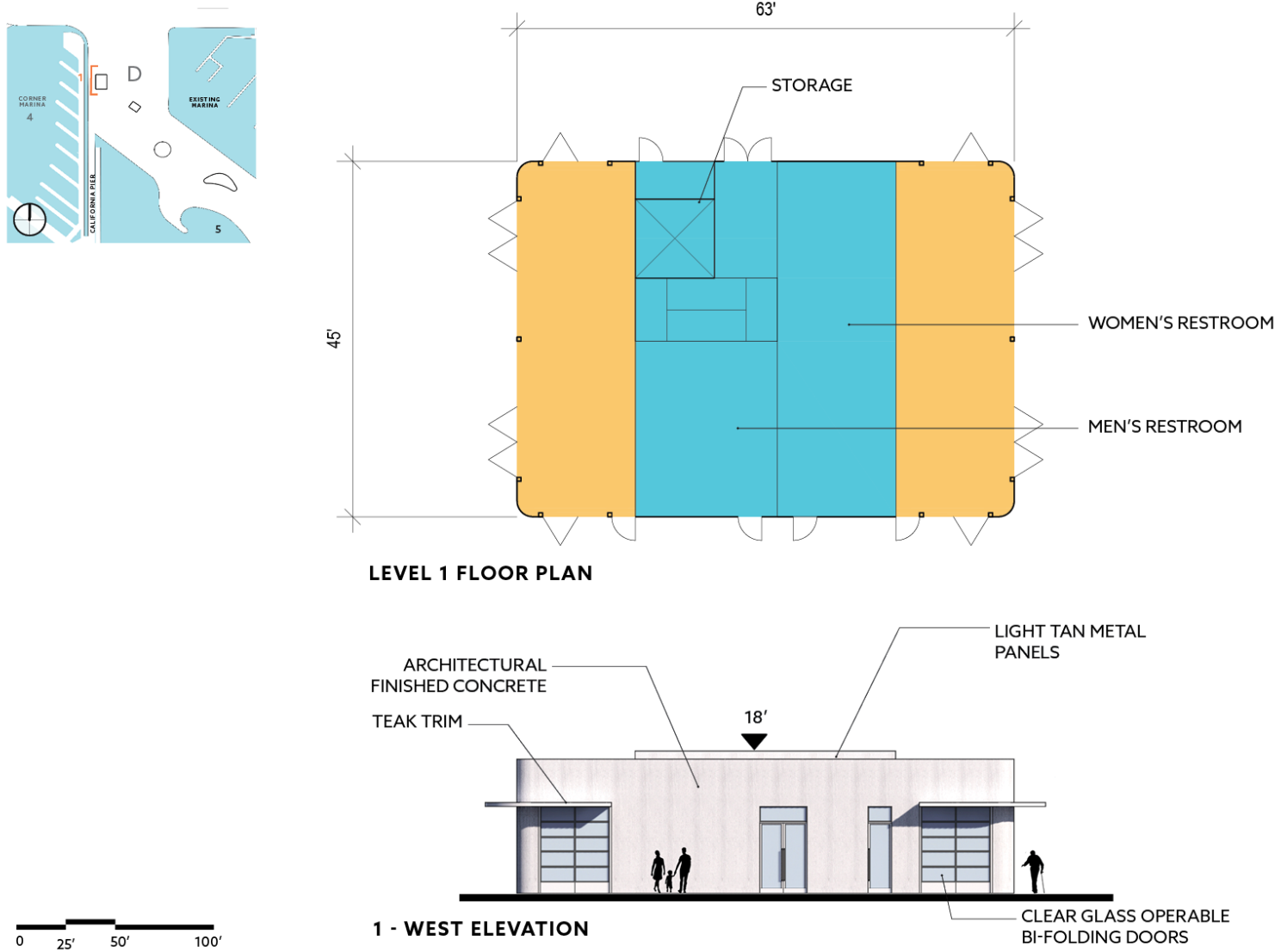
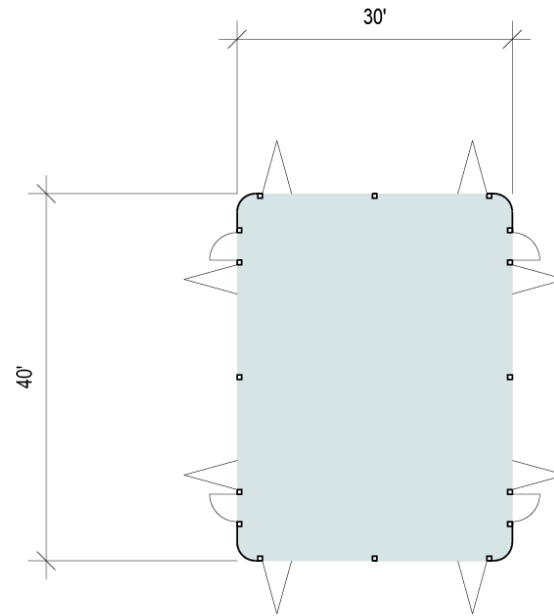
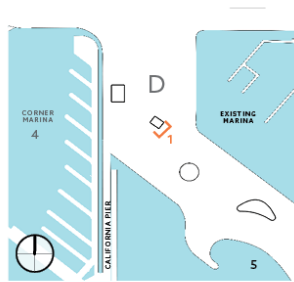
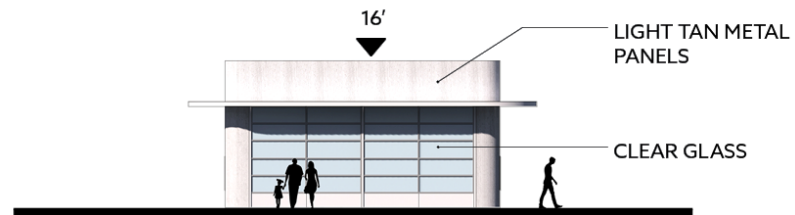


Figure 47. Block D West Elevation





LEVEL 1 FLOOR PLAN



1 - SOUTHEAST ELEVATION

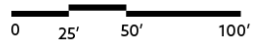


Figure 48. Block D Southeast Elevation



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5.1.2.7 Block E

Block E is located at the southern end of the Project Site, directly south of Block D. Block E consists of the southern portion of Kettner Mole, which extends into San Diego Bay. The Project would demolish the existing onsite surface parking, landscaping, and walkways within Block E.

As shown in **Figures 49 and 50**, the Project would construct the Knoll, the public urban beach, the living shoreline, and the Educational Play Area within Block E. All such uses would provide public ROS and would be fully open for public use.

The Knoll would be a park-like setting that would consist of a total of approximately 67,000 sq. ft. of grass and other landscaped, tree lined areas surrounded by hard and semi-soft-scaped walking paths. The western end of the Knoll would be lined with an 18 to 35-foot-wide walkway, which would overhang riprap and overlook San Diego Bay.

The public urban beach would be located west of the Knoll, on the western side of Block E. The public urban beach would be approximately 68,000 sq. ft. in size and consist of a new sandy beach that is approximately 700 feet long and 80 feet wide. The Project would place landscaped areas along the outer edges of the beach, which would form the approximately 190-foot-wide harbor. The public urban beach would facilitate a variety of public recreational uses, including swimming, water sports, kayaking, volleyball, and exercise, among other things.

The northeastern side of Block E would include the construction of a living shoreline. The living shoreline would be approximately 32,000 sq. ft. in size, consisting of constructed wetlands and tidepool areas with man-made habitats for marine biological and plant species, to be used by the public for educational and research purposes. The living shoreline would also provide ancillary environmental benefits through filtration for improved water quality and protection against SLR. The living shoreline would be accessible to the public via a raised boardwalk varying in size from approximately 12 to 30 feet (**Figure 50-52**).

The north end of Block E would include the Educational Play Area. This area would be approximately 50,000 sq. ft. and consist of a children's play area with a variety of interactive children's playground equipment on softscape and seating areas surrounded by landscaping. The existing Loeff Carousel would also be relocated to Block E.

Block E would also include the construction of a one-story, approximately 5,090 sq. ft. pavilion that would include retail use and public restrooms. Block E would construct approximately 340 sq. ft. of retail kiosks and approximately 680 sq. ft. of restaurant kiosks. The retail and restaurant kiosks would be placed along the walkways throughout Block E. The uses proposed in Block E are summarized below in Table 5.1-9.

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Table 5.1-9: Block E Uses

Block E	Spaces	Height (ft)	Square Footage
Use Type			
Retail Kiosks	1	13	694
Retail	1	19	2,871
Restaurant Kiosks	2	13	694
Public Restroom	2	19	2,127
Attraction (Carousel)			4,000
TOTAL	--	--	10,386

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



Figure 49. Block E Site Plan



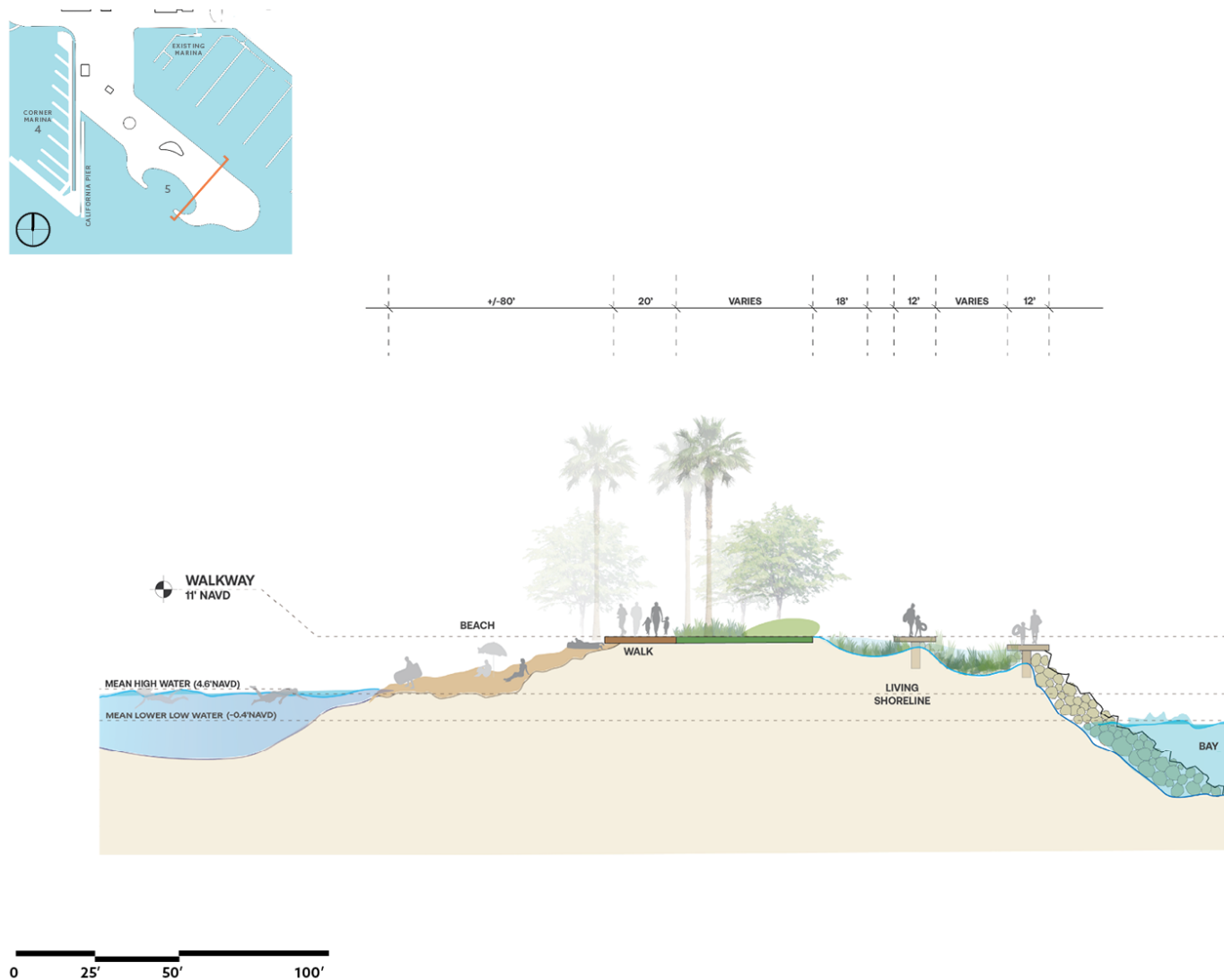


Figure 50. Block E Section





Figure 51. Block E North Elevation



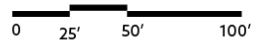
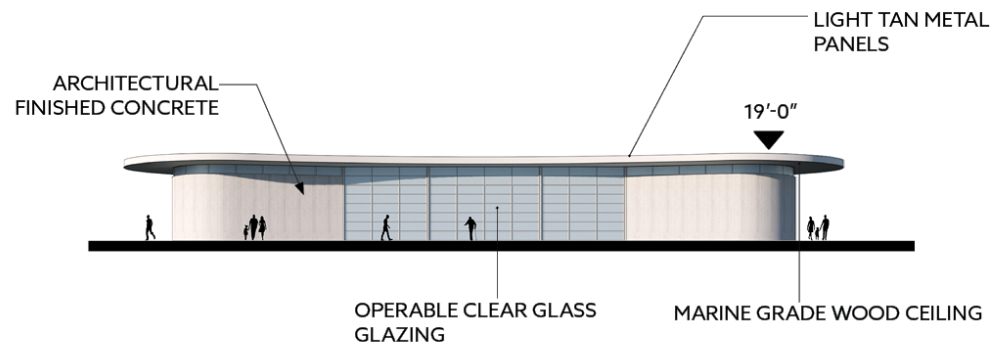
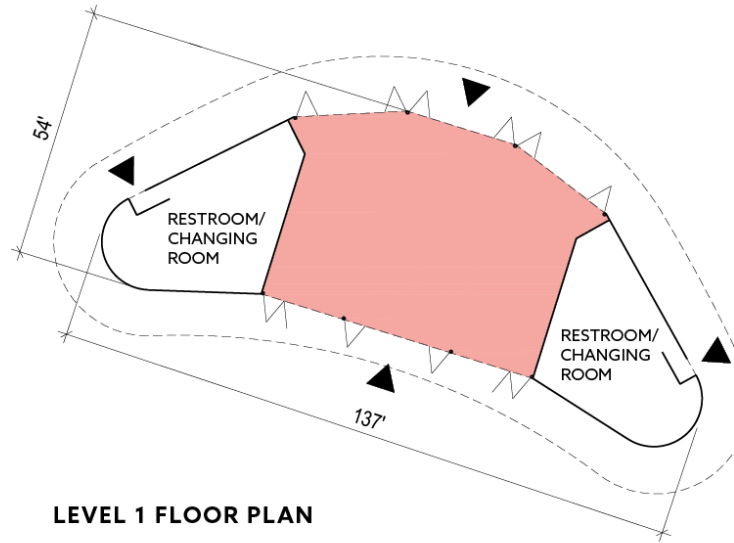
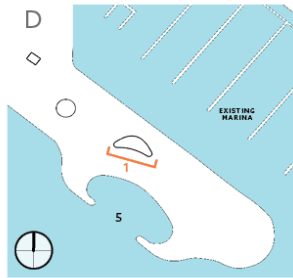


Figure 52. Block E South Elevation



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5.2 WATER-SIDE ZONES

5.2.1 Water-side Zones Overview

The Project's water-side area is divided into five WSZs, totaling approximately 30 acres that include five public access piers, three marinas, and day use docks and slips. The water-side components of the Project would feature an authentic mix of programmed water uses, including historic vessels, water taxis, fishing boats, excursions, harbor cruises, dock and dine, and visiting ships, which would encourage locals and visitors from around the state and globe to visit Downtown San Diego's urban waterfront. Additionally, the Project would construct additional floating piers for both commercial and recreational boating activities, with flexibility of use for large and smaller boat berthing. Some Project elements will occupy volume within the water column and may shade the bottom at times. These may include, but are not limited to, floating docks, gangways, fixed piers, overhang pier fenders, wave attenuation devices, overwater building area, and floating wetlands.³ No boat moorings are proposed.

The existing WSZs are generally comprised of open water and/or a mix of recreational, visitor-serving commercial, and commercial fishing uses and associated infrastructure (i.e., piers, harbors, marinas, breakwaters). The five WSZs include: Zone 1, Midway Cove Marina (WSZ-1); Zone 2, G-Street Mole Marina (WSZ-2); Zone 3, Tuna Harbor (WSZ-3); Zone 4, Corner Marina (WSZ-4); and Zone 5, Kettner Mole (WSZ-5). All existing water side development is located within the currently established Pierhead Line, which semi-parallel the main shoreline and existing infrastructure at variable distances ranging from approximately several feet to 900 feet. Designated Water Uses located within their head line include Industrial and Deep-Water Berthing, Commercial Fishing Berthing, Navigation Corridor, and Recreational Berthing; there are no designated Conservation/Intertidal uses within the five WSZs (SDUPD 2021). The Federal Navigation Channel begins approximately 564 feet past the existing Pierhead Line in San Diego Bay. The Project includes a request to extend the existing Pierhead Line approximately 354 feet offshore of the existing Pierhead Line to accommodate the proposed water-side improvements within WSZ-2, WSZ-3, WSZ-4, and WSZ-5. The newly proposed Pierhead Line will maintain approximately 210 feet clearance from the Federal Navigation Channel.

Construction for water-side development would be performed using a combination of standard water and land-based equipment, including cranes, barges, small boats, backhoe, tugs, flatbed trucks, excavators, dozers, dump trucks, and hand-tools. Piles would be driven, pre-cast concrete that will be placed by cranes with closure pours, floating docks would be lifted with cranes and placed by small push-boat. Turbidity barriers would be used around all equipment. Excavated soil, rock, including revetment materials, and other natural materials in the tidal canal area would be utilized throughout the Project Site for shoreline fill material (Shoreline Fill), where appropriate. It is anticipated that onsite excavated

³ Shading of the bay floor would be caused by all overwater structures proposed for the Project, including floating docks and gangways, fixed piers and overwater buildings, as set forth in Table 5.2-1, below. Such shading would result in reduced light levels and altered ambient light patterns. A full comparative shading study would be required to assess the total amount of shading that would be created by the Project.

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materials can meet the Project's needs for Shoreline Fill, which is estimated to be approximately 30,300 cy in total.

A summary of the proposed water-side improvements for the Project are provided in Table 5.2-1.

Table 5.2-1: Water-Side Improvement Summary

Improvement Type	Existing (SF)	Proposed (SF)	Change (SF)
Floating Dock and Gangway Area	23,410	166,100	+142,690
Fixed Pier Area	43,630	156,800	+150,800
Overwater Building Area	6,000	24,600	+18,600
Beach Area	0	129,900	+129,900
Living Shoreline Area	0	84,000	+84,000
TOTAL	73,040	561,400	+525,990

Source: Moffatt and Nichol 2021

5.2.2 Zone by Zone

5.2.2.1 Water-side Zone 1

WSZ-1 would accommodate recreational boating, large vessel berthing, and water taxis (see **Figure 80**, below). Access from the Bay would be provided between the USS Midway and the G Street Mole. The proposed Project would include approximately 660 linear feet of floating docks in Zone 1, resulting in a floating dock and gangway area of approximately 14,700 sq ft. A total of 30, 24-inch square concrete piles with an approximate length of 100 feet would be installed to accommodate the docks and gangway. A total of eight boat slips would be created. A kiosk for water taxi transactions is also proposed. A box pump and electrical switch would also be installed. The components and uses proposed for development in WSZ-1 are shown in **Figure 53**. The water-side improvements proposed in WSZ-1 are summarized by area in Table 5.2-2. The boat slip mix proposed for WSZ-1 is also provided in Table 5.2-3.

Table 5.2-2: Water-side Zone 1 Improvements

Water-side Zone 1 Improvements Summary	Existing	Proposed	Change	Unit
Improvements Type				
Floating Dock and Gangway Area	-	14,700	+14,700	SF
Fixed Pier Area	-	-	-	SF
Concrete Pile Quantity	-	30	+30	EA
Sheet Pile Breakwater Quantity	-	-	-	LF
Shoreline Excavation Quantity	-	-	-	CY
Shoreline Fill Quantity	-	-	-	CY
Overwater Building Area	-	-	-	SF
Beach Area	-	-	-	SF
Living Shoreline Area	-	-	-	SF

Source: Moffatt and Nichol 2021

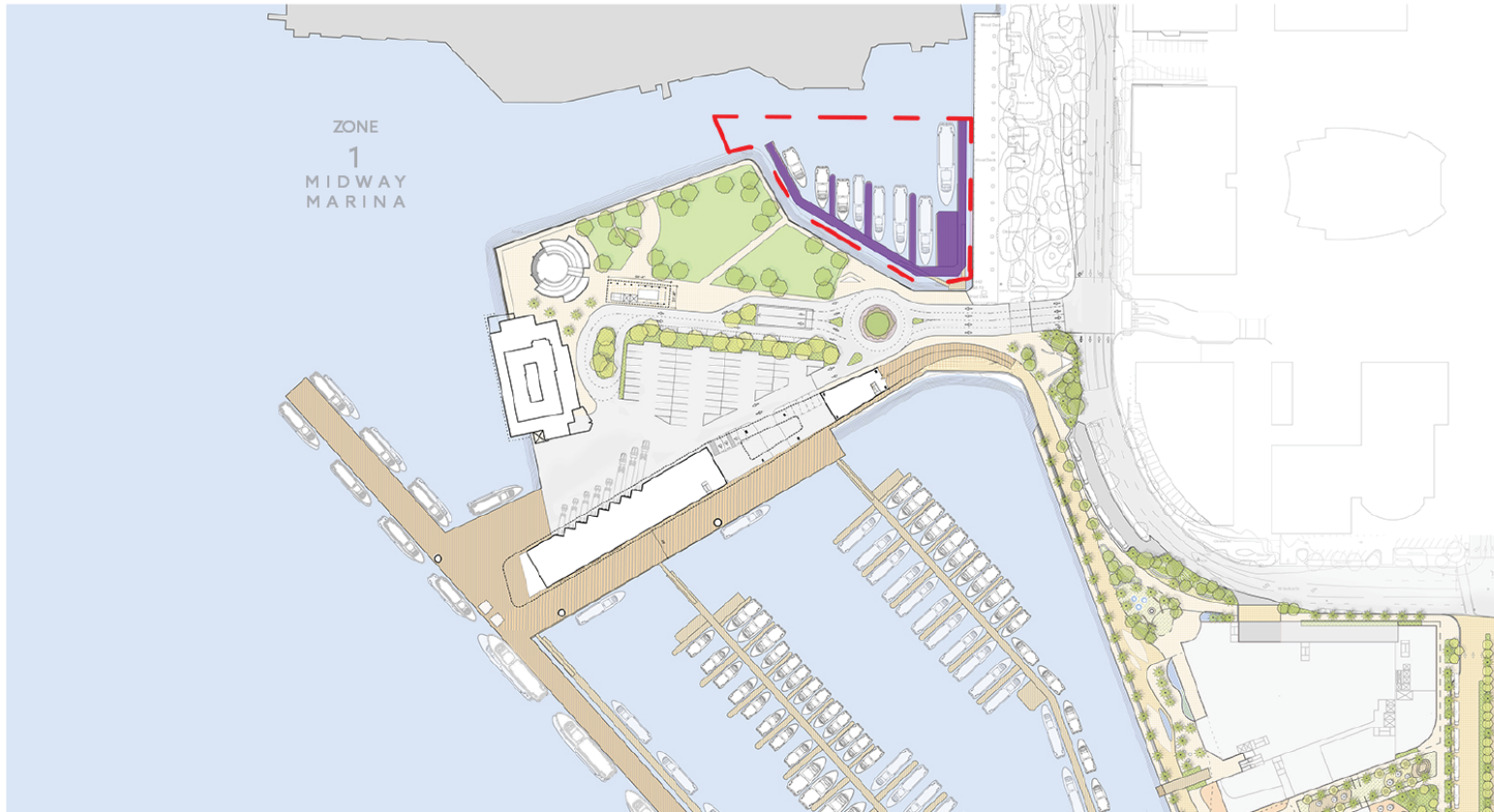
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Table 5.2-3: Water-Side Zone 1 Boat Slip Count Summary

Water-side Zone 1 Boat Slip Count Summary		
Boat Slip Length (ft)	In-Slip	Side-Tie
60	2	1
80	2	-
100	2	-
120	-	1
TOTAL	6	2

Source: Moffatt and Nichol 2021



- Floating Dock (N)
- Fixed Pier (E)
- Fixed Pier (N)
- Overwater Building



Figure 53. Water-Side Zone 1 Site Plan



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5.2.2.2 Water-side Zone 2

WSZ-2 would accommodate recreational boating, sportfishing, and blue tech uses, and include transient dock facilities (**Figure 81**, see below). Vehicle and pedestrian access to this zone would be from North Harbor Drive and lead to parking on G Street Mole. Access from the Bay by water would be provided through the G Street Mole piers. The proposed Project would construct approximately 5,964 linear feet of docks within WSZ-2. A total of 54, 24-inch square concrete piles with an approximate length of 100 feet would be installed to accommodate the docks and gangway. A fixed sheet pile breakwater approximately 400 feet in length would be installed. A total of 8 transient boat slips would be created within WSZ-2. The components and uses proposed for development in WSZ-2 are shown in **Figure 54**. The water-side improvements proposed in WSZ-2 are summarized by area in Table 5.2-4. The boat slip mix proposed for WSZ-2 is also provided in Table 5.2-5.

Table 5.2-4: Water-side Zone 2 Improvements

Water-side Zone 2 Improvements Summary	Existing	Proposed	Change	Unit
Improvements Type				
Floating Dock and Gangway Area	-	-	-	SF
Fixed Pier Area	-	14,400	+14,400	SF
Concrete Pile Quantity	-	54	+54	EA
Sheet Pile Breakwater Quantity	-	400	+2,000	LF
Shoreline Excavation Quantity	-	-	-	CY
Shoreline Fill Quantity	-	-	-	CY
Overwater Building Area	-	-	-	SF
Beach Area	-	-	-	SF
Living Shoreline Area	-	-	-	SF

Source: Moffatt and Nichol 2021

Table 5.2-5: Water-side Zone 2 Boat Slip Count Summary

Water-side Zone 2 Boat Slip Count Summary		
Boat Slip Length (ft)	In-Slip	Side-Tie
40	-	-
60	-	-
80	-	-
80 (Transient)	-	8
120 (Transient)	-	-
TOTAL	0	8

Source: Moffatt and Nichol 2021



- Floating Dock (N)
- Fixed Pier (E)
- Fixed Pier (N)
- Overwater Building



Figure 54. Water-Side Zone 2 Site Plan



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5.2.2.3 Water-side Zone 3

WSZ-3 would accommodate commercial fishing and fish processing as well as an inner harbor educational wharf (see **Figure 82**). In addition, WSZ-3 would provide a fuel dock facility on the outer Tuna Harbor for high-speed fueling of commercial and recreational vessels. WSZ-3 also proposes aquaculture and blue-tech support activities. Vehicle and pedestrian access to WSZ-3 would be from North Harbor Drive and lead to the parking on G Street Mole. Access from San Diego Bay by water would be provided through the outer Tuna Harbor piers. The Project proposes approximately 10,670 linear feet of docks within WSZ-3, resulting in a floating dock and gangway area of approximately 60,000 sq. ft. Existing Tuna Harbor floating docks and restaurant would be demolished, and the existing Tuna Harbor Pier would be maintained in place. The fixed pier area would increase to approximately 47,400 sq ft. A total of 430 24-inch square concrete piles with an approximate length of 100 feet would be installed to accommodate the docks and gangway. A fixed sheet pile breakwater approximately 1,100 feet in length would be installed. The total of 95 boat slips would be created in WSZ-3. The components and uses proposed in WSZ-3 are shown in **Figure 55**. The proposed water-side improvements in WSZ-3 are summarized by area in Table 5.2-6. The boat slip mix proposed for WSZ-3 is also provided in Table 5.2-7.

Table 5.2-6: Water-side Zone 3 Improvements

Water-side Zone 3 Improvements Summary	Existing	Proposed	Change	Unit
Improvements Type				
Floating Dock and Gangway Area	23,410	60,000	+36,590	SF
Fixed Pier Area	31,737	47,400	+47,400	SF
Concrete Pile Quantity	187	430	+243	EA
Sheet Pile Breakwater Quantity	-	1,100	+1,100	LF
Shoreline Excavation Quantity	-	-	-	CY
Shoreline Fill Quantity	-	-	-	CY
Overwater Building Area	-	3,000	+3,000	SF
Beach Area	-	-	-	SF
Living Shoreline Area	-	-	-	SF

Source: Moffatt and Nichol 2021

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Table 5.2-7: Water-side Zone 3 Boat Slip Count Summary

Water-side Zone 3 Boat Slip Count Summary		
Boat Slip Length (ft)	In-Slip	Side-Tie
50	21	12
60	11	-
70	14	-
80	21	7
100	-	3
120 (Transient)	-	6
TOTAL	67	28

Source: Moffatt and Nichol 2021



Figure 55. Water-Side Zone 3 Site Plan



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5.2.2.4 Water-side Zone 4

WSZ-4 would accommodate excursion boats, dinner boats, recreational boating, large vessel berthing, water taxis, and transient boater facilities. Vehicle and pedestrian access to WSZ-4 would be from the land-side, while access from San Diego Bay by water would be provided through the Market and California piers. Transient boating and dock-and-dine access would be provided via the Project's new floating docks to be constructed on the eastern side of California Pier. The existing 6,000 sq. ft. overwater restaurant on the California pier would be demolished and a new restaurant of approximately 21,600 sq. ft. would be constructed at the end of the extended California Pier. An overwater overlook pier with floating wetlands would be added. The components and uses proposed for development in WSZ-4 are shown in **Figure 56**.

WSZ-4 would include approximately 13,260 linear feet of docks, resulting in a floating dock and gangway area of approximately 90,000 sq. ft. A total of 480 24-inch square concrete piles with an approximate length of 100 feet would be installed to accommodate the docks and gangway. A fixed sheet pile breakwater approximately 2,500 feet in length would be installed. Excavation of approximately 7,200 cubic yards of soil would occur to facilitate construction, all of which would be used within WSZ-4 as fill. A total of 35 boat slips would be created within WSZ-4. The water-side improvements proposed in WSZ-4 are summarized in Table 5.2-8. The boat slip mix proposed for WSZ-4 is also provided in Table 5.2-9.

Table 5.2-8: Water-side Zone 4 Improvements

Water-side Zone 4 Improvements Summary	Existing	Proposed	Change	Unit
Improvements Type				
Floating Dock and Gangway Area	-	90,000	+90,000	SF
Fixed Pier Area	11,893	75,600	+69,600	SF
Concrete Pile Quantity	49	480	+460	EA
Sheet Pile Breakwater Quantity	-	2,500	+2,500	LF
Shoreline Excavation Quantity	-	-7,200	-7,200	CY
Shoreline Fill Quantity	-	7,200	+7,200	CY
Overwater Building Area	6,000	21,600	+15,600	SF
Beach Area	-	-	-	SF
Living Shoreline Area	-	-	-	SF

Source: Moffatt and Nichol 2021

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Table 5.2-9: Water-side Zone 4 Boat Slip Count Summary

Water-side Zone 4 Boat Slip Count Summary		
Boat Slip Length (ft)	In-Slip	Side-Tie
50	-	3
80	1	-
100	3	7
120	7	-
120 (Transient)	-	9
150	3	-
200	1	-
225	1	-
TOTAL	16	19

Source: Moffatt and Nichol 2021



Figure 56. Water-Side Zone 4 Site Plan



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5.2.2.5 Water-side Zone 5

As depicted in **Figure 55**, the Project would construct a fixed pier would be between WSZ-4 and WSZ-5. The existing pier and platform on the seaward side of the Kettner Mole would be demolished. Excavation and dredging would occur in this zone to create the public urban beach. The existing revetment shore protection rock would be reworked in the location of the urban beach to provide protection to the public urban beach and would be stabilized with rocks and habitat for oysters/mussels would be created. Rock stabilization will be added at the toe of the beach near the seawall to encourage oyster/mussel growth and provide shoreline stabilization. In addition, toe stabilization structures will be provided to create a perched beach to reduce sand loss and limit long term maintenance requirements

The eastern side of WSZ-5 would feature 12 human-powered and personal watercraft slips at a floating dock. Manufactured wetlands would be installed as a living shoreline element on the landward side of Kettner Mole and would be planted to create a fully functioning perched wetland habitat. Vehicle and pedestrian access to WSZ-5 would be from the land-side, while access to San Diego Bay by water would be provided to personal watercraft through the reworked revetment. A walkway would be installed over the wetlands to optimize public access while protecting the wetlands. A fuel dock could be added in the future; however, the potential location cannot be determined at this time.

WSZ-5 also would also include approximately 120 linear feet of floating dock with an area of approximately 1,400 sq. ft. The fixed pier area would be approximately 19,400 sq. ft. in size and include approximately 120 concrete piles. The total volume of material excavated at the shoreline would be approximately 33,200 cubic yards, while the Shoreline Fill quantity would total approximately 23,300 cubic yards. The components and uses proposed for development in WSZ-5 are shown in **Figure 57**. The water-side improvements proposed in WSZ-5 are summarized by area in Table 5.2-10. The boat slip mix proposed for WSZ-5 is also provided in Table 5.2-11.

Table 5.2-10: Water-side Zone 5 Improvements

Water-side Zone 5 Improvements Summary	Existing	Proposed	Change	Unit
Improvements Type				
Floating Dock and Gangway Area	-	1,400	+1,400	SF
Fixed Pier Area	-	19,400	+19,400	SF
Concrete Pile Quantity	-	120	+120	EA
Sheet Pile Breakwater Quantity	-	-	-	LF
Shoreline Excavation Quantity	-	-33,200	-33,200	CY
Shoreline Fill Quantity	-	23,300	+23,300	CY
Overwater Building Area	-	-	-	SF
Beach Area	-	129,900	+129,900	SF
Living Shoreline Area	-	84,000	+84,000	SF

Source: Moffatt and Nichol 2021

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Table 5.2-11: Water-side Zone 5 Boat Slip Count Summary

Water-side Zone 5 Boat Slip Count Summary		
Boat Slip Length (ft)	In-Slip	Side-Tie
10	12	-
TOTAL	12	-

Source: Moffatt and Nichol 2021



Figure 57. Water-Side Zone 5 Site Plan



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5.3 PUBLIC REALM, ROS, AND LANDSCAPING

5.3.1 Public Realm

The Project would provide an inclusive, active, and well-managed public realm that would increase public access to the waterfront and recreational activities of San Diego Bay. The public realm is defined as the exterior space around and between structures and facilities that are publicly accessible. These areas support or facilitate social interaction and include active and passive uses. While public realm areas include designated ROS areas, they also include areas within a developed site or leasehold assigned with other use designations, such as Commercial Recreation. Public realm areas also includes streets, sidewalks, and other accessways that facilitate public access (SDUPD 2021)⁴.

Approximately 72 percent of the Project Site would be fully accessible to the public at no charge constituting the Project's public realm (**Figures 58 and 59**). The public realm would consist of the promenades, walkways, piers, and floating docks that would provide visitors access to the proposed buildings, public plazas, in addition to the ROS areas within Blocks D and E, such as Tuna Harbor Park, Ruocco Park, and the public urban beach. The proposed floating docks and piers open to the public included with the Project's public realm would also provide a connection to the proposed land-side development and allow recreational boats, fishing boats, excursion boats, and large vessel berthing access to San Diego Bay. Additionally, the Project would construct the elevated pedestrian promenade, referred to as the "Green Strand," which would provide a continuous pedestrian walkway along the waterfront through Blocks F, A, B, and C of the Project Site. Overall, the public realm features of the Project would serve as an active interface between the land-side blocks and water-side zones to create a comprehensive sense of place while ensuring the Project provides ample accessibility to open space and the water. As depicted in **Figures 18, 23, 24, 26 and 27**, the Green Strand would have 16 feet of clearance from the ground below and would be approximately 20 feet in height at its maximum height, with gentle ramping at various locations throughout the length of the strand for access. The width of Green Strand varies between 18 and 36 feet.

5.3.2 Recreational Open Space

ROS is defined as land areas consisting of visitor-serving, public access open spaces, public views, activating features, or public access to coastal areas. This category includes a variety of ground level, publicly accessible open space areas, including the Project's proposed parks, plazas, gardens, promenades, pedestrian and bicycle paths, sport and exercise courts, walkways, public piers, pedestrian bridges, vista areas, and a portion of the Project's constructed public urban beach. This category also includes ground-level open space areas that can be used for installations and landscaping that may be irregularly shaped, small, or unsuitable for other development.

There is currently approximately 16.2 acres of ROS within the Project Site. The Project proposes to maintain approximately 16.2 acres of ROS throughout the Project Site with the construction of landscaped public open spaces and parks, recreation areas, a primary ground floor public promenade,

⁴ Port Master Plan Update, Volume 1: Draft Program EIR, November 2021. section: Glossary p400.

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walkways and walking paths, public piers, a new living shoreline area with constructed artificial wetlands and tidepools, and a new public urban beach (**Figure 61**). The Project would also retain the existing Tuna Harbor Park within Block G and provide new improvements, such as walkways, landscaping, and public restroom facilities (**Figure 25**). The existing Ruocco Park would also be relocated to Block D and include new improvements, such as walkways, seating areas, a nature play area with children's playground equipment, and an event lawn for recreation and outdoor concerts and events. The proposed ROS uses within Block D would connect with Block E, which extends into the San Diego Bay (**Figure 45**).

ROS uses within Block E would include the Knoll, the living shoreline, and a public urban beach (**Figures 49 and 50**). The Knoll would be located on the southern end of Block E and consist of an approximately 67,000 sq. ft. area that would include grasses, landscaping, walking paths, and an overlook deck. The public urban beach would be located west of the Knoll and consist of a newly constructed sandy beach of approximately 68,000 sq. ft. Landscaped areas would also be placed along the edge of the urban beach to form an approximately 60-foot-wide harbor. The urban beach would facilitate a variety of public recreational uses, including swimming, water sports, kayaking, volleyball, and exercise. The approximately 50,000 sq. ft. Ruocco Park Educational Play Area would also be located at the north end of Block E and include children's playground equipment, seating areas, and landscaping. Additionally, the living shoreline would be constructed on the northeastern side of Block E and consist of approximately 32,000 sq. ft. of artificially constructed wetland and tidepool areas. The tidepool areas would be used for public environmental education and research purposes and would include constructed "living shoreline" habitat for marine biological and plant species. The public would access the living shoreline via a raised walkway that varies between approximately 12 feet and 30 feet in width (**Figure 50**). Paths would also be constructed to access the constructed wetland and tidepool areas.

Current zoning designations are listed in **Figure 60**. Other water-side ROS would include the series of proposed floating docks constructed within the five water-side zones (**Figure 61**). The proposed floating docks would be used by recreational boating, sportfishing, blue tech, excursion boats, dinner boats, large vessel berthing, water taxis, and transient boater facilities. The Project would also retain the Market and California piers within WSZ-4, which provide views of the Bay.



Figure 58. Public Realm - Diagram 1



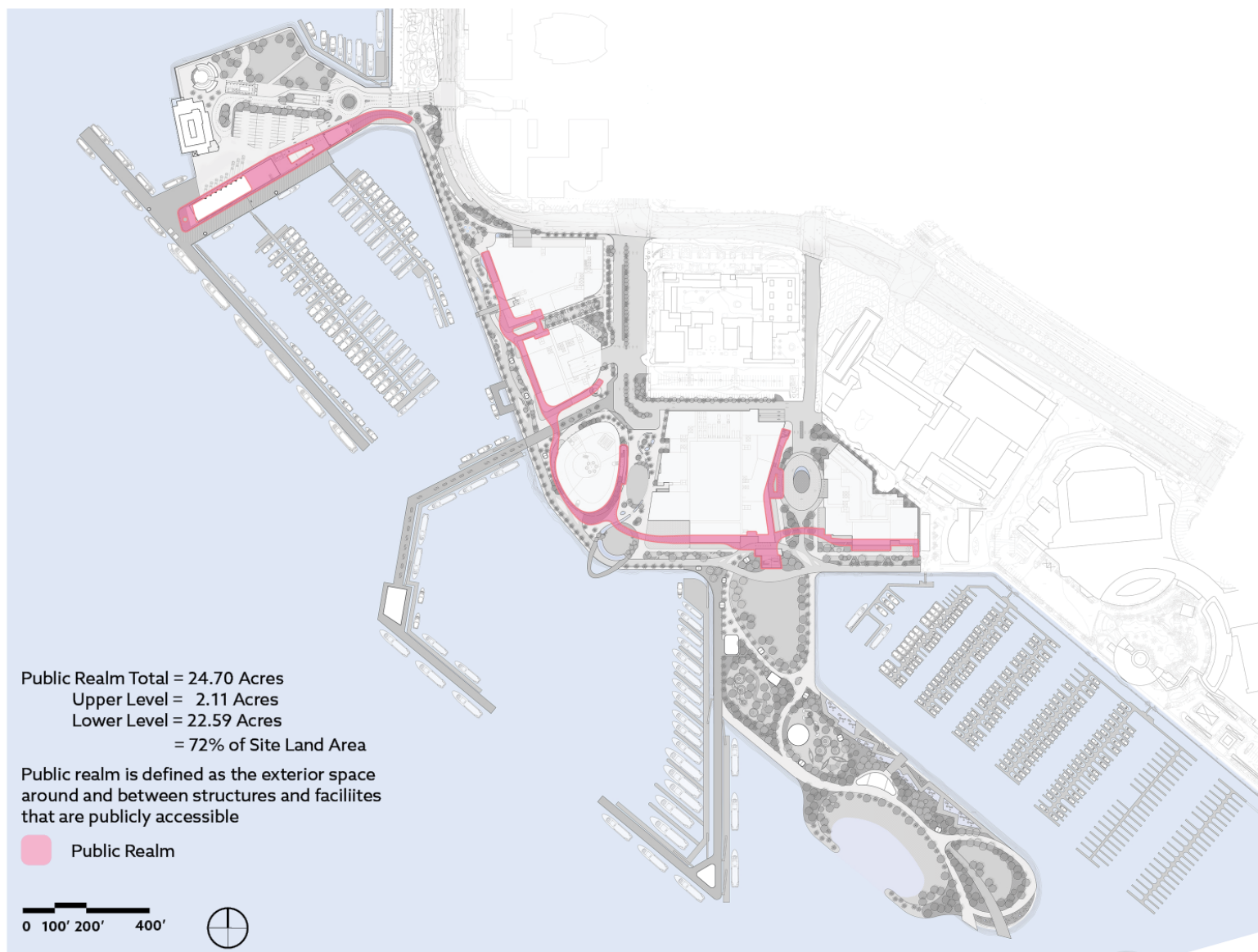


Figure 59. Public Realm - Diagram 2



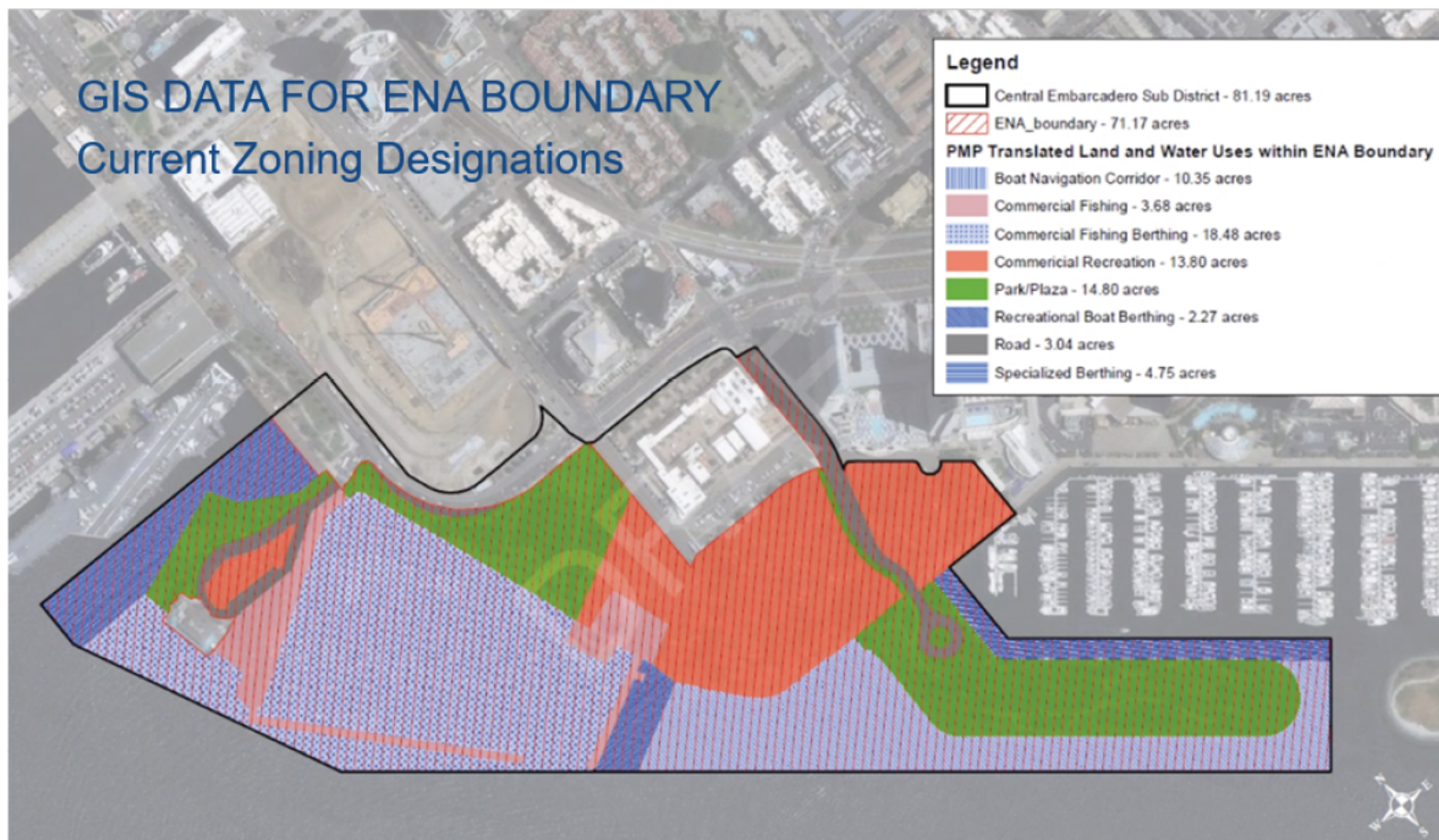


Figure 60. Current Zoning Designations





Figure 61. Project ROS





Figure 62. Active vs. Passive Open Space



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5.3.3 Landscaping

As shown in **Figures 63 and 64**, the Project would incorporate landscaping throughout the Project Site. Landscaping would primarily be placed along the main walkways, the elevated Green Strand promenade, and the ROS areas, such as Tuna Harbor Park, Ruocco Park, the Knoll, the living shoreline, and the public urban beach. Landscaping would also be placed around the proposed buildings and within the building's proposed outdoor amenity spaces, such as the outdoor patio areas of the Iconic Tower, the Full Service Hotel rooftop deck, the Butterfly Pavilion green roof, the Learning Center outdoor terrace, the 5 Star Hotel outdoor event terrace, and the Event Center's outdoor plaza. The proposed landscaping would consist of a variety of native and ornamental trees, shrubs, groundcover, succulents, and grasses to enhance the enjoyment, shade, resilience, and natural environment of the Project Site. The planting materials would consist of drought-tolerant, native and adaptive plant species.





Figure 63. Landscaping Plan (North)





Figure 64. Landscaping Plan (South)



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5.4 VIEW CORRIDORS AND MASSING

The PMPU identifies view corridor extensions throughout the Port's jurisdictional boundary, including the Embarcadero Planning District (District) that includes the Project (**Figures 77-79**). View Corridor extensions preserve designated view corridors which begin at the District's boundary farthest from the waterfront, or the nearest terminus of an existing public right-of-way within the Port's jurisdictional boundary and at the waterfront or the end of a pier or land mass that extends over the water. The PMPU's Bay-wide view standards for new development emphasize maintaining views to the water and other scenic vistas and physical access within view corridors, scenic vista areas, and existing pedestrian pathways. There are no view corridor extensions identified within the Central Embarcadero; however, the PMPU identifies view corridor extensions located along North Harbor Drive near the USS Midway Museum and along Pacific Highway at West Broadway. The Project would be designed to maintain these views and other existing views of San Diego Bay and scenic vistas while improving physical access to the existing pedestrian connections along the water. **Figures 65** through **76** provide massing diagrams of the proposed buildings and demonstrate that existing views of the public right-of-way, walkways, and San Diego Bay would be maintained by the Project.





Figure 65. Looking South on Harbor Drive to Tuna Harbor



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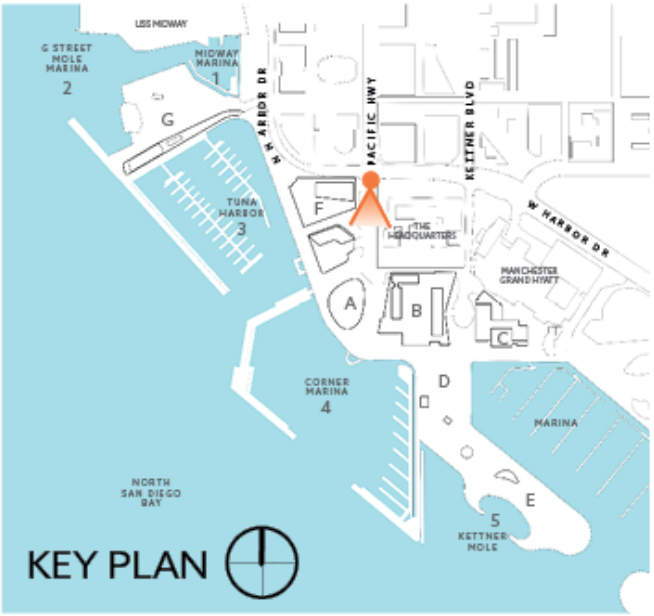


Figure 66. Looking South on Pacific Highway Between Block A and Block B



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Figure 67. Looking South on Kettner Boulevard Between Block A and Block C



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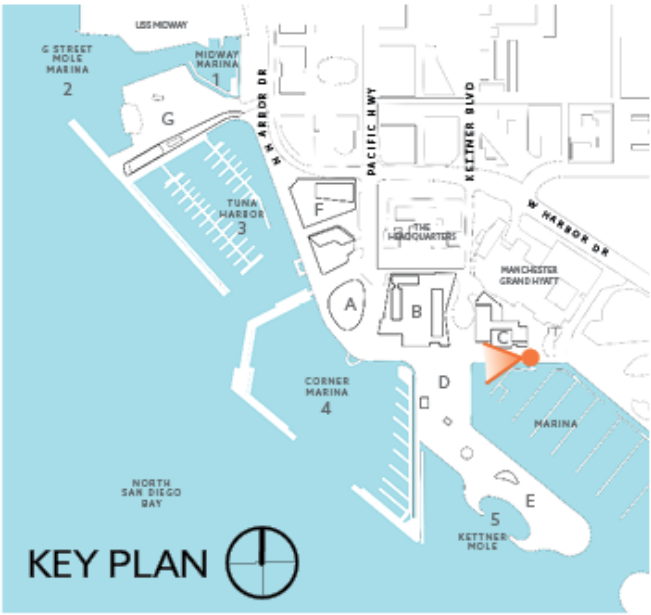


Figure 68. Looking West Along the South Embarcadero to Corner Marina and Block B and Block C



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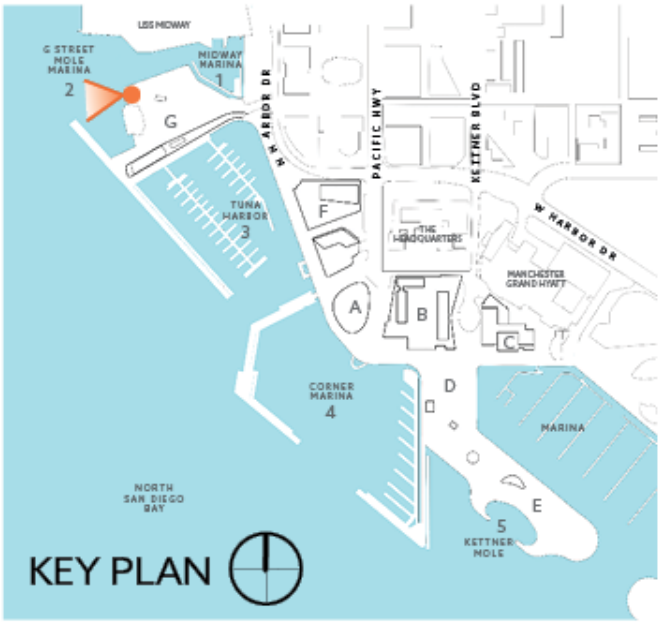


Figure 69. Looking Southwest towards Coronado frm G Street Mole (PMP Designated Vista Area)



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Figure 70. Looking South towards Tuna Harbor from Embarcadero at Harbor Drive L-Curve (PMP Designated Vista Area)



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Figure 71. Looking Southwest towards Market Pier from Embarcadero (PMP Designated Vista Area)



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Figure 72. Looking Southwest towards Coronado Island (PMP Designated Vista Area)



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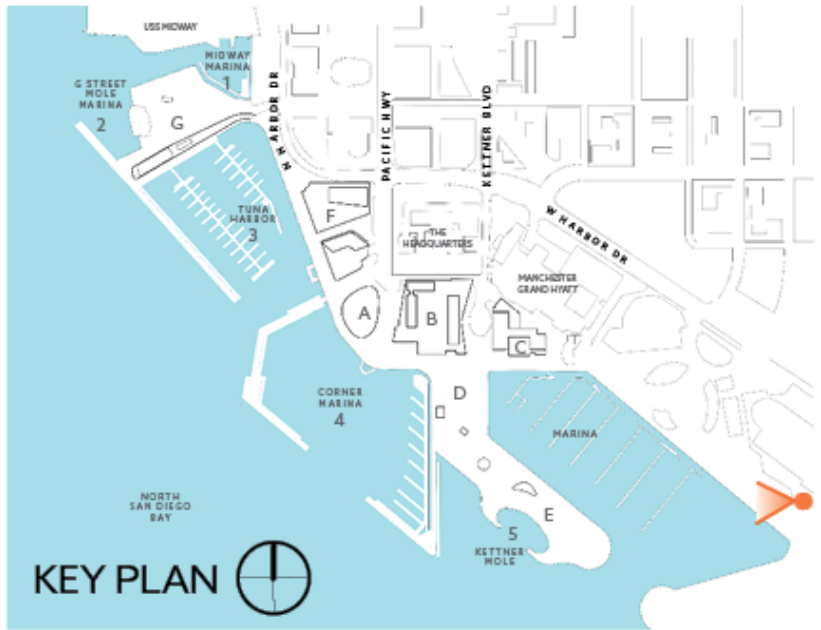


Figure 73. Looking West from Convention Center Rooftop Plaza (PMP Designated Vista Area)



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Figure 74. Looking Northeast across San Diego Bay towards Seaport from Terminus of Orange Street on Coronado (PMP Designated Vista Area)



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Figure 75. Looking Southeast toward Seaport from Southeast Point on Harbor Island Peninsula (PMP Designated Vista Area)



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Figure 76. Looking Northeast towards Seaport from Bayview Park in Coronado Island

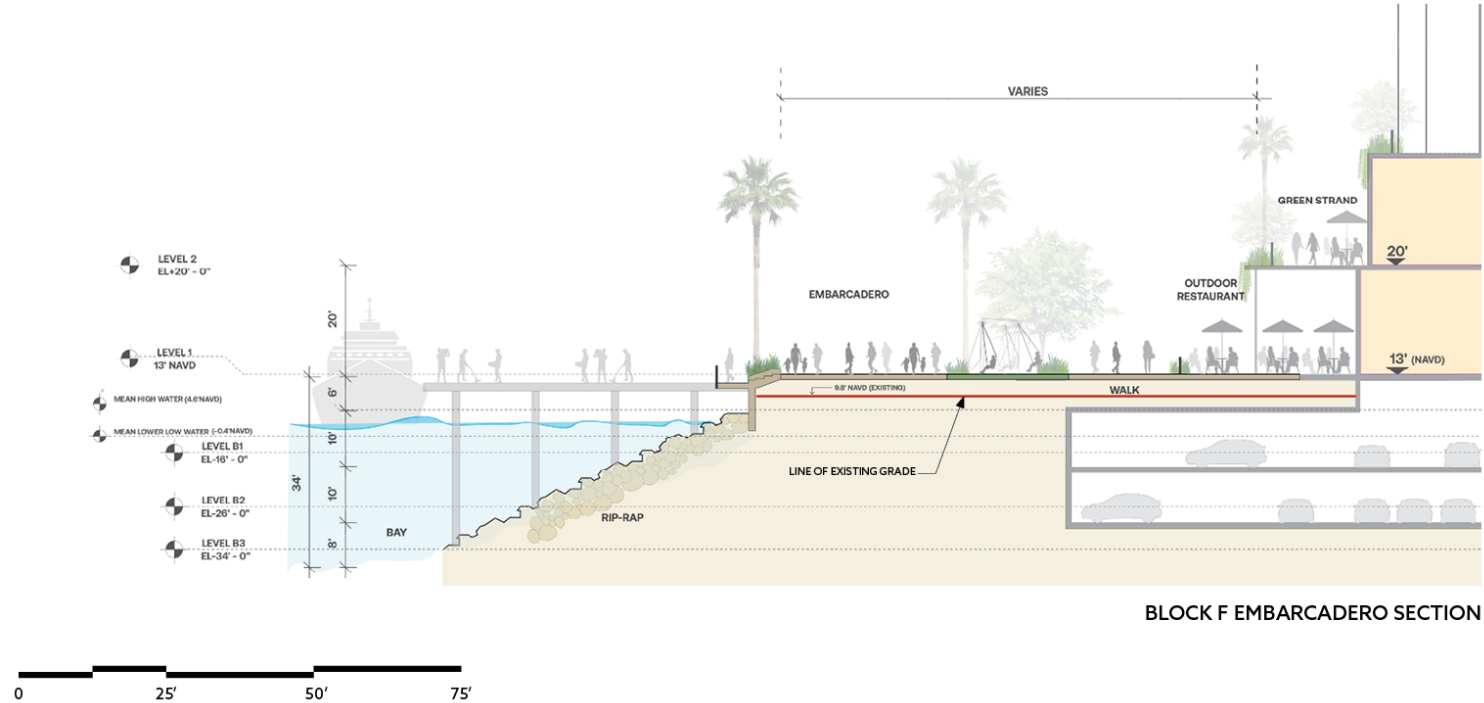
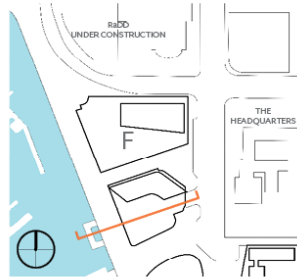


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BLOCK F EMBARCADERO SECTION

Figure 77. Block F Embarcadero Section



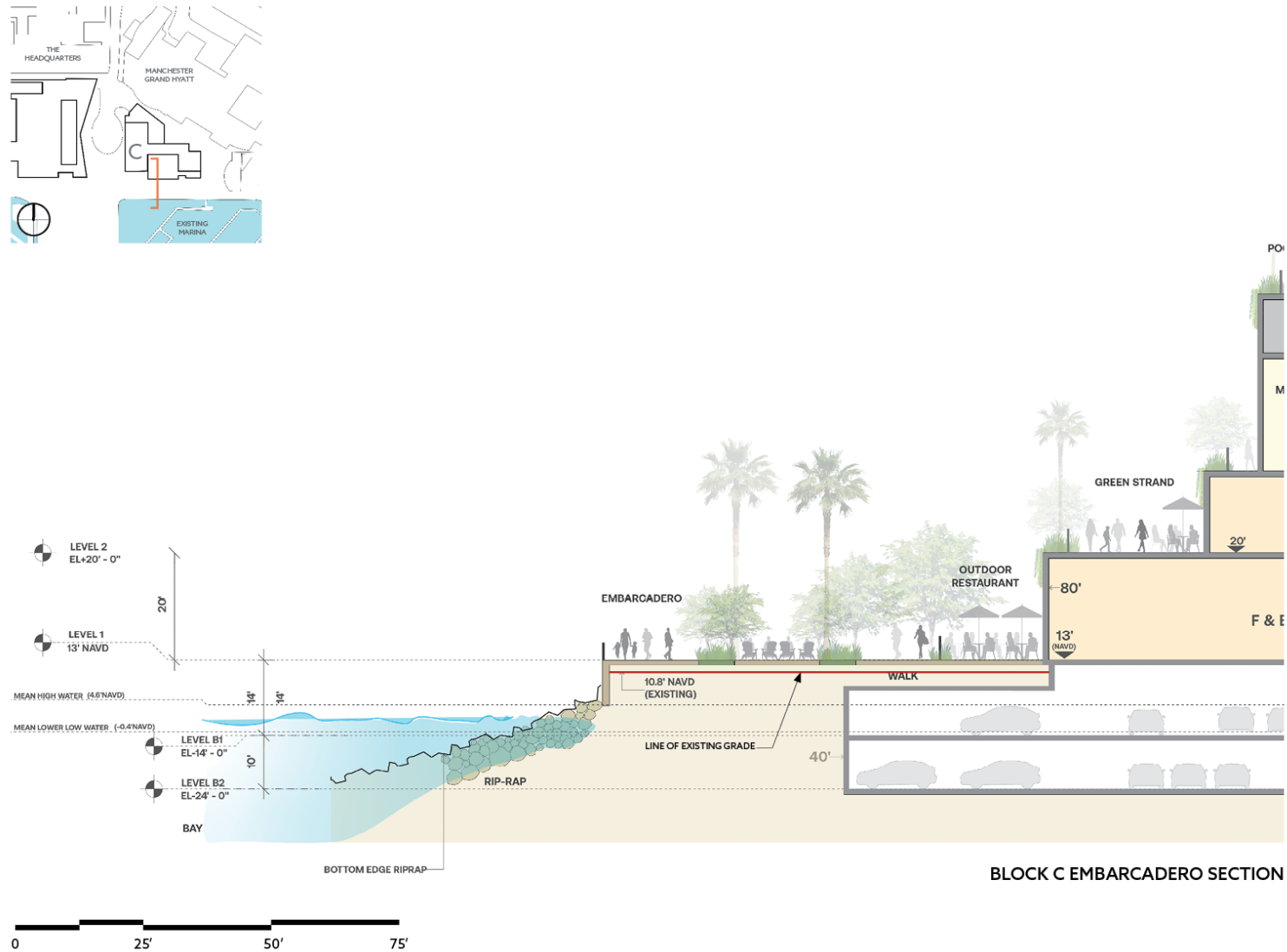
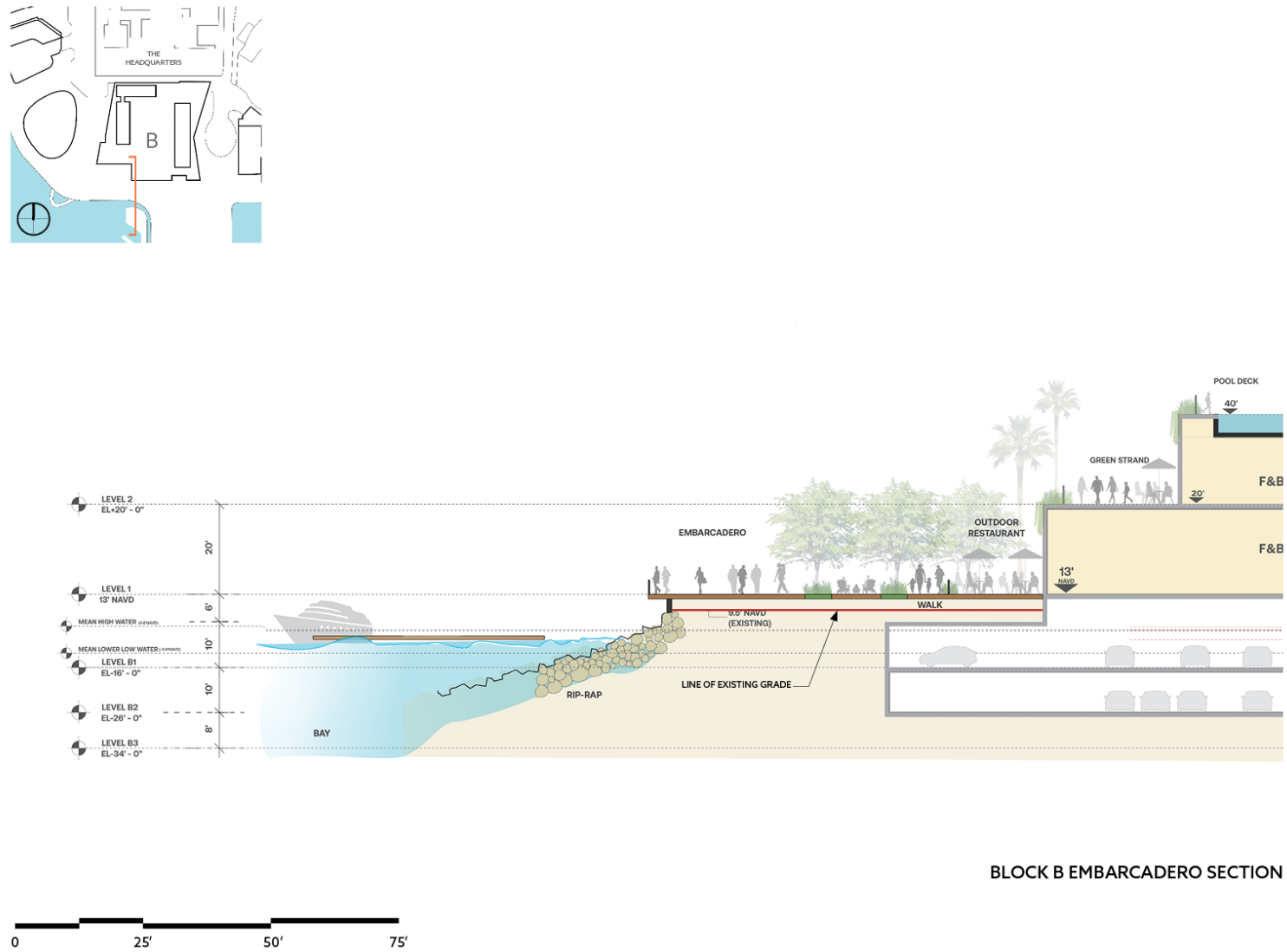


Figure 78. Block C Embarcadero Section





BLOCK B EMBARCADERO SECTION

Figure 79. Block B Embarcadero Section



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5.5 PUBLIC TRUST DOCTRINE/COASTAL ACT

As proposed, the Project would be consistent with the Public Trust Doctrine and the Coastal Act. With respect to the Public Trust Doctrine, as stated above, while the doctrine originally focused upon navigation, commerce, and fisheries, Public Trust uses have been expanded over time to include a broad array of additional water-dependent and water use-supportive uses such as fishing, hunting, bathing, swimming, boating, anchoring, general recreation,⁵ hospitality, food service and restaurants,⁶ public assembly,⁷ and a variety of other commercial uses consistent with fundamental purposes of the doctrine to promote public use and enjoyment of tidelands.⁸

The primary land-side and water-side uses of the Project have previously been determined by courts and the State Lands Commission to be consistent with the Public Trust Doctrine for other projects. On the land-side, these include hotels, restaurants, retail shops, recreational open space, parking and access, on-land facilities serving the commercial fishing industry and recreational boating and water uses, and other water-related commercial, institutional, and educational uses such as the Aquarium, the Learning Center, and the BTIC. Notably, the Project also proposes to provide 20 percent, or 406 total hotel keys at affordable rates, ensuring all economic segments of the public are able to enjoy the Project and the surrounding tideland areas. The Event Center is also an allowed commercial “public assembly” use, which would further promote connections to the water through design, including a large open-air deck and glass facades that provide visual connections to the water. On the water-side, these uses include marinas, piers, docks, boat slips, and related marine commercial and recreational service uses and infrastructure. These uses make up the overwhelming majority of the Project and have been held in other contexts to be Public Trust consistent by Courts and the State Lands Commission.

As also noted above, Trust lands may also be devoted to purposes unrelated to the Public Trust Doctrine if such purposes are incidental to and accommodate trust uses.⁹ Though retail uses and shops have been held consistent with the Public Trust Doctrine, if any particular retail uses and shops would, standing alone, not be considered Public Trust consistent, such uses would still not violate the Public Trust Doctrine because they are minor components of a larger project that is trust consistent as a whole.¹⁰

With respect to the Coastal Act, as stated above, the Act provides both state policies and guidance as well as providing for local control over the implementation of the Act for local entities authorized to issue Coastal Development Permits such as the Port and, as also relevant here, for Ports with adopted PMPs. Relevant key policies of the Coastal Act include public access, protection of and minimizing the negative

⁵ *Marks v. Whitney* (1971) 6 Cal.3d 251, 259-60

⁶ *Martin v. Smith* (1960) 184 Cal.App.2d 571.

⁷ Port Act, § 87(a)(2), (5).

⁸ *San Francisco Baykeeper v. State Lands Commission* (2018) 29 Cal.App.5th 562, 570 (“*Baykeeper II*”).

⁹ *Baykeeper II*, 29 Cal.App.5th at 580

¹⁰ *Martin*, 184 Cal.App.2d at 578 (Trust-consistent uses include retail shops); Port Act, § 87(a)(2), (5), and (6) (All trust-consistent commercial uses allowed including various visitor-serving uses and incidental and related buildings); *Baykeeper II*, 29 Cal.App.5th at 578-80 (Ancillary uses that do not interfere with Trust purposes are allowable under the Public Trust Doctrine).



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impacts of new development on marine environments and resources and fostering coastal-dependent commerce and economic activity through, among other things, the protection of existing harbor space.¹¹

The Project promotes these key policies by maintaining the existing amount of publicly accessible ROS on the Project Site while improving and upgrading the ROS and adding other additional public open space, including walking paths and landscaped park space, an elevated Green Strand promenade, and a variety of new access points to the water. The Project would also improve an existing commercial harbor while replacing and relocating fish processing and office facilities for commercial fishing operators and increasing the amount of recreational boating marinas and slips with other improvements to boating-related infrastructure. The Project would add a new public urban beach and living shoreline to increase the amount of coastline available for public recreational water uses and include new commercial uses open to the public that would facilitate the public's use and enjoyment of Trust lands, including new hospitality, restaurant, retail and other water-related commercial, and recreational and educational uses. In addition, the Project would address SLR by raising the grade of the Project Site and water-side elements. The Project, as proposed, is thus consistent with the Coastal Act. Moreover, because the Project's proposed approvals include a CDP and PMP amendment, the Project would also be subject to review by both the Port and the CCC to ensure its Coastal Act consistency.

5.6 ACCESS, CIRCULATION, AND PARKING

5.6.1 Circulation and Transit

Circulation within and around the Project Site is linked to a variety of completed and ongoing land-side and water-side mobility and parking studies and needs, including the completed and ongoing efforts by the Port, the San Diego County Regional Airport Authority, San Diego Association of Governments (SANDAG), the City, California Department of Transportation (Caltrans), and the San Diego Convention Center (SDCC). As part of the Project, a Transportation and Parking Management Plan (TPMP) would be prepared to manage travel demand to the Project Site and maximize efficient use of parking and transportation resources, integrating the proposed parking and mobility strategies described below. The TPMP would incorporate multimodal and non-vehicular transportation options, including ridesharing, shuttle services, and bike-sharing, which are already changing commuting patterns in the City. The TPMP would also include planning for large events, implementing short-term traffic controls during events to provide for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the Project Site and identified parking areas, to minimize the effect of event parking on the surrounding streets and neighborhoods.

Existing travel in the Central Embarcadero may be accomplished by a variety of travel modes, including automobile, San Diego Metropolitan Transit System (SDMTS) local/rapid buses, San Diego trolley, COASTER commuter train, Amtrak Pacific Surfliner, bicycling, and walking. The Project Site is within close proximity to a variety of alternative modes of transportation, including the Seaport Village Trolley Station located at Kettner Boulevard and West Harbor Drive and the Santa Fe Depot that provides rail access to the City's Downtown Core District. The Santa Fe Depot is less than 0.5-mile north of the Project

¹¹ See Cal. Pub. Res. Code, §§ 30210, 30211, 30220, 30234, 30235, 30253.



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Site at West Broadway and provides access to the Amtrak Pacific Surfliner, which connects to Los Angeles and northwest to Santa Barbara. Santa Fe Depot also serves as the commuter, intercity, and freight rail hub for the City, including the San Diego Trolley Green Line and the COASTER commuter train. Water taxis, ferries, and private boats are also used to access the Project Site. Water taxis and ferries would be programmed into the water-side component of the Project and would offer an alternative and unique arrival option to the Project Site. The Port has included ferry and water taxi landings as allowable uses in the PMPU, and they have been incorporated in the overall Project planning.

A circulation and parking plan is proposed to be prepared by the Project, which would provide enhanced access to the Project Site and to accommodate proposed land uses and visitor needs. The transportation options and drop-off points provided throughout the Project Site are depicted in **Figure 73**.



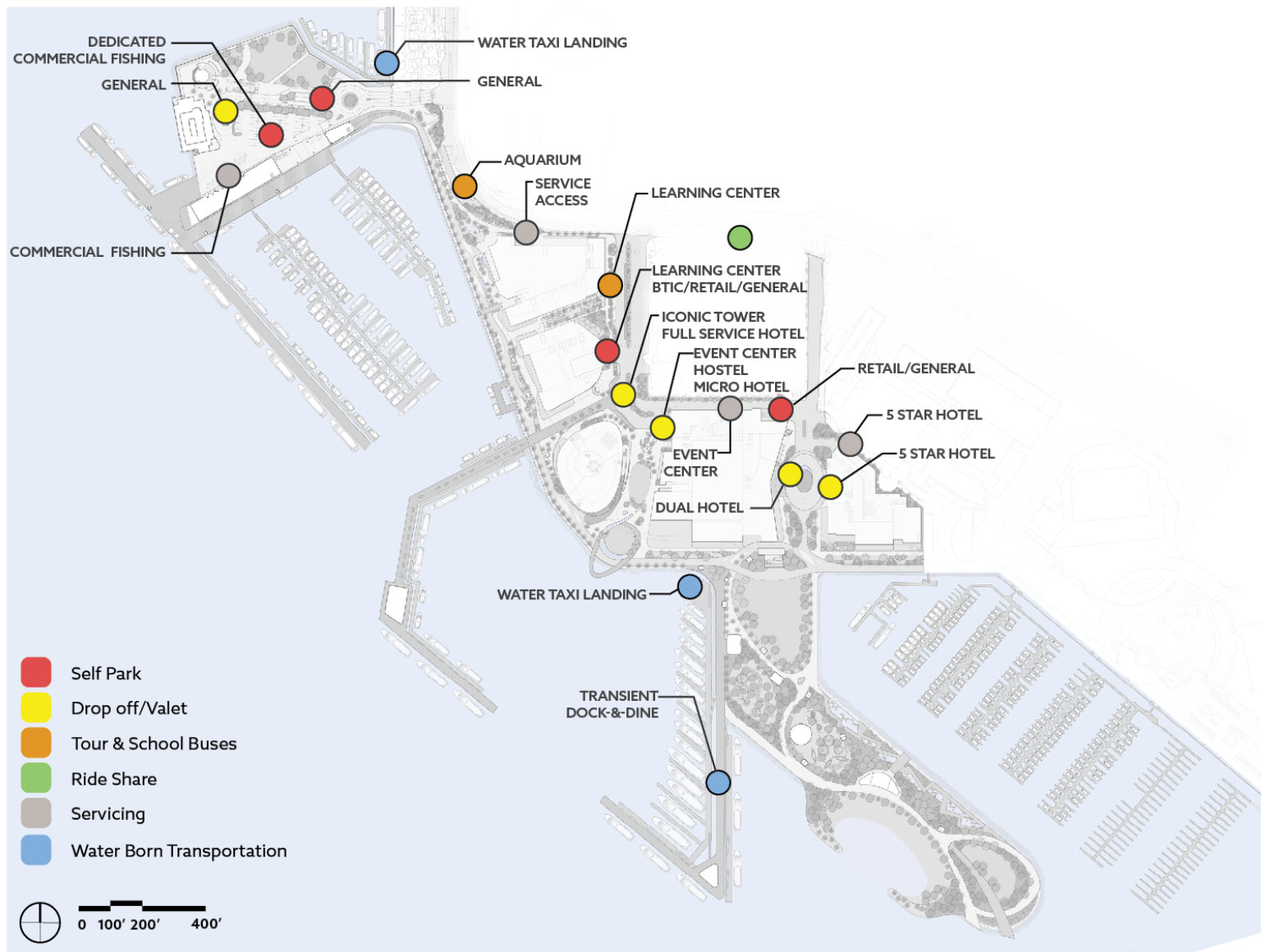


Figure 80. Overall Circulation Diagram



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5.6.1.1 Vehicle and Pedestrian Access

Vehicular access is provided via connections to the existing roadway circulation system, with primary access provided via North and West Harbor Drive, Pacific Highway, and Kettner Boulevard, as shown in **Figures 81** and **79**. Vehicles would be directed to the proposed subterranean parking garages or ride share drop-off locations with direct connection to pedestrian access linkages and areas.

As shown in **Figure 81**, vehicular access to Block G would be provided from North Harbor Drive through the entrance at Tuna Wharf Street, which would lead to the subterranean parking garage or the surface parking lot. The entrance to Block G would also serve as a drop-off and turnaround area.

North Harbor Drive also serves as a connection between Block F and Block G. As shown in **Figures 81** and **82**, visitor, tour bus and school bus drop offs would be provided near the northwest corner of the Aquarium within a designated bus drop-off curb cut. As shown in **Figure 82**, additional bus and other vehicle drop-offs would be provided along the east side of the Blue Campus near the BTIC entrance, and at the southeast corner of the Blue Campus near the entrance of the Learning Center, which would serve the Blue Campus uses. Dropped-off passengers would then travel to all designations within Block F and Block G on foot. This approach would both limit vehicle circulation within Block F and enhance pedestrian safety in the area. Vehicles accessing Block F could also enter the Full-Service Hotel drop-off area and parking garage from Pacific Highway, which are within walking distance to the Learning Center, the Aquarium, the BTIC, and other areas of the Project Site. Passenger vehicles would enter and exit from the same entrance along Pacific Highway and would be provided with a turnaround area at the north end of the Iconic Tower. As depicted in **Figure 82**, passenger vehicles are generally anticipated to use Kettner Boulevard to access Block B, Block C, Block D, and Block E. One automobile entrance would be provided in Block C with one entry lane and two exit lanes. Vehicles would enter from Kettner Boulevard and follow the single lane to the Hotel Plaza, which serves as a drop-off and turnaround area for the Dual Hotel on Block B and the 5 Star Hotel on Block C. Passenger vehicles could also turn west prior to entering the Hotel Plaza to use the self-parking facilities located within the subterranean garage on Block B.



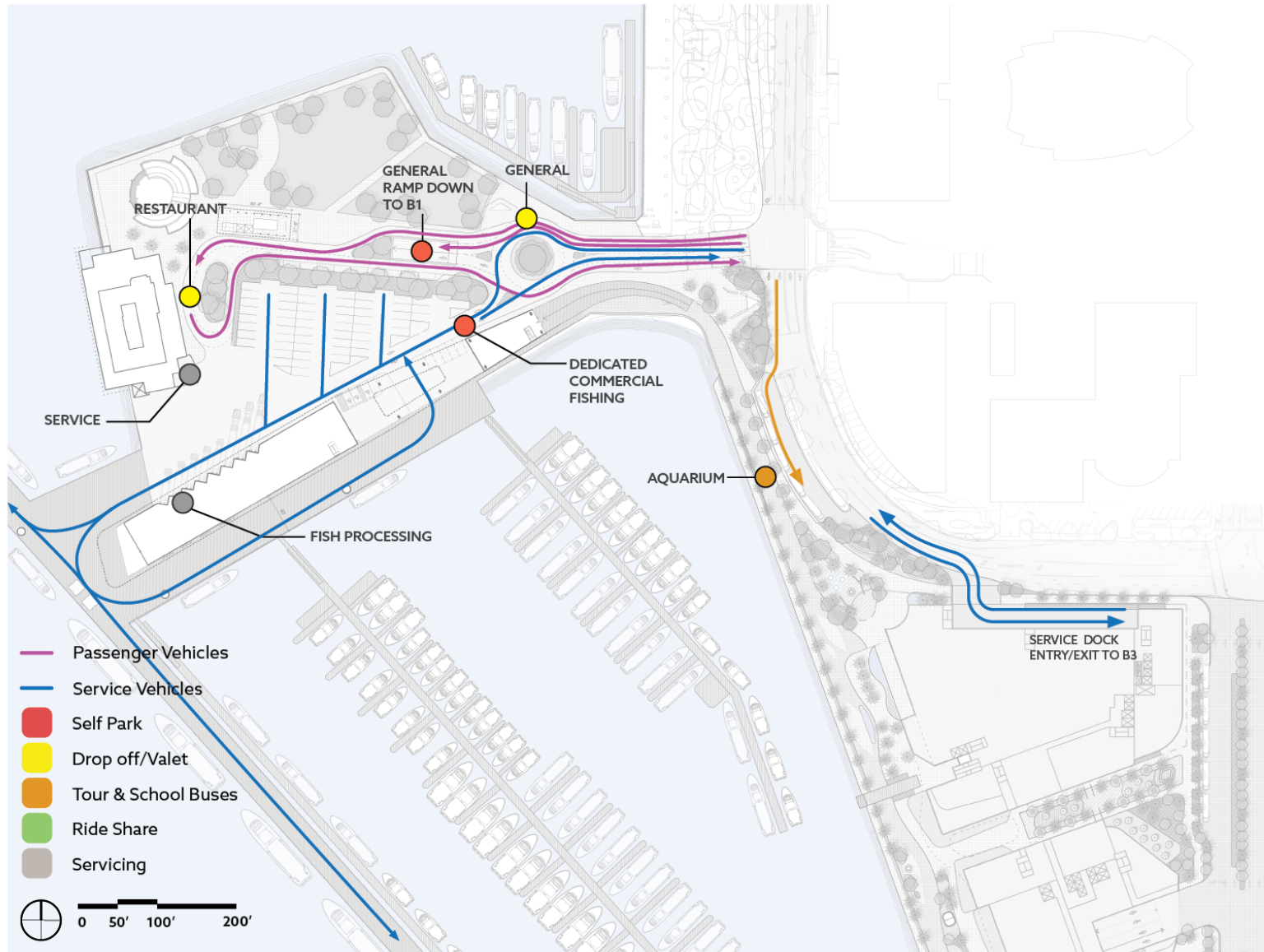


Figure 81. Vehicular Circulation Detail - Northern Zone



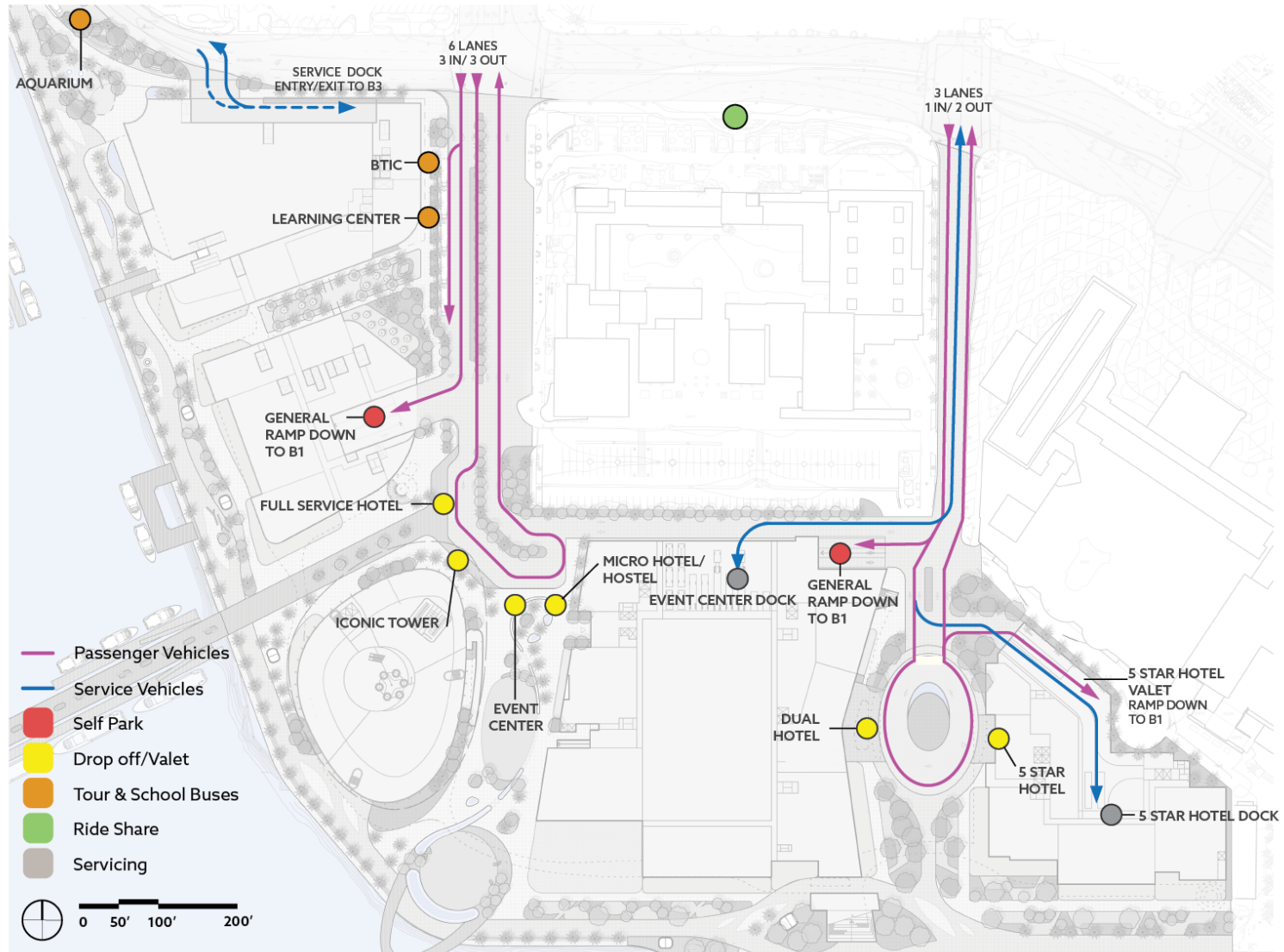


Figure 82. Vehicular Circulation Detail - Southern Zone



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As depicted in **Figure 82**, service vehicles serving Blocks F, A and portions of Block B would be directed to enter Block F, A, and B's subterranean parking garage from North Harbor Drive at the service entrance provided along the northern edge of the Blue Campus mixed-use building. As also depicted in **Figure 82**, service vehicles serving the Event Center on Block B and Block C would have access to and from the Project Site through Kettner Boulevard and, for the Event Center access a ground-level loading dock for loading at the north end of the mixed-use structure on Block B, and would access Block C's ground-level loading area via the primary driveway entrance leading into Block C's mixed-use structure, which would have dedicated entry and exit lanes for commercial loading and unloading. Service access to the 5 Star Hotel would be adjacent to the parking structure ramps and located on the ground floor within Block C's mixed-use building. Service vehicles would turn toward the valet parking structure ramp and service lane from Kettner Boulevard prior to entering the Hotel Plaza. Service vehicles would enter along North Harbor Drive and proceed down a ramp that leads directly to the third subterranean parking level depicted in **Figure 86**, where deliveries and pick-ups may be provided for all uses in the vicinity from the loading docks in Block F and Block B. The service vehicles would exit the subterranean parking garage along the same ramp and exit directly onto North Harbor Drive and travel northbound on North Harbor Drive to minimize circulation conflicts with passenger vehicles and pedestrians.

Pedestrian and vehicle access for commercial fishermen to Tuna Harbor and the G Street Pier would continue to be provided through Block G, as would access to the Project's new Midway Cove Marina and G Street Mole Marina, which are immediately adjacent to Block G to the north and west, respectively. Pedestrian access to Block D would primarily be provided by the Embarcadero, which would connect to Block B and Block C and provide access to the remaining portions of the Project Site. Block D would also provide pedestrian access to Block E with the construction of new walkways and paths.

5.6.1.2 Public Transit

Public transit currently serves the Project area via SDMTS buses and the San Diego Trolley. The Seaport Village Trolley Station, located at Kettner Boulevard and West Harbor Drive, is the nearest transit station that connects to the San Diego Trolley Green Line. The Green Line operates along the east side of Pacific Highway until Market Street and then along the northeast side of West Harbor Drive. The Green Line operates a 15-minute service Monday through Saturday and a 30-minute service on weekend mornings, Sundays, and evenings. The Green Line connects to the San Diego Santa Fe Depot located less than 0.5-mile north of the Project Site at West Broadway. The Santa Fe Depot provides access to the Amtrak Pacific Surfliner; the COASTER commuter train; the San Diego Orange Line Courthouse Station; and multiple local/rapid SDMTS bus lines that lead to Downtown San Diego, including Routes 923, 992, 280, 290, 83, 215, 225, and 235.

Bus and trolley stops would be relocated as required to provide for efficient pedestrian access to the Project Site. Enhanced pedestrian sidewalks and crossings at the intersection of Kettner Boulevard and West Harbor Drive would improve access to public transit. Optimum locations for ridesharing drop-off and pick-up hubs are being studied. Integrating a Seaport San Diego stop for the Big Bay Shuttle service that operates 14 weeks each summer may potentially ease traffic congestion and provide another mobility strategy during peak seasons.



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5.6.1.3 Vessels and Marine Access

Vessel access and mooring would be accommodated throughout the water-side zones of the Project Site. As shown in **Figure 80**, water transportation access points would be provided within WSZ-1, WSZ-2, WSZ-4, and WSZ-5. These areas would provide temporary loading and unloading of passengers from water taxis, transient dock and dine boats, and hand launch watercraft that would be accessing the Project Site from the Bay. Additionally, the Project would construct new floating docks and boat slips which would be used by a variety of vessels, including historic vessels, fishing boats, excursion boats, harbor cruises, and visiting ships.

5.6.2 Parking

Parking for the Project considers the future of mobility from both land and water. The parking and mobility needs for the Project would be further defined in the TPMP and would incorporate the completed and ongoing efforts by the Port, the San Diego County Regional Airport Authority, SANDAG, the City, Caltrans, and the San Diego Convention Center. The overall Project parking is currently based on the proposed land uses, the Tidelands Parking Guidelines (TPG), and public parking requirements.

Based on the standard parking requirements for the Project's individual uses and public parking requirements, the Project would provide approximately 2,251 parking spaces including of 2,178 spaces in four subterranean parking garages and approximately 73 surface parking spaces. The Project also proposes to comply with applicable California Green Building Code standards for electric vehicle (EV) parking. The four subterranean parking garages would be spread across the Project's land-side uses, and total approximately 887,225sq. ft. (this subterranean parking and MEP square footage is not included in the Project's 2,739,831-sq. ft. of above-ground built area, described above). The four subterranean parking garages are proposed under Blocks G, F, A, B, C, and D (**Figures 84-86**). The Project would not include any vehicular parking within Block E; however, visitors of Block E would be able to park in one of the proposed subterranean garages. Additionally, the Project would redevelop the existing surface parking within the center of Block G. The proposed surface parking would be approximately 67,000 sq. ft. and include approximately 73 parking spaces (**Figure 25**). The proposed surface parking would be for commercial fishing users, recreational boat users, other public visitors to the Project Site, and guests associated with the existing Fish Market San Diego restaurant that is not a part of the Project. A subterranean garage of approximately 86,171 sq. ft. would also be constructed in Block G (**Figure 83**). The subterranean garage would be accessed from North Harbor drive and consist of one level of parking with approximately 234 self-parking spaces.

The proposed subterranean garage within Block F and a portion of Block A would be approximately 362,926 sq. ft. and located below the Full Service Hotel building (**Figure 84**). The Block F subterranean garage would consist of three subterranean levels with up to 862 conventional parking spaces. The proposed subterranean garage would extend through Block F and into portions of Block A. The first two parking levels would provide general and valet parking, and the third parking level would provide loading docks for the uses in Blocks A, B, and F. Vehicles would access the Full-Service Hotel drop-off area and parking garage from Pacific Highway (**Figure 82**). Passenger vehicles would be able to connect to the



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parking garage within Block B via the first parking level. A service vehicle connection would also be provided on the third parking level to the connect with the loading docks in Block B (**Figure 86**).



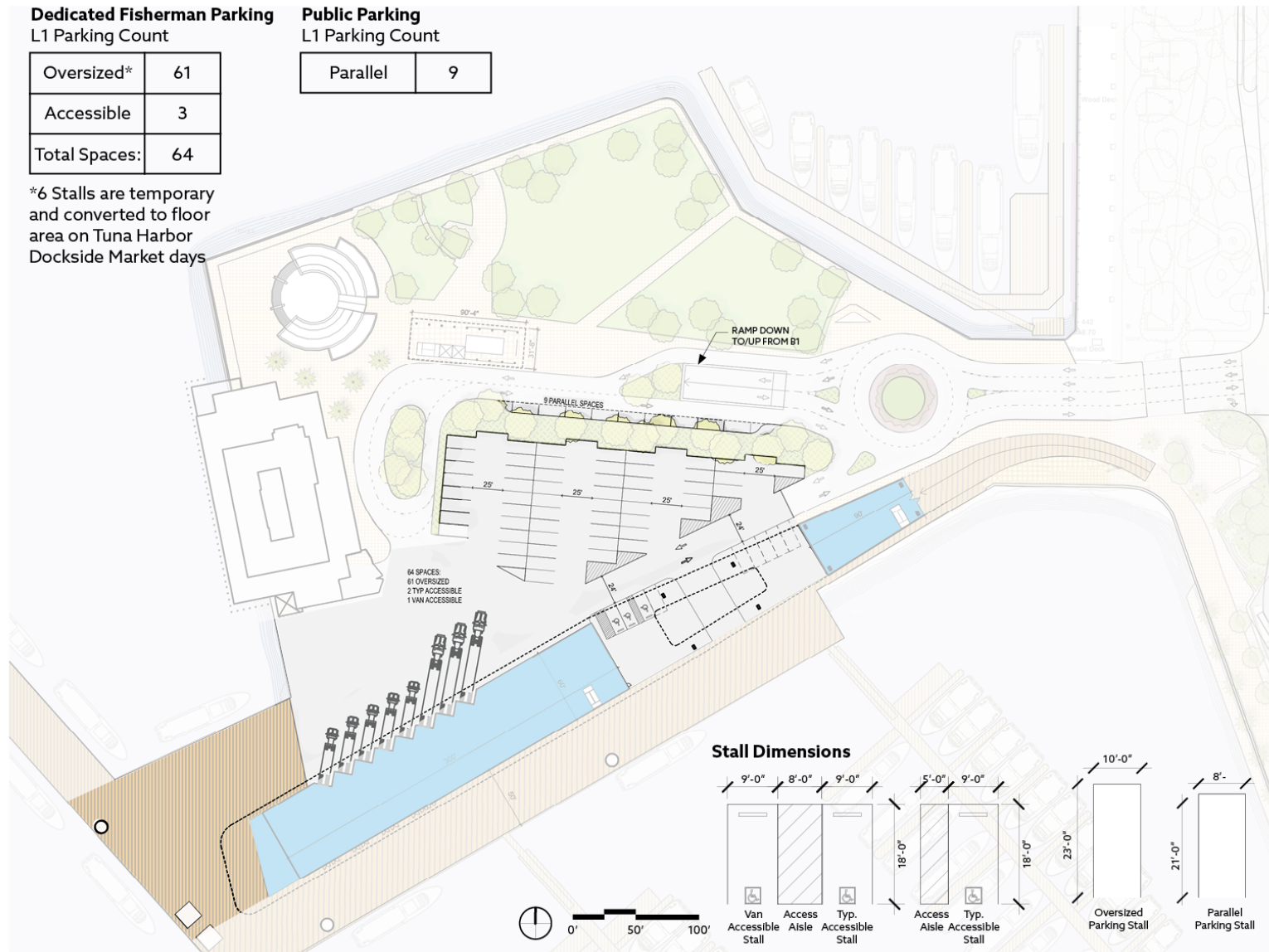


Figure 83. Parking Level 1 - Surface Parking



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The subterranean garage within Block B would be approximately 254,754 sq. ft. consisting of three shared parking levels with up to 591 parking spaces (**Figures 84-86**). The first two levels would provide general and valet parking, and the third level would provide loading docks for all uses within Blocks F, A and B. The subterranean garage within Block B would also extend under a portion of Block D and provide an additional 124 parking spaces (**Figure 84**). The vehicular entrance to the subterranean parking lot would be located at the northeast corner of Block B for valet and self-parking, with one entry lane and two exit lanes (**Figure 82**).

Block C would include a subterranean garage approximately 142,575 sq. ft. in size with two levels and up to 350 spaces (**Figures 84-85**). Self-parking would not be available in Block C; however, passenger vehicles could turn west prior to entering the Hotel Plaza to use the self-parking facilities located in Block B (**Figure 82**). The two subterranean parking levels in Block C would be designated as valet parking only. The subterranean garage would be accessed from the 5 Star Hotel plaza via a two-lane ramp (one lane in each direction) (**Figure 82**). Existing and proposed building outlines and their respective occupancy classifications are provided in **Figures 87 and 88**).



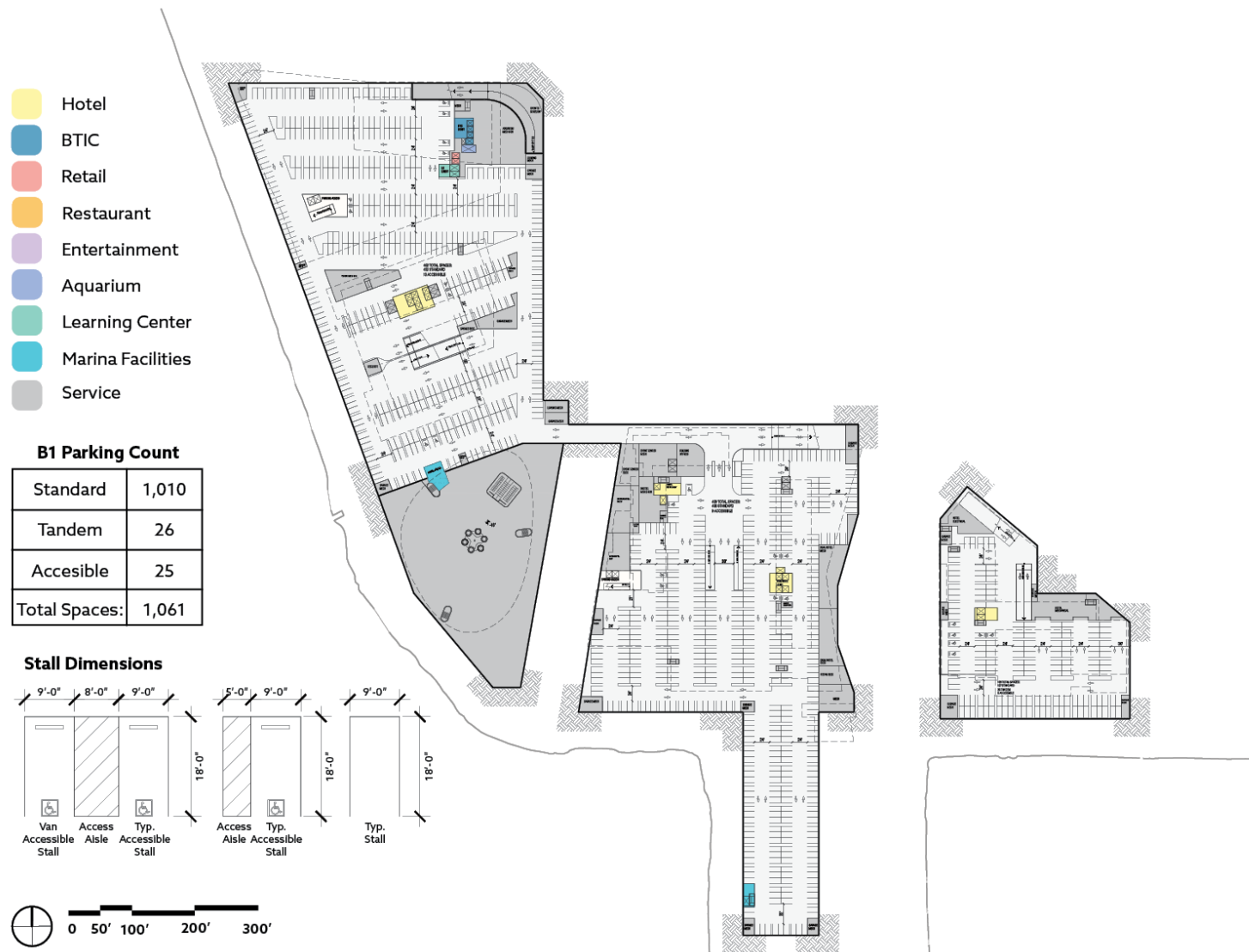


Figure 84. Parking Level B1





Figure 85. Parking Level B2



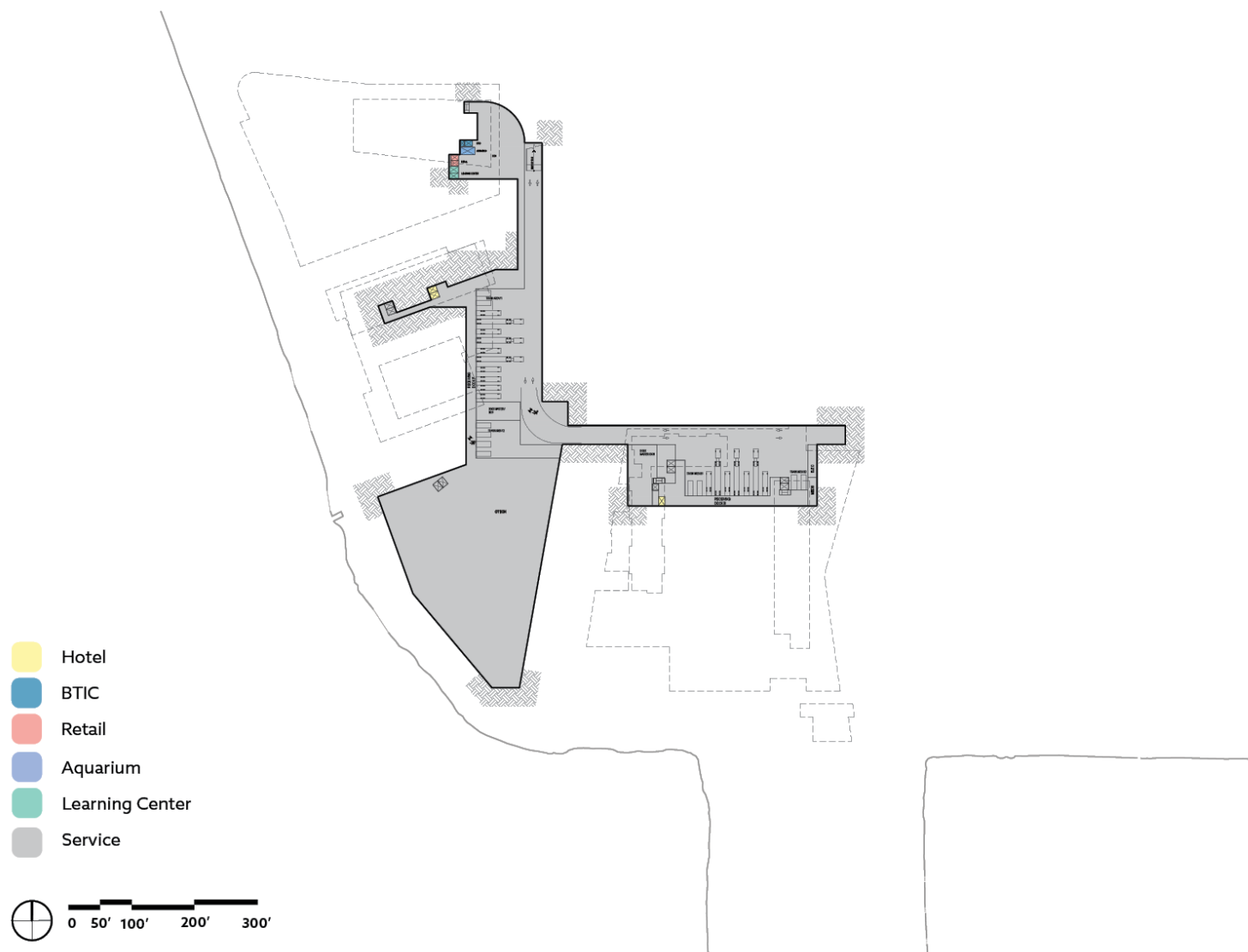


Figure 86. Parking Level B3





Figure 87. Existing and Proposed Building Outlines



Occupancy Classification Construction Types Structural Systems			
BLOCK A	Occupancy Classification	Construction Type	Structural Systems
Iconic Hotel	R-1	I-A	Cast-In-Place Concrete with Conventional (podium) & Post-Tension (hotel floors) Concrete Slabs
Observation Venue	A-3		
Art Exhibit	A-3		
Restaurants	A-2		
Retail Kiosk	M / B		
Health & Wellness	A-3		
Marina Facilities (need clarification)	A-3		
Parking	S-2		

BLOCK B	Occupancy Classification	Construction Type	Structural Systems
Micro Hotel	R-1	I-A	Concrete or Steel Frame [decision to be made based on cost vs schedule - concrete is preferred] over Concrete Podium
Hostel	R-1		
Select Service Hotel	R-1		
Extended Stay Hotel	R-1		
Event Center	A-2 / A-3		
Retail	M		
Retail Kiosks	M / B		
Restaurants	A-2		
Parking Access	S-2		
Health & Wellness	B		
Public Restroom	S-2		

BLOCK C	Occupancy Classification	Construction Type	Structural Systems
5 Star Hotel	R-1	I-A	Concrete or Steel Frame [decision to be made based on cost vs schedule - concrete is preferred] over Concrete Podium
Restaurants	A-2		

BLOCK D	Occupancy Classification	Construction Type	Structural Systems
Retail Kiosks	B / M	III or IV (heavy timber) or V	Light Gauge Steel Framing and Roof OR Masonry Exterior Bearing Walls and Framed Roof OR Heavy Timber [Depending on Design]
Restaurants	A-2		
Restaurant kiosks	B		
Health & Wellness	A-3		
Marina Facilities	A-3		

BLOCK E	Occupancy Classification	Construction Type	Structural Systems
Restaurant Kiosks	B	III or IV (heavy timber) or V	Light Gauge Steel Framing and Roof OR Masonry Exterior Bearing Walls and Framed Roof OR Heavy Timber [Depending on Design]
Retail	M		
Retail Kiosks	B / M		
Public Restroom	S-2		

BLOCK F	Occupancy Classification	Construction Type	Structural Systems
Full Service Hotel & Conference	R-1	I-A	Concrete or Steel Frame [decision to be made based on cost vs schedule - concrete is preferred] over Concrete Podium
BTIC	B		
Learning Center	E		
Aquarium	A-3		
Butterfly Venue	A-3 / A-2		
Retail	M		
Retail Kiosks	M / B		
Restaurants	A-2		
Restaurant Kiosks	B		
Health & Wellness	A-3		

BLOCK G	Occupancy Classification	Construction Type	Structural Systems
Retail	M	II-B	Concrete or Steel Frame [decision to be made based on cost vs schedule - concrete is preferred]
Fish Processing	F		
Marina Offices	B		
Marina Storage	S-2		
Public Restroom	S-2		

ZONE 4	Occupancy Classification	Construction Type	Structural Systems
Harbormaster	B	III or IV (heavy timber) or V	Light Gauge Steel Framing and Roof OR Masonry Exterior Bearing Walls and Framed Roof OR Heavy Timber [Depending on Design]
Pier Restaurant	A-2		

Figure 88. Project Occupancy Classifications



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5.7 SIGNAGE AND LIGHTING

5.7.1 Signage

Project signage would be compatible with the commercial, educational, and entertainment-oriented uses of the Project Site (**Figures 89A-102**). Proposed signage would include Project identity signs, wayfinding signs, digital signs, and building and commercial tenant signs (“high rise signage”).

5.7.1.1 Project Identity Signage

The preliminary locations and types of Project identity signs would include channel letter, inlaid, and painted signs that are ground mounted or wall mounted and located primarily at major vehicle and pedestrian access points to the Project Site, within ROS areas, and at access points to Project land blocks, major features, and buildings (**Figures 89A-92**). The signs could be internally or externally illuminated. One of the proposed wall-mounted, internally illuminated identity signs would be located on the median wall within the Pacific Highway right-of-way. The Project also proposes four non-illuminated inlaid identity signs that are incorporated within the paving or inlay graphics on pedestrian walkways near entrance points to the Project Site. The inlaid identity signs would be visible from above. The primary function of identity signage is to identify for visitors the Project itself and key components of the Project.

5.7.1.2 Wayfinding Signage

The wayfinding signs would include parking and vehicular directional signs and pedestrian directional signs (**Figures 93-97**). The parking and vehicular directional signs would be at a vehicle scale. The vehicle directional signs directing traffic to specific destinations within the Project Site would be standalone pole signs with an approximately four feet by six feet sign flag mounted to the pole. These signs would be located near roadways to provide clear directions to incoming vehicles. Additional standalone directional signs would provide secondary directions to incoming vehicles, directing traffic to specific tenants or parking destinations, or directing buses to specific bus parking or tour bus drop-off areas. Smaller standalone pick-up and drop-off signs would also be provided near pedestrian drop-off areas. Blade signs would be provided near parking garage entrances to assist vehicles in locating garage entry driveways. Additional parking entry signs would be wall mounted or would hang at the garage entryways to direct traffic in and out of the garages to enhance vehicle safety.

Pedestrian wayfinding signage will point to the waterfront, parks and public access points. This includes pedestrian directional signs would include standalone directory signs, advertising kiosks, advertising/identity totem signs, and pole signs that would also identify these public areas. Additional pedestrian directional signs would be wall mounted, canopy mounted, or wrapped along handrails. The pedestrian directional signs would be located across the Project Site within pedestrian pathways, within plazas, near buildings, along the California Pier, and within the Ruocco Park to provide clear directions to visitors and enhance the walkability of the Project. Parking access points will also be identified as “public parking” when appropriate, and vehicular directionals will also direct to public parking areas across the Project Site.



SITEWIDE WAYFINDING

Preliminary Sign Matrix**Identity Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
IDENTITY SIGNAGE						
A1	Primary Project Gateway / Identity	60'-0"	100 sqft	Internal	Wall Mounted	Large-scale project identity sign located adjacent to major roadways and project site entries. Often a primary gateway / identity is monumental in scale and intended for high speed vehicular site lines. It can span a major roadway or be a freestanding installation. The primary gateway / identity includes the project identity with the brand mark and/or logotype. Internal and/or external illumination should be considered for maximum visibility and impact. Based on the project needs, the gateway may also include digital sign element for animated content.
A2	Building Mounted Parapet Identity	6'-0"	500 sqft	Internal	Wall Mounted	These signs are usually large project identities mounted on the rooftop or building face. They feature bright neon lighting and often become landmarks on their own.
A3	Integrated Landscape Identity Monument	10'-0"	150 sqft	Internal / External	Ground Mounted	The primary function of the monument is to identify the project with the brand mark and/or logotype. Often the monument is large in scale and intended for vehicular site lines. Secondary project monuments may be implemented at a smaller scale with a similar material palette and matching elements.
A4	Canopy Mounted Project Identity	4'-0"	60 sqft	Internal	Canopy Mounted	Building identity signs are letters attached to a wall or building. Signs should be carefully located on the facade to align with the architecture. Sight lines and surrounding trees are also important factors to be considered in the sign location and dimensions.
A5	Painted Wall Graphic Identity	10'-0"	100 sqft	External / Ambient	Wall Mounted	Painted or digitally printed graphics that wrap an existing architectural element. Content should be on-brand and invite guest engagement. Also known as supergraphics.
A6	Inlaid Project Identity	Varies	25 sqft	Ambient	Ground Inlay	Paving and inlay graphics can be implemented in a variety of materials: etched in granite, routed from pavers, set in mosaic or integrated into seamless terrazzo. Their content is equally varied and may include logos, expressive graphic patterns, type, something abstract or something representational. Typical locations include entry thresholds, large courts with visibility from above and key paths.
A7	Ruocco Park Identity	6'-0"	50 sqft	External / Internal	Ground Mounted	<i>*Pending finalized architectural design.</i>
A8	Marina Wetlands Identity	6'-0"	25 sqft	External / Internal	Ground Mounted	<i>*Pending finalized architectural design.</i>
A9	Urban Beach Identity	6'-0"	25 sqft	External / Internal	Ground Mounted	<i>*Pending finalized architectural design.</i>

Figure 89A. Preliminary Sign Matrix Identify Signage

SITEWIDE WAYFINDING

Preliminary Sign Matrix**Identity Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
IDENTITY SIGNAGE						
A10	Pier Identity	Varies	25 sqft	External / Internal	Ground Mounted / Pier Mounted	<i>*Pending finalized architectural design.</i>
A11	Processing Area Identity	6'-0"	10 sqft	External / Internal	Ground Mounted	These are used to define a service area or service entrance in a project site. Located at or near the entrance or access to the service area, visible for approaching deliveries.
A12	Fish market Identity	20'-0"	60 sqft	External / Internal	Ground Mounted / Wall Mounted	<i>*Pending finalized architectural design.</i>
A13	Tuna Harbor Identity	20'-0"	100 sqft	External / Internal	Ground Mounted / Wall Mounted	<i>*Pending finalized architectural design.</i>
A14	Buildings - Primary Entry Point Identity	4'-0"	60 sqft	Internal	Wall Mounted	See sign type A4 description.
A15	Buildings - Ground Floor Exterior Tenant Signage	2'-0"	20 sqft	Internal	Wall Mounted	This sign type is typically a static wall-mounted tenant Identity for office or retail tenants.
A16	Freestanding Tenant Kiosk Signage	1'-0"	10 sqft	Internal	Wall Mounted	Signage integrated freestanding Tenant kiosks throughout the district.

Figure 86B. Preliminary Sign Matrix - Identify Signage

SITEWIDE WAYFINDING

Preliminary Sign Matrix**Vehicular / Parking Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
VEHICULAR & PARKING SIGNAGE						
B1	Vehicular Directional	7'-0"	25 sqft	Internal / Ambient	Post & Panel / Ground Mounted	These monuments or cabinets highlight the important destinations paired with directional arrows. These signs are strategically located for vehicular visibility with time to view and respond to directional information.
B2	Parking Identity w/ Directional	8'-6"	40 sqft	Internal	Ground Mounted	Parking directionals assist patrons in finding designated parking areas at any project. These signs assist patrons in locating the available parking and valet service at the site.
B3	Pick Up / Drop Off Identity	4'-0"	10 sqft	Internal	Ground Mounted	These smaller directional signs guide drivers to important pick up / drop off destinations with clarity. Typical locations at decision making nodes, based on sight lines.
B4	Parking Identity Blade Sign	8'-0"	50 sqft	Internal	Wall Mounted	The parking marquee blade sign is a type of projecting sign mounted on a building facade perpendicular to the normal flow of traffic. These signs clearly mark vehicular access to the parking garage.
B5	Parking Entry / Exit Identity	2'-0"	40 sqft	Internal	Canopy Mounted	These signs clearly mark the entrance and exit of a parking garage. They are usually overhead channel letters on a raceway and feature a bang bar to signify automotive clearance.
B6	Parking Clearance Bars	1'-4"	10 sqft	Ambient	Suspended from Parking Garage Ceiling	Bang bars hang from the vehicular entry identity from steel cables to signify automotive clearance. Mounting should be flexible to allow a misjudgment in clearance height. These signs can also be used to identify entry versus exit lanes.
B7	Parking Identity at Entry	2'-0"	30 sqft	Ambient	Wall Mounted	See sign type B6 description.
B8	Service / Loading Identity	2'-0"	30 sqft	Internal	Wall Mounted	Service and loading identity mounted to service entrance.
B9	Bus / Charter Parking Identity	8'-0"	16 sqft	Internal	Ground Mounted	Signs that identify the bus parking for field trips and charter trips.

Figure 90. Preliminary Sign Matrix - Vehicular/Parking Signage

SITEWIDE WAYFINDING

Preliminary Sign Matrix**Pedestrian Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
PEDESTRIAN SIGNAGE						
C1	Directory / Advertising Kiosk	9'-0" Digital screen size varies	35 sqft	Internal	Ground Mounted	These are designed to house changeable advertising, both static or digital. They are located in areas in high traffic areas and are usually installed adjacent to pedestrian walkways, near wayfinding nodes or places of decision. The messaging can include a graphic insert with advertising, local events calendar, project messages, etc.
C2	Handrail Directional	2'-0"	10 sqft	Internal	Ground Mounted	These signs facilitate wayfinding and vertical circulation throughout the project site. They are usually freestanding directories that describe destinations on the level you're on, and can point you where you need to go.
C3	Urban Directory w/ Directional	8'-0" 55" Screen	30 sqft	Internal	Ground Mounted	The exterior project directory sign presents clear information of the layout of the site with a map and tenant listing from your exact location. This is the sign that gets you to where you need to go. These can be both digital and static. Often combined with directional panels for multi-use viewing.
C4	Vertical Advertising / Banner Totem	30'-0"	75 sqft	Internal	Ground Mounted	A vertically oriented freestanding landmark element. Typically these signs have little to no messaging and operate as sculptural feature to highlight an entry or gathering area. Beacons may also be used in multiplicity to create a rhythm or cadence to an entry sequence. Often these sign types include an illuminated top or element. They are usually located along vehicular entries and pedestrian gathering areas.
C5	Project Identity Totem	7'-0"	25 sqft	Internal	Ground Mounted	These identify a district or zone and are unique and memorable and usually are artistic in nature. They come in many forms and are designed to reflect the personality of the project site. Typically located at near the entrance to the Zone / District, visible for approaching guests .
C6	Pedestrian Directional Pole-Mounted	9'-0"	15 sqft	Ambient	Post & Panel / Ground Mounted	Pedestrian directionals signs aid pedestrian traffic to project amenities, anchor tenants and / or landmarks. Typical locations are adjacent to pedestrian walkways, near wayfinding nodes or places of destinations.
C7	Trail Marker Directional	5'-0"	5 sqft	Ambient	Ground Mounted	These signs mark the starting point of an outdoor path. Exterior trail markers show the route and may include distance gained or directions to amenities. Typical locations include decision points along a path. Messaging includes destination name accompanied by a directional arrow and / or icons.

Figure 91A. Preliminary Sign Matrix - Pedestrian Signage

SITEWIDE WAYFINDING

Preliminary Sign Matrix**Pedestrian Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
PEDESTRIAN SIGNAGE						
C8	Wall Mounted Pedestrian Directory	5'-0"	20 sqft	Internal / External	Wall Mounted	Usually located in decision making points and high traffic areas, these secondary directories to aid pedestrian traffic to project amenities, anchor tenants, restrooms, and landmarks.
C9	Wall Mounted Pedestrian Directional	4'-0"	5 sqft	External	Wall Mounted	Usually located in decision making points and high traffic areas, these wall mounted signs are highly visible directionals to aid pedestrian traffic to project amenities, anchor tenants, restrooms, and landmarks. They are adjacent to pedestrian walkways, near wayfinding nodes or places of decision. The messaging can include 2-6 amenity and/or tenant directionals.
C10	Wall Mounted Level Identity	10'-0"	25 sqft	Ambient	Wall Mounted	These signs facilitate wayfinding and vertical circulation throughout the project site. They consist of bold graphics designed to catch the eye of guests wayfinding through the vertical circulation.
C11	Canopy Mounted Elevator / Stair Identity	3'-0"	10 sqft	Internal	Canopy Mounted	These signs should be used where the circulation is not intuitive and requires additional signs for clarification and assist guest to exits and access points.
C12	Dock Signage	2'-0"	10 sqft	External	Wall Mounted	The following signs will be used to identify the various private individual dock access points from the public right of way.

Figure 88B. Preliminary Sign Matrix - Pedestrian Signage

SITEWIDE WAYFINDING

Preliminary Sign Matrix**Tower Identity Signage**

SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
SKYLINE SIGNAGE						
E1	Primary Skyline Sign	15'-0"	750' sq ft	Internal	Building / Wall Mounted	A building sign is attached fl at to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.
E2	Secondary Skyline Sign	10'-0"	350' sq ft	Internal	Building / Wall Mounted	A building sign is attached fl at to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.
E3	Tertiary Hotel Skyline Sign	8'-0"	240' sq ft	Internal	Building / Wall Mounted	A building sign is attached fl at to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.

Figure 92. Preliminary Sign Matrix Tower Identity Signage

SITEWIDE WAYFINDING

Preliminary Sign Locations

Wayfinding Signage



Figure 93. Preliminary Sign Locations - Wayfinding Signage along G Street Mole Marina, Tuna Harbor Park, and Midway Marina



SITEWIDE WAYFINDING

Preliminary Sign Locations

Wayfinding Signage

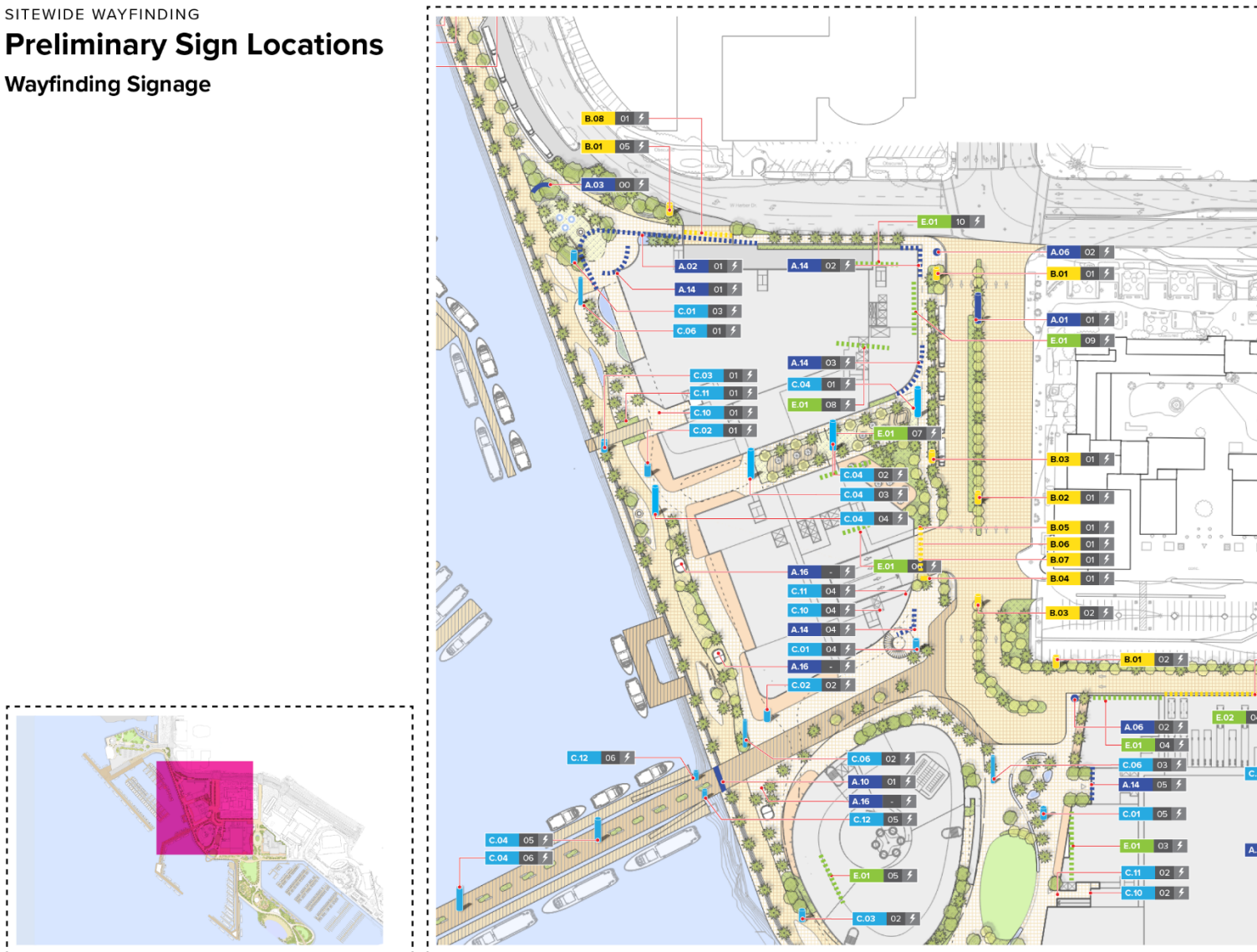


Figure 94. Preliminary Sign Locations - Wayfinding Signage for Block F and Block A



SITEWIDE WAYFINDING

Preliminary Sign Locations

Wayfinding Signage

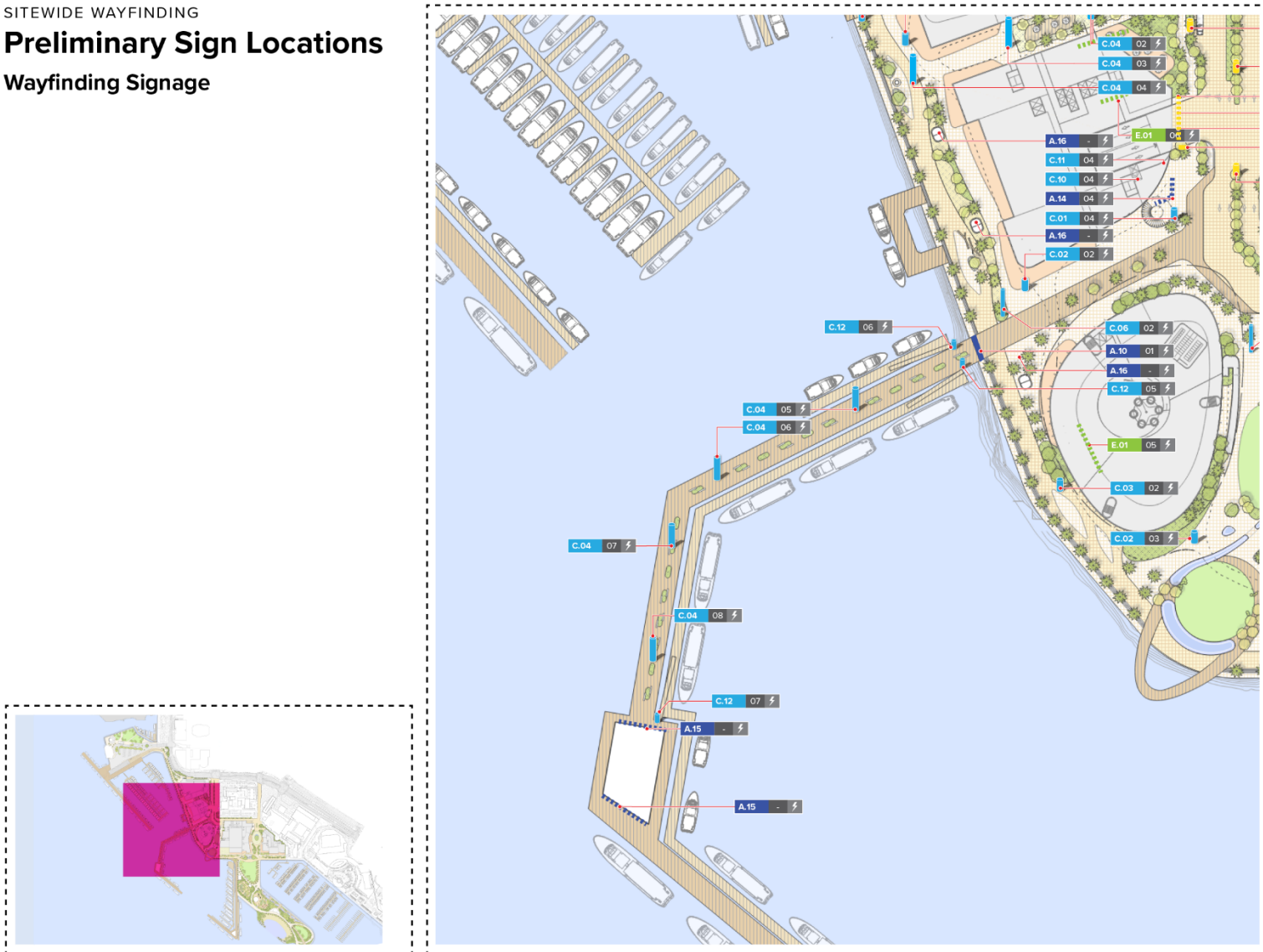


Figure 95. Preliminary Sign Locations - Wayfinding Signage along Market Street Pier



SITEWIDE WAYFINDING

Preliminary Sign Locations

Wayfinding Signage

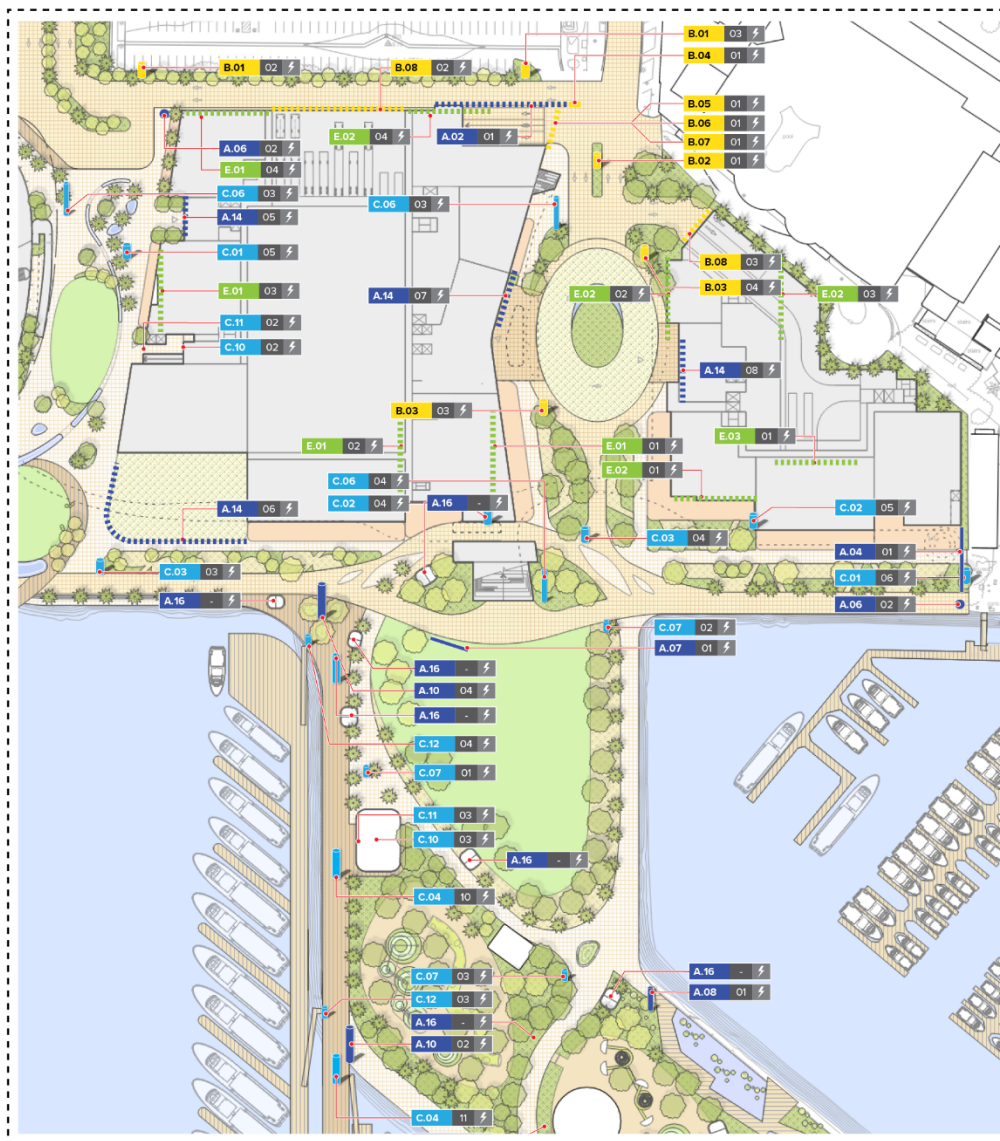
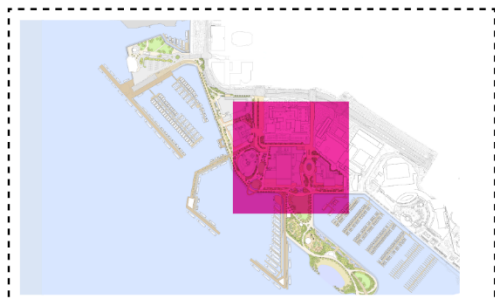


Figure 96. Preliminary Sign Locations - Wayfinding Signage for Block B, Block C, and Block D



SITEWIDE WAYFINDING

Preliminary Sign Locations

Wayfinding Signage



Figure 97. Preliminary Sign Locations - Wayfinding Sign Locations for Block D, Block E, and California Pier of Zone 4



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5.7.1.3 Digital Signage

If approved, the Project's proposed digital signs would include building mounted digital screens, wall mounted digital panels, parking wall and bulkhead mounted digital displays, standalone digital directory, and standalone billboard totem signs in addition to temporary use Building Media Wrap signage that would be placed on the facades of buildings in Blocks F and B, as depicted in **Figures 98-102**. Current approximations of large format digital signage may include, but not be limited to, the following installations: at the parking entrance, approximately 15 feet in height with an area of 450 sq. ft.; a digital media wrap at the corner of Pacific Highway, approximately 60 feet in height with an area of 1,800 sq. ft.; the façade of the Event Space, approximately 60 feet in height with an area of 4,200 sq. ft.; and segmented panels and lenticular fins, approximately 30 feet in height with an area of 900 sq. ft. Additional standalone digital directory signs and standalone billboard totem signs would be located within buildings and along pedestrian pathways. These signs would advertise goods, services, and ongoing and upcoming events, provide branding, and display digital artwork.

5.7.1.4 Tower Identity Signage

Tower identity signage consists of building and commercial tenant signs on Project high rises (**Figure 89**). These signs are generally static signs that would be mounted near the top of the tower roofs to provide visibility to the signs so that the buildings may be identified from afar. This signage would generally identify primary building tenants and uses.

5.7.2 Lighting

The overall lighting strategy for the Project Site and building facades is a simple, sophisticated design that integrates lighting into facades to reveal architecture and soft illumination utilizing glare free poles and bollards. The sense of natural landscape would be preserved through the use of a minimalist, low-intervention design approach. The lighting strategy would utilize as few fixtures as practicable for safety and wayfinding, with special attention paid to fixture mounting heights, orientation, and glare control measures, while maintaining compliance with Port requirements and the needs of commercial operations.

The Project would include interior building lighting, exterior architectural lighting, signage lighting, wayfinding lighting, security lighting, landscape lighting, as well as lighting at the overlook plaza, docks, and piers. Pathway lighting would be provided by pedestrian scaled poles, billboard totem signs, as well as additional pedestrian lighting to provide visitor safety and security while also providing soft illumination. Vehicular lighting would include streetlights and additional wayfinding lighting to adequately direct traffic and ensure vehicular and pedestrian safety. The exterior building lighting would vary depending on each building's unique architectural design and external signage and other lighting sources integrated into the facades but would incorporate the Project's central commitment toward providing soft, unobtrusive lighting that is consistent in terms of tone and illumination across the Project Site. The architectural lighting would include vertical and horizontal surface illumination and soft facial illumination. The architectural lighting would include light-emitting diode (LED) accent lighting of various colors. Unobstructed lighting would be kept to a minimum to limit skyglow.



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The proposed pedestrian, vehicular, and security lighting would utilize consistent warm-white (3000k) color temperatures as the base layer of light for hardscape and landscape areas, which would promote color and temperature consistency. Cool-white (4000k) color temperatures would be incorporated selectively for marker light applications. New light fixtures with directed optics would minimize glare and help preserve nighttime visibility. Landscaping lighting would be provided by integrating lighting into planters and up lighting palm, deciduous, and other Project trees. Bench seating would incorporate concealed linear downlighting.

5.7.2.1 Photometrics

All fixtures would be selected with a specific application in mind. For the lighting of trees and facades, beam spreads, aiming orientation and glare shields would be designed to ensure that the lighting is focused on the object, eliminating direct uplight into the atmosphere. To ensure no interference with boating uses, the position of the lighting and the orientation of the optics would be selected to focus the lighting on the docks, and not into the water or into boat pilots' eyes. Lighting techniques on facades would incorporate ultra low wattage direct view sources and, where feasible, indirect or cove applications. Pathway illumination would incorporate hidden light sources or indirect light sources, so a soft, wide broadcast of light would be produced, not the hot spot of a bright horizontal lighting lens. Various techniques would be used to illuminate building faces and paths to help promote security for all that use these areas and avoid dark areas within the Project Site.

5.7.2.2 Design Consistency

Project lighting poles and bollards would be scaled as appropriate, but would be designed to have a consistent, recognizable aesthetic. This includes consistent design elements, the visible color of the poles and other hardware, and same color temperature of the light sources across the Project Site.

5.7.2.3 Public Docks and Piers

Project lighting poles or bollards for publicly accessible piers would be either mounted along both sides of the piers or if the pier is wide enough (25' in width or greater) center mounted poles can be used. The lighting would be warm in tone and glare free with the optics specifically selected to orient the majority of the light towards the pier surface, as opposed to the water below.

5.7.2.4 Commercial Docks and Piers

The lighting on commercial docks and piers with moorings would be placed to provide needed illumination without negatively affecting worker and visitor safety. Lighting would be positioned and oriented to direct glare with controlled warm light, directed down onto the docks, not into the water or into the captain's or crew's eyes. The entrances into each harbor would also have the required U.S. Coast Guard identification illumination. Recessed red marker lights would be located at the ends of floating dock fingers to identify the docks for captains. Slightly taller poles are planned to help reduce the quantity of poles needed in commercial fishing areas. Along the shoreline and boardwalks, to the extent feasible, lighting would be integrated into handrails to avoid glare.



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5.7.2.5 Street and Sidewalk Lighting

All new street and sidewalk lighting within the public right-of-way would comply with applicable regulations and would maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties. The spacing of such lighting would also be per the City Standards and fixtures shall be run on both sides of the street. Street lights would also be proposed to be included in central medians. Project related and lower scaled pedestrian poles would also be used to illuminate wider sidewalks and drop off areas. To enhance these areas, landscape lighting would also be introduced.

5.7.2.6 Signage Lighting

The signage lighting would include the digital signage lighting and other internally and externally illuminated signage lighting. The illumination of the proposed signs would be designed in such a way to mitigate light pollution toward sensitive receptors.

5.7.2.7 Retail Lighting

The retail lighting would create a dynamic canopy of catenary lighting suspended between buildings. The fixture styling would match the architectural theme but also lower the visual or effective “ceiling” in the space and help obscure taller adjacent buildings. Trees lining retail spaces could also incorporate tree straps or bands that both uplight the trees and illuminate the trunks and pavement below. Much like a modern interpretation of old European streetlights, an industrial “pendant” mounted to the catenary wires would fill the center of pedestrian streets and passageways.

5.7.2.8 Building and Tower Lighting

The Building and signage lighting would be designed to be neighborhood friendly while creating a tasteful, sophisticated skyline. Facade illumination would be provided. On the vertical plane, the structures are divided into three components. The top, or the crown, would be illuminated to be visible from long distances. Between the crown and the base, the middle portion of buildings would include gentle illumination that would add visibility while minimizing light spillover. The base lighting would reinforce the pedestrian and vehicular views of buildings and would encompass the lower 4 or 5 floors of Project buildings. Building lighting would be integrated into the architecture thoughtfully to minimize light pollution, light trespass and glare. The Project’s high-rise buildings and towers would also comply with and include required FAA lighting for aircraft safety and visibility.

5.7.2.9 Beach Block

This northern portion of the Beach Block is an active area with an educational overlay. Lighting on the block would be tied together with the pedestrian pathway that extends the entire length of the block, which would be lit with pedestrian scaled poles to softly illuminate the path, pedestrians’ faces and the adjacent landscaping. Such lighting could run on either side of the path, with a preference for the non-water side, to protect the water from light trespass issues. The playgrounds and event spaces would utilize higher poles with adjustable floodlights, which would include external glare snoots to focus the



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lighting on the playground areas and eliminate potential glare and spillover issues. At the southern end of the block, the lighting would become lower in height and in intensity. Bollards, steplights and other low-level lighting would be oriented to provide the necessary safety illumination for pedestrians, without stray lighting oriented into the tidepools or the adjacent shoreline.



SITEWIDE WAYFINDING

Preliminary Sign Matrix**Digital Signage**

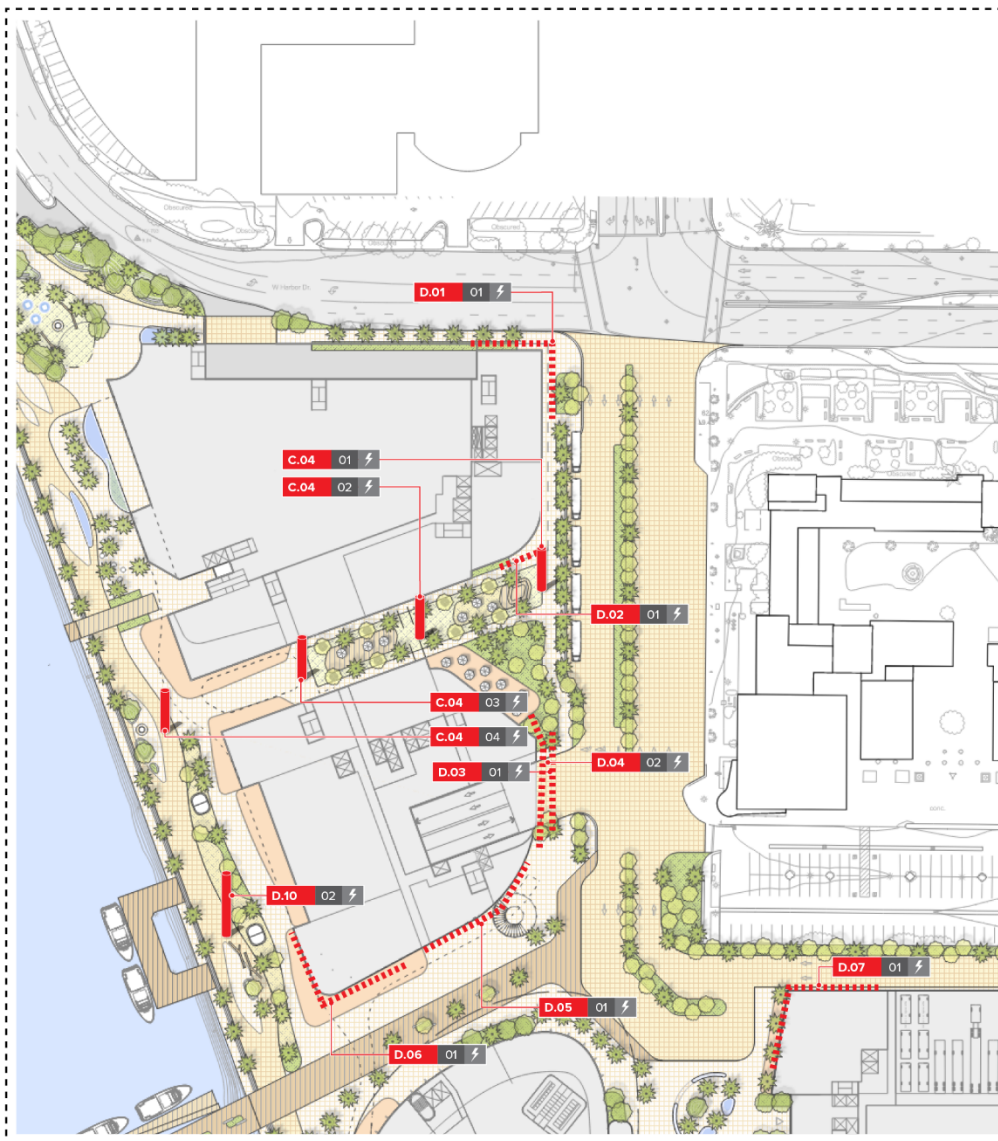
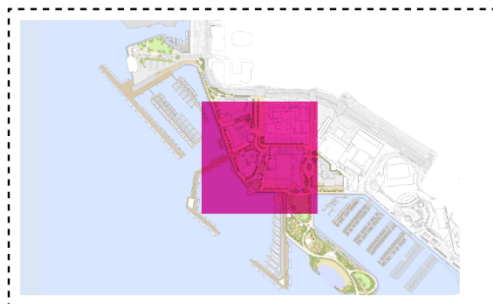
SIGN ID	SIGN TYPE	PROPOSED MAX HEIGHT	PROPOSED MAX AREA	ILLUMINATION	LOCATION	SIGN TYPE DESCRIPTION
DIGITAL SIGNAGE						
D1	Large Format Digital Media wrap corner at PCH	60'-0"	5,400' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D2	Large Format Digital Media at Alley Entry	60'-0"	1,800' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D3	Large Format Digital Media at Parking Entry	30'-0"	2,700' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D4	Large Format Digital Media at Parking Entry	20'-0"	1,200' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D5	Large Format Digital Media Corner wrap	60'-0"	3,600' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D6	Large Format Digital Media Corner wrap	30'-0"	3,600' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D7	Large Format Digital Media Corner wrap	30'-0"	1,800' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D8	Large Format Digital Media Corner wrap	30'-0"	5,400' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D9	Large Format Digital Media at Parking Entry	60'-0"	2,700' sq ft	Internal	Building / Wall Mounted	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.
D10	Billboard Totems	30'-0"	450' sq ft	Internal	Freestanding	Large format digital programmable LED screens with variable content. Content to express brand touchpoints, animated art / murals, sponsorship opportunities, and advertising.

Figure 98. Preliminary Sign Matrix - Digital Signage

SITEWIDE WAYFINDING

Preliminary Sign Locations**Digital Signage**

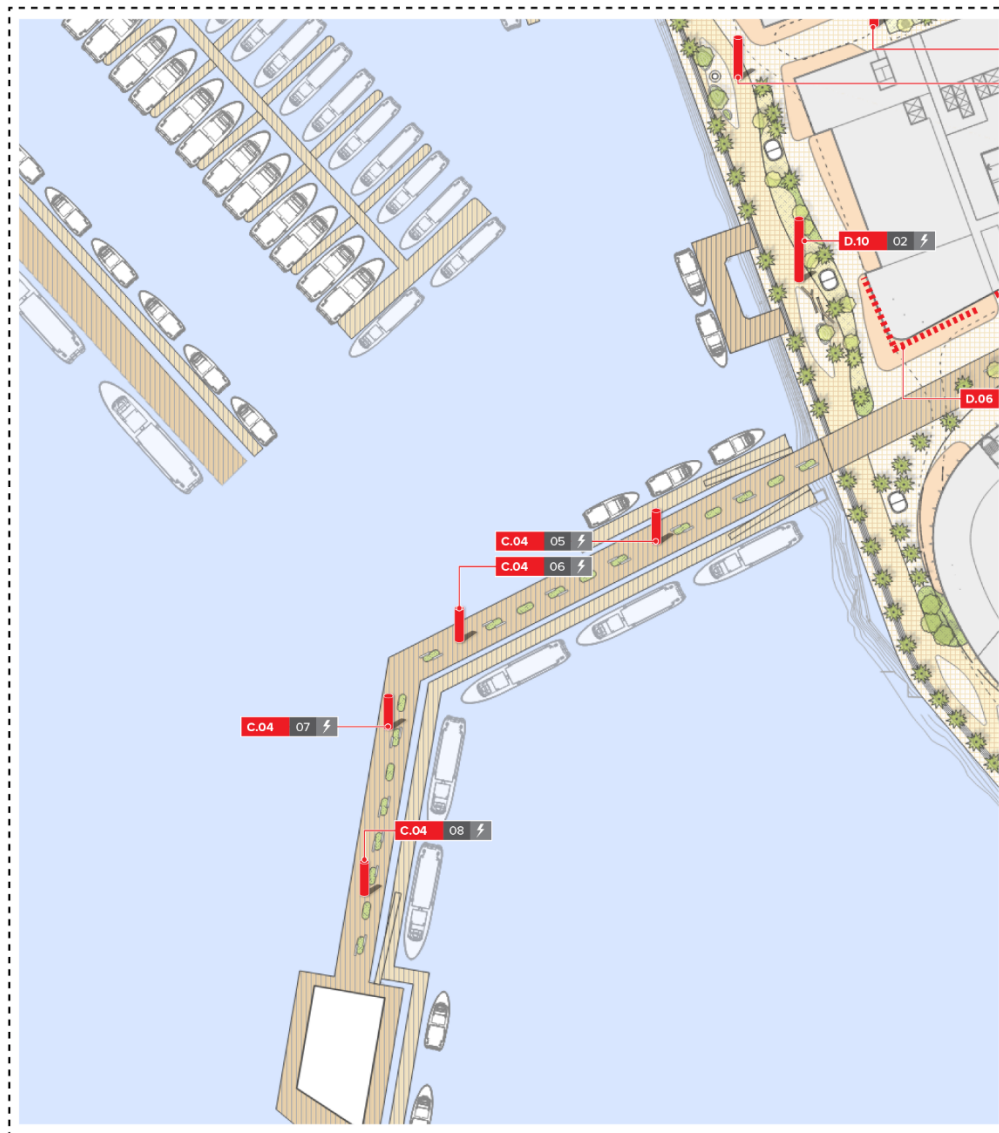
SIGN ID	SIGN TYPE
D1	Large Format Digital Media wrap corner at PCH
D2	Large Format Digital Media at Alley Entry
D3	Large Format Digital Media at Parking Entry
D4	Large Format Digital Media at Parking Entry
D5	Large Format Digital Media Corner wrap
D6	Large Format Digital Media Corner wrap
D7	Large Format Digital Media Corner wrap
D8	Large Format Digital Media Corner wrap
D9	Large Format Digital Media at Parking Entry
D10	Billboard Totems
D11	Not Used
D12	Not Used
D13	Not Used

**Figure 99. Preliminary Sign Locations - Digital Signage for Block F**

SITEWIDE WAYFINDING

Preliminary Sign Locations**Digital Signage**

SIGN ID	SIGN TYPE
D1	Large Format Digital Media wrap corner at PCH
D2	Large Format Digital Media at Alley Entry
D3	Large Format Digital Media at Parking Entry
D4	Large Format Digital Media at Parking Entry
D5	Large Format Digital Media Corner wrap
D6	Large Format Digital Media Corner wrap
D7	Large Format Digital Media Corner wrap
D8	Large Format Digital Media Corner wrap
D9	Large Format Digital Media at Parking Entry
D10	Billboard Totems
D11	Not Used
D12	Not Used
D13	Not Used

**Figure 100. Preliminary Sign Locations - Digital Signage along Market Street Pier**

SITEWIDE WAYFINDING

Preliminary Sign Locations**Digital Signage**

SIGN ID	SIGN TYPE
D1	Large Format Digital Media wrap corner at PCH
D2	Large Format Digital Media at Alley Entry
D3	Large Format Digital Media at Parking Entry
D4	Large Format Digital Media at Parking Entry
D5	Large Format Digital Media Corner wrap
D6	Large Format Digital Media Corner wrap
D7	Large Format Digital Media Corner wrap
D8	Large Format Digital Media Corner wrap
D9	Large Format Digital Media at Parking Entry
D10	Billboard Totems
D11	Not Used
D12	Not Used
D13	Not Used

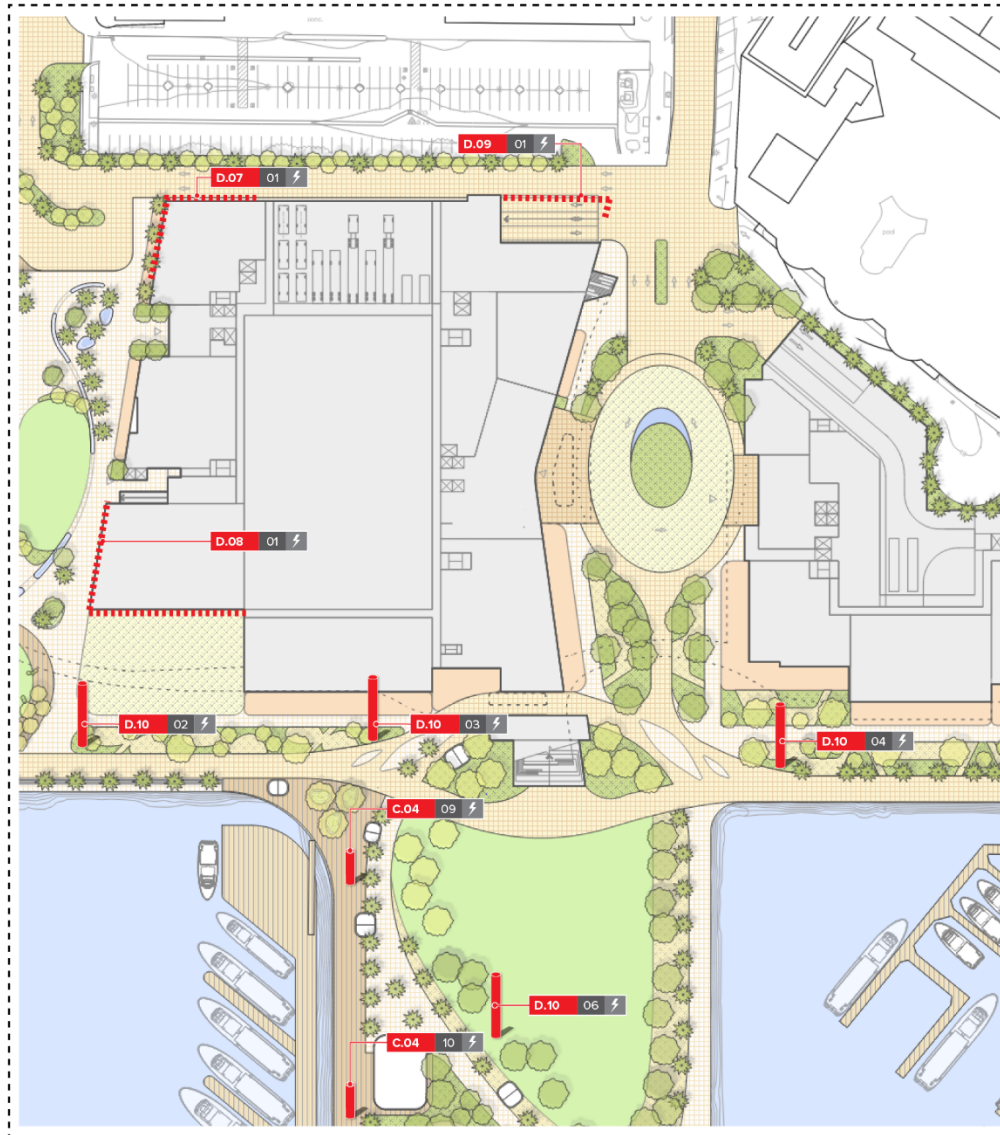
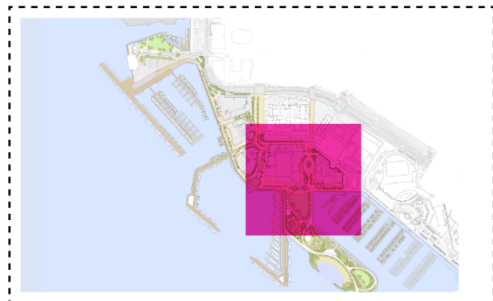


Figure 101. Preliminary Sign Locations - Digital Signage for Block B, Block C, and Northern portion of Block D



SITEWIDE WAYFINDING

Preliminary Sign Locations

Digital Signage

SIGN ID	SIGN TYPE
D1	Large Format Digital Media wrap corner at PCH
D2	Large Format Digital Media at Alley Entry
D3	Large Format Digital Media at Parking Entry
D4	Large Format Digital Media at Parking Entry
D5	Large Format Digital Media Corner wrap
D6	Large Format Digital Media Corner wrap
D7	Large Format Digital Media Corner wrap
D8	Large Format Digital Media Corner wrap
D9	Large Format Digital Media at Parking Entry
D10	Billboard Totems
D11	Not Used
D12	Not Used
D13	Not Used

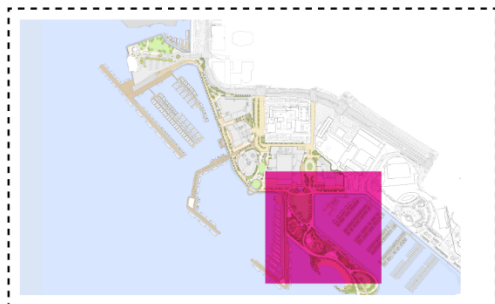


Figure 102. Preliminary Sign Locations - Digital Signage for Southern portion of Block D and Block E



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5.8 EVENTS

The Project would provide no-and-low-cost public events throughout the year. Additional ticketed events would also occur within the Project Site.

Regarding no-and-low-cost public events, such events would be programmed to occur year-round with times varying based on the nature of the event at issue. Such events are anticipated to include concerts and live music, street performer and dance performances, art, book and other types of fairs, environmental education exhibits and displays, seasonal/holiday exhibits and performances, and exhibitions for local artists, artisans, and vendors, including farmers markets and other events that are open to the public and provide public access to local vendors. Such programming would occur at various locations throughout the Project Site, but in particular within Blocks D and E, including the new Ruocco Park located on Block D. The Blue Campus would also include environmental education and other student exhibits and displays that would be open to the public free of charge within accessible public realm areas within the Blue Campus located on Block F. Such environmental education and student exhibits and displays would also be located in other publicly accessible ROS and public realm areas throughout the Project Site. The no-and-low-cost public events provided by the Project would also include no less than six (6) separate no- and-low-cost concerts and other ticketed entertainment events available to the public occurring at the Event Center located on Block B. As part of the Project's proposed health and wellness programming, the Project would also provide a variety of free public fitness classes and events taught by fitness instructors, which are primarily planned to be located in Block D within ROS areas freely accessible to the public. Such programming is currently proposed on a regular basis, depending on future demand. Proposed health and wellness programs are anticipated to include a variety of types of fitness and wellness activities, which could include fitness classes and demonstrations, healthy eating and diet classes, demonstrations and retail opportunities, stretching, yoga, meditation, or other mindfulness activities, organized fitness and game challenges and competitions, health and wellness product demonstrations and other health and wellness related events and opportunities. Such uses would be interspersed throughout Project buildings in identified health and wellness spaces and other public spaces for occasional events throughout the Project Site.

The Event Center and ROS spaces within Block D would also include year-round events that would include paid admission and leased events. Such events are anticipated to include concerts and other live-performance entertainment, private leased events, conventions and other industry meeting events, speakers, speeches, rallies, symposia, and political events. Performances could be held throughout the week and dates and times would vary depending on the event. Additional smaller ticketed events could be held in various locations around the Project Site on a limited basis throughout the year, which would be dependent on availability of space and type of event.

5.9 SUSTAINABILITY FEATURES AND RESILIENCY PRINCIPLES

The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with applicable building codes. These include, but are not limited to, energy-efficient buildings, pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features that would assist the Project in becoming certified under



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the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System and the Gold Rating under the LEED v4 rating system. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site is located within 1,000 feet from a major transit station, which would encourage and support the use of public transportation and reduce vehicle miles traveled by Project residents.

Specific sustainability strategies and features that are integrated into the Project design to enable the Project to achieve LEED® certification are described in further detail below. Measures could include, but are not limited to, the following:

5.9.1 Site

- Implementation of an erosion and sedimentation plan for all construction activities.
- Provision of heat island mitigation strategies for 50 percent of hardscapes.
- Provision of heat island mitigation strategies for 75 percent of roof areas.
- Development of tenant design and construction guidelines, which applies to LEED Core & Shell certification only.

5.9.2 Energy Conservation and Efficiency

- Exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the most recent Building Energy Efficiency Standards requirements.
- Compliance with the required measures of applicable building codes and implementation of additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2007 standard but no less than minimum compliance with the most recent California energy efficiency standards (Title 24, Part 6). Energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.
- Use of Energy Star-labeled products and appliances, where appropriate.
- Use of full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to minimize overlighting, light trespass, and glare.
- Use of LED lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- Incorporation of energy-efficient design methods and technologies, such as centralized chiller plant with rooftop ventilation; high-performance window glazing; undergrounding parking to reduce heat island effects; passive energy efficiency strategies, such as façade shading, roof



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overhangs, porches, and inner courtyards; high-efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.

- Inclusion of outdoor air flow measuring devices, additional outdoor air ventilation, and use of low emitting materials to promote indoor environmental quality.
- Use of natural ventilation, when conditions permit, to reduce energy use and carbon emissions, while improving occupant health and productivity.
- Incorporation of generous operable windows, where feasible, and high-performance window glazing; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.
- Use of insulated plumbing pipes and high-efficiency domestic water heaters.
- Use of updated boiler controls to improve efficiency.
- Use of refrigerants that reduce ozone depletion.
- Use of energy-efficient electrical and mechanical equipment and monitoring systems.
- Provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
- Post-construction commissioning of building energy systems performed on an ongoing basis to ensure all systems are running at optimal efficiency.
- Purchase of renewable source power ("green power") to minimize carbon emissions.
- Review of commissioning activities by an independent Commissioning Agency and development and implementation of commissioning plan.
- Implementation of building level energy meter to provide monthly tracking of energy consumption.

5.9.3 Water Conservation

- Inclusion of water conservation measures in accordance with applicable requirements for new development (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- Use of drought-tolerant plants and indigenous species, stormwater collection through a first flush filtration system of rain gardens where possible, permeable pavement wherever possible, and stormwater filtration planters to collect roof water.
- Use of high-efficiency toilets (maximum 1.06 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms as appropriate.
- Use of non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5



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gallons per minute. Use of restaurant kitchen faucets with pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- Use of non-residential restroom or non-hotel room faucets of a self-closing design (i.e., that would automatically turn off when not in use).
- Use of residential bathroom and kitchen faucets with a maximum flow rate of 1.2 gallons per minute and 1.5 gallons per minute, respectively. No more than one showerhead per shower stall, with a flow rate no greater than 1.5 gallons per minute.
- Incorporation of a leak-detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced onsite.
- Incorporation of water-saving pool filter, pool/spa recirculating filtration equipment, and pool splash troughs around the pool perimeter that drain back into the pool.
- Prohibition of the use of single-pass cooling equipment (i.e., equipment in which water is circulated once through the system, then drains for disposal with no recirculation).
- Consideration and exploration of metering for commercial spaces.
- Installation of cooling tower automatic water treatment to minimize cooling tower blowdown and water waste.
- Use of weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology (with a flow rate of 0.5 gallon per minute), such as drip/microspray/subsurface irrigation, where appropriate.
- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 sq. ft. and greater.
- Use of proper hydro-zoning (groups plants with similar water requirements together).
- Reduction of indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards.

5.9.4 Water Quality

- Use of onsite stormwater treatment in accordance with applicable standards.
- Preparation and implementation of a Stormwater Pollution and Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plan, both of which would include Best Management Practices (BMPs) to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.



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5.9.5 Solid Waste

- Provision of onsite recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with a minimum of ten percent recycled content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per sq. ft. of building floor area.
- Utilize building materials extracted, harvested, or recovered and manufactured within 500 miles of the Project Site for a minimum of ten percent based on cost.
- Provide additional dedicated storage for (select two) batteries, mercury lamps, and/or electronic waste.
- Conduct Life Cycle Assessment (LCA), which must be performed using one of the existing LCA tools and dataset; depending on the tools selected for the project, a LCA specialist consultation may be required.
- Selection of materials based on Environmental Product Declaration availability; this strategy requires significant market response.
- Selection of materials based on their reported environmental impact.
- Selection of materials based on their reported ingredients.
- Diversion of construction materials from landfill. Diversion must include at least three material streams (e.g., recovery, reuse, and recycling).

5.9.6 Transportation

- Installation of bike share facilities at the Project Site, if feasible.
- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision that 20 percent of parking spaces shall be electric vehicle-ready with five percent equipped with charging stations.
- Provide bicycle racks/storage for five percent of building users and shower/changing facilities for 0.5 percent of full-time equivalent occupants. In addition, the Project will also provide mobility hub support and space onsite for a future bicycle hub.



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- Provide additional bicycle storage and demarcated bike lanes/trails.

5.9.7 Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons in HVAC systems.
- Installation of MERV 13 filtration at outside air intakes to improve indoor air quality.
- Meeting applicable California and/or local air emissions requirements for all heating or cogeneration equipment utilized at the Project Site.
- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide (CO₂) emissions.
- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds and/or other air quality pollutants.
- Installation of CO₂ sensors to monitor indoor air quality.
- Provision of individual control on thermostats to 50 percent of building occupants. For commercial spaces, control must be provided to 50 percent of occupants in order to meet the intent of the credit.
- HVAC system design compliance to ASHRAE 55. The Core and Shell base building mechanical systems must allow for the tenant buildout to meet the requirement of this credit.

5.9.8 Noise

- Meeting applicable noise requirements related to the design of all outdoor mounted mechanical and electrical equipment.
- Fully or partially enclosing outdoor loading docks and trash/recycling areas such that the line-of-sight between these noise sources and any adjacent noise-sensitive land use would be obstructed.
- Use of landscaping and architectural elements to divert sound away from neighboring properties and resident spaces.

5.9.9 Sea Level Rise

Over the past century, mean global sea level has risen approximately 1.7 millimeters (mm) per year (about 0.07 inch per year) accelerating to a rate of 3 mm per year since 1993.¹² From 1906 to 2019, the tide gauge in San Diego Bay suggests a rise of approximately 2.2 mm per year (about 0.09 inch per

¹² Intergovernmental Panel on Climate Change. 2018. Sea Level Change. https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter13_FINAL.pdf.



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year), approximately 29 percent higher than the global rate (NOAA 2018). In total sea levels rose 0.72 feet in San Diego during the twentieth century (NOAA 2018).

A variety of factors impact local relative SLR (i.e., the SLR projections for a specific location rather than the global average SLR projections), including vertical land movement, ocean dynamics, and changes in the Earth's gravitational and rotational fields. Through 2100, San Diego is projected to subside at a rate of 1.4 mm/year, and the glacial geostatic adjustment is projected to cause local relative SLR to increase by 0.4 mm/year (SDUPD 2021).¹³ These values are factored into the Ocean Protection Council SLR projections and, thus, the Port's 2019 Sea Level Rise Vulnerability Assessment and Coastal Resilience Report.

Since 2008 several iterations of SLR guidance have been developed to help state agencies incorporate SLR into project planning and decision-making. In late 2018, the CCC released SLR policy guidance which draws on SLR projections, guidance, and best available science from 2017 and 2018 Ocean Protection Council documents and provides recommendations for addressing SLR in local coastal programs and coastal development permits. The SLR projections for San Diego Bay from these documents are summarized in Table 5.9-1.¹⁴

Table 5.9-1: San Diego Probabilistic Sea Level Rise Projections

Year	Median (50% exceedance probability)	Likely Range (67% probability sea level rise is between)	1-in-20 Chance (5% exceedance probability)	1-in-200 Chance (0.5% exceedance probability)	H++ Scenario (No associated probability)
2030	0.5 (0.15)	0.4–0.6 (0.12–0.18)	0.7 (0.21)	0.9 (0.27)	1.1 (0.33)
2050	0.9 (0.27)	0.7–1.2 (0.21–0.36)	1.4 (0.43)	2.0 (0.61)	2.8 (0.85)
2100 (RCP 2.6)	1.7 (0.52)	1.1–2.5 (0.34–0.76)	3.3 (1.01)	5.8 (1.77)	10.2 (3.11)
2100 (RCP 8.5)	2.6 (0.79)	1.8–3.6 (0.55–1.10)	4.5 (1.37)	7.0 (2.13)	10.2 (3.11)

Source: San Diego Public Utilities Department (SDPUD) 2021

5.9.9.1 Land-side Development

The Project site is situated adjacent to San Diego Bay. Topography within the Project Site is characterized by mostly gently sloping areas, with site elevations ranging from approximately 7 feet to 11 feet NGVD29 (9.1 to 13.1 NAVD88). In the vicinity of the Project, the San Diego Bay 100-year water surface elevation is shown ranging from 8 to 10 NAVD88 on the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Note that these values represent Total Water Level (TWL) values, which is the 1 percent annual chance still water elevation (SWEL) combined with the

¹³ Port Master Plan Update, Volume 1: Draft Program EIR, November 2021 section 4.13.2.1 p4.13-3

¹⁴ Port Master Plan Update, Volume 1: Draft Program EIR, November 2021 section 4.13.2.1 p4.13-3



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heights of wave setup and wave runup. The City uses the NGVD29 datum, which is approximately 2.1 feet lower than the NAVD88 datum. Therefore, the 100-year base flood elevation (TWL) for the San Diego Bay ranges from 5.9 to 7.9 NGVD29. The FEMA 100-year water surface elevations are based on current modeling, current risk assessments, and extreme events including such factors as storm surges, wave runups, and unusually high tides. These FEMA 100-year water surface elevations do not include additional height increases due to the potential for SLR over the long term. The FEMA 100-year TWL values represent the minimum standard for flood protection. If sea levels rise over the long term, it is expected that extreme storm surge events would also be more severe.

Projections for SLR vary substantially between different studies and models. Although there is a substantial range in the projections and there is inherent uncertainty in predicting future conditions, the models can be compared to site elevations to give a rough indication of the relative risk and potential impacts to the Project. Table 5.9-1 shows the potential range that the chance of flooding would be reduced with additional gain in site elevation. The results show a substantial decrease in risk with incremental added site elevation but diminishing marginal benefits for elevations higher than existing conditions. By elevating new structures above the projected flood elevations, the Project can reduce risk for flood-related damages due to flooding.

Based on the results of the analysis and review of existing site perimeter elevations, the Project would design the proposed major buildings with finished floor elevations and subterranean parking garage entrances at or above 13.0 NAVD88 (10.9 NGVD29). This elevation is higher than the average existing site elevation and would thus require adding grade to the existing Project Site elevations. As the proposed major buildings represent the most high-risk Project elements, it is therefore prudent to design the buildings at elevations that have additional freeboard from current peak flooding elevations, to provide additional protection against potential SLR over the long term. Minor buildings such as restrooms or kiosks may be designed with slightly lower finished floor elevations.

5.9.9.2 Water-side Development

The sensitivity of water-side infrastructure to SLR hazards is highly dependent on whether water levels exceed the design of the structure at issue, which depends on factors such as top of pile elevation, pier deck elevation, and the land-side point of connection for the dock or piers. Boating infrastructure generally has very little sensitivity to flood levels within design parameters, as floating docks are designed to accommodate frequent changes in water level provided that any guide piles or other support infrastructure are high enough to anchor floating docks. Flood elevations that exceed the top of pile or bulkhead elevation for piers or docks are likely to cause a significant increase in structural damage and impede use. This is especially true if flood elevations extend above shoreline anchor points under non-storm conditions, which could lead to recurring damage and loss of access to water-side infrastructure on a regular basis.

Fixed structures such as piers can also be sensitive to flood hazards that remain below deck elevations. As water elevations approach deck elevations, the underside of piers become exposed to greater wave forces. Uplift from any increased wave exposure can lead to structural damage even if the deck is not overtopped. Saltwater splash may also increase levels of corrosion on the underside of piers if not considered in their original design, potentially affecting any utility pipes, if present. Ship berthing



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infrastructure such as fenders may also have critical design elevations that lie below deck elevations, leading to unsafe conditions if exceeded.¹⁵

Water-side infrastructure is generally highly adaptable to SLR hazards. Piers and docks are able to accommodate gradual increases in water elevations without intervention due to their water-dependent nature, provided that flood elevations remain below critical design thresholds. The relatively short design life of infrastructure such as the Project's proposed floating docks (~20 to 30 years) provides opportunities for adaptation and design upgrades to accommodate SLR increases and other future hazard projections.

The +12-feet MLLW / -11.57 NAVD 88 / -13.67 NGVD 29 elevations of fixed water-side facilities proposed for the Project, including its fixed piers and promenades, are designed to accommodate projected SLR over the expected life span of the structures, anticipated to be 2100. The projected SLR range for the 2100 time period in San Diego Bay ranges from 1.1 to 2.5 feet in the likely projection range (67 percent probability).

Nature-based measures are designed to leverage ecosystem services provided by certain coastal habitat types such as water quality improvements or wave attenuation within coastal wetlands. Thus, the beach, wetlands, and living shoreline in the form of a manufactured wetland proposed for WSZ-5 would have an in-built adaptability to projected SLR.

5.10 DEMOLITION, CONSTRUCTION, AND PHASING CHARACTERISTICS

5.10.1 Demolition, Site Grading, and Excavation

Demolition of the existing structures on the Project Site would occur over multiple phases. During demolition, site grading, and excavation activities all equipment and vehicles would be staged onsite, within the perimeter of proposed construction fencing that would line the perimeter of the Site. Truck parking on Pacific Highway or public streets around the Project Site would not be permitted. Necessary construction equipment would vary between the different land blocks and water zones and would include, but not be limited to:

- Aerial lifts
- Air Compressors
- Auger Drill Rig
- Backhoe
- Bar Bender
- Blasting
- Bore/Drill Rigs
- Boring Jack Power Unit
- Cement/Mortar Mixers
- Chainsaws
- Clam Shovel
- Off-Highway Tractors
- Off-Highway Trucks
- Pavement Scarifier
- Paver(s)
- Paving Equipment
- Pickup Trucks
- Plate Compactors
- Pumps
- Refrigerator Unit
- Rivet Buster/Chipping Gun
- Rock Drill

¹⁵ Seaport SLR Vulnerability Assessment Draft 2021. 09.24. Section 5.4.2. p 39



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- Clam Shovel drop
- Compactors (ground/air)
- Concrete Batch Plant
- Concrete Mixer trucks
- Concrete Pumps
- Concrete/Industrial Saws
- Cranes (Mobil)
- Cranes (Tower)
- Crawler tractors
- Crushing/Proc. Equipment
- Dozer
- Drill Rig Truck
- Dump Truck
- Dumpers/Tenders
- Excavators
- Flatbed Trucks
- Forklifts
- Front End Loader
- Generator Sets
- Gradall
- Graders
- Grapples (on backhoes)
- Horizontal Boring Hydro Jack
- Hydra Break Ram
- Hydromill (slurry wall)
- Impact Pile Driver
- Jackhammer
- Manlifts
- Mounted Impact Hammer (hoe ram)
- Rollers
- Rough Terrain Forklifts
- Rubber Tired Loaders
- Rubber Tired Dozers
- Sand Blasting (single nozzle)
- Scraper(s)
- Shears (backhoe)
- Signal Boards
- Skid Steer Loaders
- Slurry Plant
- Slurry Trenching Machine
- Soil Mix Drill Rigs
- Street Sweepers
- Surfacing Equipment
- Sweepers/Scrubbers
- Tractors/Loaders/Backhoes
- Trencher(s)
- Trucks for dirt haul, concrete, AC
- Vacuum Excavator (Vac-truck)
- Vacuum Street Sweeper
- Ventilation fan(s)
- Vibrating Hopper
- Vibratory Concrete Mixer
- Vibratory Pile Driver
- Warning Horn
- Water pumps
- Water Trucks
- Welder(s)/Torch(es)

Approximately between 5 and 300 construction personnel would be present during the demolition, site grading, and excavation phases of the proposed Project, with worker parking located onsite. The amount of construction personnel would vary by blocks, zones, and construction activity. It is anticipated that the construction workforce would be available from nearby areas and the Project would include local hire components, the specific conditions of which would be determined as the Project nears construction.

Site preparation would require grading and excavation of the Project Site. The Project would excavate the Project Site to a depth of approximately 30 feet to construct the subterranean garages. The land-side development would occupy approximately 36.3 acres. Conservatively assuming the building limits would be excavated to an average depth of approximately 25 feet, this would result in the maximum excavation of approximately 1,070,086 cubic yards of soil. It is estimated that approximately 2,520 cubic yards of soil would be exported daily from the Project Site. This would require approximately 144 haul trucks with a capacity of 14 cubic yards to export site soils. With respect to material imports, assuming onsite excavated materials would not be recycled onsite, an estimated 59,949 cubic yards of fill would be



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required for the Project. It is estimated that approximately 570 cubic yards of soil would be brought to the Project Site daily for fill, grading, and to support landscaping features. This would require approximately 60 trucks per day with a capacity of 10 cubic yards to deliver material to the Project Site during grading and site preparation phases.

On the water-side, up to 23,300 cubic yards of sand would be required for the beach and living shoreline components proposed in WSZ-5. Excavated soils would be utilized throughout the Project Site for fill material, where appropriate. If transported by 14 cubic yard capacity trucks, this would result in approximately 1,664 loaded truck trips bringing clean sand to the Project Site, although there is a possibility that all or some of the material could be imported over water via barge. Excavated water-side materials would remain onsite to be reused as fill material and would not be hauled offsite. No water-side haul routes are proposed. An overview of total import and export quantities are provided in Table 5.10-1.

Table 5.10-1: Construction Import and Export Volumes

	Total Cut (cubic yards)	Total Daily Export (cubic yards)	Total Daily Export Truck Trips	Total Fill (cubic yards)	Total Daily Import (cubic yards/day)	Total Daily Import Truck Trips
Land-side	1,070,086	2,520 at 14 cubic yards per ruck	144 at 14 cubic yards per truck	59,949	570 at 10 cubic yards per truck	60 at 10 cubic yards per truck
Water-side	n/a	n/a	n/a	23,300 cubic yards of sand	1,644 at 14 cubic yards per truck	119 at 14 cubic yards per truck

Source: PCL Construction (2022)

Solid waste could be disposed of at facilities located within the City and other locations in San Diego County, depending upon the type of disposed waste. General municipal waste in the City may be disposed of at West Miramar Landfill, located at 5180 Convoy Street, in San Diego, approximately nine miles north of the Project Site. Other landfills in San Diego County where waste may be disposed of include Sycamore Landfill, located at 8514 Mast Boulevard, in Santee, approximately 12.5 miles northeast of the Project Site, and Otay Landfill, located at 1700 Maxwell Road, in Chula Vista, approximately 12 miles southeast of the Project Site.

Potential haul routes from the Project Site to regional freeways would be accessed from entrance and exit points along Harbor Boulevard. Haul routes from Harbor Drive would be via Cesar Chavez Parkway to southbound I-5 south and Pacific Highway to Grape Street to northbound I-5.

5.10.2 Construction and Phasing

Construction of the proposed Project is anticipated to begin in the first quarter of 2025, pending receipt of all required permits, certifications, and approvals, with the anticipated end of construction occurring in the fourth quarter of 2032. Construction would occur on weekdays (i.e., Monday through Friday) between the approximate hours of 7:00 AM and 3:30 PM. All applicable stormwater SWPPP and BMPs would be implemented at all Site entrances and exits, street sweepers would be used daily, and all adjacent storm drain in-lets in the vicinity of the proposed Project would be protected.



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Project phasing would consider impacts to priority existing site uses, such as the Chesapeake Fish Company currently operating onsite, which is vital to the commercial fishing operations in Tuna Harbor, parks, the existing promenade and public parking. Disturbance of such uses would be limited to the extent feasible. It is anticipated that continued operation of the Chesapeake Fish Company would be accommodated during Project construction. As the Project is proposing a new commercial fishing operation, existing operations would continue until the proposed terminal building is completed. Disturbance of public infrastructure, such as parks, the existing promenade, and public parking, would be limited as much as possible, and the schedule related to their impacted use would be determined at a later time, in accordance with a detailed phasing plan.

5.10.2.1 Land-Side Construction Phasing and Duration

Project construction for the land-side components is estimated to take approximately seven years, starting in January 2025, and ending in December 2032. Demolition of existing uses on the Project Site would occur in two phases, with Phase 1 requiring approximately 7 months and Phase 2 requiring approximately 4 months. Construction of the land-side components would occur in approximately eight overlapping phases, and generally flow from the northern-most development Block G, down to Blocks A and F, and then to the southern-most development Blocks B, C, D, and E. The relocation of utilities would occur in Phase 1 (approximately January 2025 through February 2026), as would the development of Block G (approximately January 2025 through October 2025) and Cement Deep Soil Mix (CDSM) buttresses for Blocks F, A, B and C (approximately January 2025 through July 2025).

CDSM buttresses are walls of deep soil and cement mixed columns that are installed in grid arrangements to contain potentially liquefiable soils to prevent shear failure during a seismic event. The buttresses are proposed to stabilize the shoreline to reduce the potential for damage and disruptions to new and existing infrastructure and improvements during an earthquake, as strong ground motion could cause liquefaction induced settlement and lateral spreading. Therefore, a CDSM buttress, located immediately on the land-side of the existing seawall, would be utilized to stabilize the shoreline and underground infrastructure.

A number of existing utilities will remain in place, while others would be removed, relocated or upsized to accommodate anticipated future demand. Some of the utilities that would be removed and relocated include electric lines, communication lines, gas lines, storm drains, water lines, and sewer lines. Sewer lines will be relocated and upsized to accommodate additional anticipated future demand. New storm drain pipes, storm drain inlets, storm drain clean outs, sewer main, sewer main lateral, water main, water services, bioretention areas, and modular wetland units are also proposed for installation as part of the Project.¹⁶ Based on the information available at this time, pumping stations for the utilities outside of the buildings are not currently anticipated.

Phase 2 would commence nine months after utility location is completed and would consist of the excavation of Block A in approximately October 2025 and end with development of the Iconic Tower in

¹⁶ Additional details regarding the precise locations of the remaining, removed, relocated or new and/or upsized utilities will be provided in plan form separately from this Revised Project Description.



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approximately November 2029. Phase 3 would commence 12 months after utility location is completed and would consist of the shoring and excavation of the Block F Aquarium and BTIC in approximately January 2026 and end with Aquarium buildout in approximately November 2029. Phase 4 would commence in approximately June 2026 and would consist of preparation for the Block F Full-Service Hotel, with buildout anticipated in approximately May 2029. Phase 5 would commence in approximately September 2026 and would consist of the preparation of the Block B hotels, with buildout anticipated in approximately November 2029. Phase 6 would commence in approximately July 2028 and would consist of development of the Block B Event Center, with buildout anticipated in approximately June 2030. Phase 7 would commence in approximately December 2026 and would consist of the site preparation and development of the Block C hotel uses, with buildout anticipated in approximately October 2030. Phase 8 would commence in approximately January 2030 and consist of the site preparation and development of Ruocco Park, the public urban beach, and the living shoreline, with full buildout anticipated in approximately December 2032.

All construction equipment and trucking would be staged onsite, within the perimeter of the construction fence. Construction street parking in the areas around the Project Site would not be permitted. All construction worker parking would also be accommodated on the Project Site. Entrance and exit points to the Project Site during construction would be located along Harbor Boulevard, Harbor Drive to Cesar Chavez Parkway to I-5 South. Necessary construction equipment would vary between the different blocks and zones and would include, but not be limited to:

- Aerial lifts
- Air Compressors
- Auger Drill Rig
- Backhoe
- Bar Bender
- Blasting
- Bore/Drill Rigs
- Boring Jack Power Unit
- Cement/Mortar Mixers
- Chainsaws
- Clam Shovel
- Clam Shovel drop
- Compactors (ground/air)
- Concrete Batch Plant
- Concrete Mixer trucks
- Concrete Pumps
- Concrete/Industrial Saws
- Cranes (Mobil)
- Cranes (Tower)
- Crawler tractors
- Crushing/Proc. Equipment
- Dozer
- Drill Rig Truck
- Off-Highway Tractors
- Off-Highway Trucks
- Pavement Scarafier
- Paver(s)
- Paving Equipment
- Pickup Trucks
- Plate Compactors
- Pumps
- Refrigerator Unit
- Rivet Buster/Chipping Gun
- Rock Drill
- Rollers
- Rough Terrain Forklifts
- Rubber Tired Loaders
- Rubber Tired Dozers
- Sand Blasting (single nozzle)
- Scraper(s)
- Shears (backhoe)
- Signal Boards
- Skid Steer Loaders
- Slurry Plant
- Slurry Trenching Machine
- Soil Mix Drill Rigs



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- Dump Truck
- Dumpers/Tenders
- Excavators
- Flatbed Trucks
- Forklifts
- Front End Loader
- Generator Sets
- Gradall
- Graders
- Grapples (on backhoes)
- Horizontal Boring Hydro Jack
- Hydra Break Ram
- Hydromill (slurry wall)
- Impact Pile Driver
- Jackhammer
- Manlifts
- Mounted Impact Hammer (hoe ram)
- Street Sweepers
- Surfacing Equipment
- Sweepers/Scrubbers
- Tractors/Loaders/Backhoes
- Trencher(s)
- Trucks for dirt haul, concrete, AC
- Vacuum Excavator (Vac-truck)
- Vacuum Street Sweeper
- Ventilation fan(s)
- Vibrating Hopper
- Vibratory Concrete Mixer
- Vibratory Pile Driver
- Warning Horn
- Water pumps
- Water Trucks
- Welder(s)/Torch(es)

Approximately 20 to 300 construction personnel would be present during the construction phases of the proposed Project. The amount of construction personnel would vary by blocks, zones, and individual construction phases. It is anticipated that the majority of construction workforce would be available from nearby areas, and the Project is proposed to include a local hire component. Prior to the commencement of construction, the Project would obtain a final determination of no hazard navigation from the FAA. The Project is currently undergoing a preliminary evaluation by the FAA.

5.10.3 Water-Side Construction and Phasing

Project construction for the water-side components is anticipated to take approximately four years, starting in January 2025, and ending in December 2029. Construction of the water-side components would occur in five phases, starting with WSZ-1 and ending with WSZ-5. The five phases would overlap with the construction phasing for the land-side development. Any redevelopment of commercial slips will provide for continuity of operations. Notably, there are several existing transbay utilities adjacent to the project (16" Water, 8" HP Gas, 24" Sewer Force Main, 30" Sewer Force Main, SDG&E 69KV, 10" HP Gas). It is not anticipated or proposed for these transbay utilities to be upgraded or replaced for the Project.

The construction activities in WSZ-1 would occur from approximately January 2025 through June 2025. These activities would involve the construction of new site utilities, and the assembly and installation of the floating docks. The construction of the floating docks would occur from approximately February 2025 to April 2025 and would then be followed by the construction of the floating dock utilities from approximately April 2025 to May 2025. The floating dock amenities would then be installed from approximately May 2025 to June 2025.



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WSZ-2 construction activities would occur from approximately July 2025 through June 2026. These activities would involve the construction of utilities and the fixed pier and breakwater protection, and assembly and installation of the floating docks. Both construction of the fixed pier and breakwater protection and the assembly and installation of the floating docks would start concurrently with the construction of utilities and run for an estimated eight months (approximately July 2025 to February 2026). The WSZ-2 construction activities would end in approximately June 2026.

WSZ-3 construction would occur from approximately July 2026 through October 2027. These activities would involve the construction of zone utilities, the relocation of existing commercial fishing vessels, and the demolition of existing floating docks. Once completed, the Project would construct the fixed pier and breakwater protections within Tuna Harbor, install and assemble the floating docks, and install utilities and amenities at both the fixed pier and floating docks. Construction of the fixed pier and breakwater protection would occur at the same time as the installation and assembly of the floating docks. These activities would then be followed by fixed pier repair and the installation of utilities and amenities.

WSZ-4 construction activities would occur from approximately November 2027 through December 2028. These activities would involve the demolition of the existing fixed pier, assembly and installation of the floating docks, construction of the fixed pier and breakwater, and installation of utilities and amenities at both the fixed pier and floating docks. Construction of the fixed pier and breakwater in WSZ-4 would occur concurrently with the assembly and installation of the floating dock. As with earlier phases, final tasks in WSZ-4 would involve fixed pier repair and installation of utilities and amenities at both the fixed pier and floating docks.

The final construction activities would occur in WSZ-5 from approximately January 2029 to December 2029. Construction activities in WSZ-5 would involve the demolition of the existing fixed pier and platform, excavation and removal of the riprap stone at the urban beach and living shoreline, construction of the public urban beach, and installation of the living shoreline. Construction of the public urban beach and living shoreline would occur before construction of the fixed pier overwater walkway. Architectural finishes to the beach and living shoreline would then occur followed by installation of the floating dock. For the construction of the beach, the Project would excavate existing soil and revetment materials along the shoreline and bring the elevation down toward the water, then backfill that with sand, including imported sand, to create the beach. A similar process would be used for the constructed wetland, living shoreline, and oyster reef, where the areas would be excavated down and regraded to create plantable slopes. No dredging is proposed.

All water-side construction would be performed using a combination of standard water and land-based equipment. All equipment and trucking would be staged onsite, within the perimeter of the proposed onsite construction fencing. Truck parking on Pacific Highway or public streets around the Project Site would not be permitted, and all construction personnel parking would be accommodated on the Project Site. Entrance and exit points to the Project Sites would be located along Harbor Boulevard, Harbor Drive to Cesar Chavez Parkway to I-5 South. Some water-side equipment would be transported via boat or barge. Necessary construction equipment would vary between the different zones and would include, but not be limited to:

- Cranes (tower and mobile)
- Backhoe



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- Trucks for loads and hauling
- Barges
- Small boats
- Bulldozer
- Tugs
- Working boats

Approximately 10 to 150 construction personnel would be present during the construction phases of the proposed Project. The amount of construction personnel would vary by WSZ and individual construction phases. It is anticipated that the construction workforce would be available from nearby areas and, as stated, the Project would include a local hire component.

5.11 UTILITIES AND INFRASTRUCTURE

5.11.1 Water Supply

Water service for the Project would be provided by the City's Principal Downtown Pressure Zone at a hydraulic grade of 231 feet. Static pressures vary across the Project Site from approximately 80 to 100 pounds per square inch. The City does not currently provide reclaimed water service for this portion of the City.

Water demands for the Project were estimated at approximately 0.7 million gallons per day (mgd). Table 5.11-1 provides a breakdown of the water demand estimate calculations. The demand estimates were based on City established criteria from their Water Design Guidelines and their 2020 Urban Water Master Plan (2020 UWMP) for various land use categories. For hotel land uses, the demand estimate was based on number of keys applied to a population density of 2.5 and a per capita demand of 101 gallons per day (gpd) per the 2020 UWMP. For all other land use categories an area-based demand of 5,000 gpd per acre (115 gpd per sq. ft.) was applied to the gross building area. A water supply assessment will be prepared for the Project as part of the EIR process.

Table 5.11-1: Estimated Project Water Demand

Block	Total Demand (mgd)
Block A	0.113
Block B	0.267
Block C	0.060
Block F	0.216
Block G	0.004
TOTAL	0.7¹

Source: NV5 2021a

Note:

¹ Total demand has been rounded to the nearest tenth.

Fire flow demands for the Project would likely range between 3,000 and 5,000 gallons per minute and typically dictate water system sizing. The City's Principal Downtown Pressure Zone is well looped and includes several larger diameter mains in close proximity to the Project. It is anticipated that the Project would tie-in to the City's water system at multiple locations to existing mains 12 inches in diameter or larger along Pacific Highway, Kettner Boulevard, Park Boulevard, and Harbor Drive. Offsite water main



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replacements are not anticipated to be needed to support the Project. It is anticipated that public water mains with a minimum diameter of 12 inches would be constructed within the Project footprint to support water circulation and fire protection.

5.11.2 Wastewater Service

Wastewater service would be provided by the City. Wastewater generated by the Project would be conveyed to the City's North Metro Interceptor to Pump Station No. 2 and ultimately to the Point Loma Wastewater Treatment Plant for treatment and disposal.

Wastewater demands for the Project were estimated at approximately 0.5 mgd. Table 5.11-2 provides a breakdown of the wastewater demand estimate calculations. The demand estimates were based on an 80 percent return to sewer ratio to the water demands not including landscape. The demand estimates are consistent with City established criteria from their Sewer Design Guide.

Table 5.11-2: Estimated Project Wastewater

Block	Total Demand (mgd)
Block A	0.088
Block B	0.209
Block C	0.046
Block F	0.170
Block G	0.003
TOTAL	0.5¹

Source: NV5 2021b

Note:

¹ Total demand has been rounded to the nearest tenth.

It is anticipated that the Project would tie-in to the City's water system at two locations to existing larger diameter sewer mains: a 36-inch diameter main in Pacific Highway and a 36-inch diameter main in Kettner Boulevard. Based on the wastewater demand estimates and the size of the existing sewer system, offsite improvements are not anticipated to be needed to support the Project. It is anticipated that public wastewater mains would be constructed within the Project footprint to support wastewater collection.

Boat slips will include dockside wastewater removal systems, which will include in-slip sewer pump outs and public pump out facilities.

5.11.3 Stormwater

The proposed Project would be a Priority Development Project (PDP) under the Port's Stormwater Management requirements. There are several ways that the stormwater quality requirements can be addressed. Pursuant to the Municipal Stormwater Permit (Order No. R9-2013-0001) requirements, the Port and the City of are required to enforce stormwater requirements for the projects within their permitting authority. PDP requirements include implementation of site design, source control, and



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pollutant control BMPs, and hydromodification mitigation (for applicable projects). Due to the Project Site's direct discharge to San Diego Bay, hydromodification requirements are not applicable to the Project.

Construction BMPs pursuant to the SWRCB's General Construction permit and a construction SWPPP would be incorporated to the Project during construction. Site design BMPs (also referred to as Low Impact Development BMPs) would be implemented and would reduce the rate and volume of stormwater runoff and associated pollutant loads. Site design BMPs include practices that reduce the rate and/or volume of stormwater runoff by minimizing surface soil compaction, reducing impervious surfaces, and/or providing flow pathways that are "disconnected" from the storm drain system, such as by routing flow over pervious surfaces. Site design BMPs to be implemented into the Project include, but are not limited to, the following:

- SD-3 Minimize Impervious Area
- SD-5 Impervious Area Dispersion
- SD-7 Landscaping with Native or Drought Tolerant Species

The landscaped areas onsite are prime locations for incorporation of design BMPs, due to the large amounts of pervious areas planned for those areas. Other design BMPs can also be incorporated into the more developed portions of the Project Site, where feasible.

Source control BMPs are defined as any administrative action, design of a structural facility, usage of alternative materials, and operation, maintenance, and inspection procedures that eliminate or reduce urban runoff pollution. Source control BMPs include practices that reduce the potential for urban runoff to pick up and transport pollutants. Such source control BMPs include permanent, structural features incorporated into the Project, as well as operational BMPs, such as regular street sweeping and "good housekeeping" practices, which must be implemented by the Project.

Source Control BMPs to be implemented into the site plan include, but are not limited to, the following:

- SC-1 Prevention of Illicit Discharges into the MS4
- SC-2 Storm Drain Stenciling or Signage
- SC-5 Protect Trash Storage Areas from Rainfall, Run-On, Runoff, and Wind Dispersal

The Project Site was developed prior to the implementation of stringent stormwater requirements, so there is likely few existing pollutant control BMPs onsite. Redevelopment of the Project Site would improve water quality. The existing site drains to multiple storm drains throughout the Project Site, and it is anticipated that the Project Site would also drain to multiple outfall locations, which means that multiple pollutant control BMPs would be incorporated throughout the site to ensure runoff from the new impervious site areas are collected and treated. The BMP Design Manual and permit requirements identify a specific hierarchy for selection of structural pollutant control BMPs. In particular, the first priorities for pollutant control BMPs are BMPs that achieve retention and/or harvest and re-use of



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stormwater. Since it is not technically feasible to implement retention or harvest/re-use BMPs for the full design capture volume onsite due to site conditions, the Project would use biofiltration BMPs. Due to the shallow groundwater conditions, infiltration BMPs are not feasible. Biofiltration BMPs are designed to passively treat a portion of the stormwater runoff with treatment media and drainage rock that manage stormwater runoff through infiltration, evapotranspiration, and biofiltration. Stormwater treatment can be provided via standard biofiltration basins located throughout the Project Site, raised flow-through planters, and/or proprietary devices such as modular wetlands which provide a higher treatment of stormwater in a smaller footprint. Each BMP would be sized according to the tributary drainage area that drains to it per the performance standards in the governing stormwater standards. Project Site and building stormwater would be conveyed to treatment facilities via new storm drains. Building drainage would either be collected via gravity or pump to drain to various BMPs. Site drainage from impervious areas outside of the building footprints would be collected via various storm drain inlets and would be directed to biofiltration BMPs. From the treatment facilities, stormwater would be conveyed to existing or new storm drain outlets to San Diego Bay.

5.11.4 Site Hydrology and Drainage

5.11.4.1 Existing Storm Drain Infrastructure and Drainage Patterns

The land side of the Project Site is situated adjacent to San Diego Bay. Topography within the Project Site is predominantly characterized by gently sloping areas, with site elevations ranging from approximately 7 to 11 feet (NGVD29). Various portions of the Project Site drain to various existing storm drain inlets and storm drainpipe systems. In total, over a dozen storm drain outlets collect drainage from the Project Site and discharge to San Diego Bay. These storm drain outlets range in size from a ten-inch diameter storm drainpipe to a large eight-foot by 4.5-foot reinforced concrete box culvert. The majority of the existing storm drains within the Project Site are 24-inch diameter or smaller storm drains that collect drainage from onsite areas only within Seaport Village. However, the large 8-foot by 4.5-foot reinforced concrete box culvert collects stormwater runoff from a large upstream tributary area north and east of the Project Site. The existing box culvert drains in a westerly direction down Market Street, and then drains to North Harbor Drive, where it turns south down Pacific Highway before discharging to San Diego Bay, to the south of Market Street Pier.

There are no FEMA-designated Special Flood Hazard Areas within the land portion of the Project Site. The FEMA FIRM panel shows 100-year base flood elevations within San Diego Bay based on the NAVD88 vertical datum. In the vicinity of the Project Site, the San Diego Bay 100-year water surface elevation is shown as ranging from eight feet to ten feet NAVD88. The City uses the NGVD29 datum, which is approximately 2.1 feet lower than the NAVD88 datum. Therefore, the 100-year base flood elevation for San Diego Bay ranges from 5.9 feet to 7.9 feet NGVD29. Due to the Project Site's waterfront location, there could be backwater conditions (with shallow ponding) on the lower elevations of the Project Site during the 100-year storm.



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5.11.4.2 Proposed Storm Drain Infrastructure and Drainage Patterns

The proposed Project would accommodate a drainage design concept that would generally maintain existing drainage patterns but would improve upon the existing drainage conditions of the Project Site. The Project proposes new structures and grade changes, including underground parking structures. Due to the shallow groundwater and proximity to San Diego Bay, the underground parking structures would be designed accordingly, and the appropriate structural and geotechnical considerations with regard to groundwater would be employed in the overall Project design, as permanent dewatering would not be feasible.

Due to the low topography of the Project Site and proximity to San Diego Bay, the potential effect of SLR would be evaluated prior to designing the proposed grading and utility plan for the Project Site. Elevating the proposed Project's buildings above existing building elevations would mitigate for flooding concerns and improve onsite drainage conditions due to potential existing storm drain deficiencies, extreme tide events, or the potential for future SLR. Some of the internal onsite storm drains would be removed and replaced with the demolition and grading of the existing Project Site; however, redevelopment of the Project Site would include new storm drains to tie into the existing outfalls and collect the drainage. The Project proposes to utilize eleven existing storm drain outfalls across the Project Site and remove four existing storm drain outfalls. A total of four new storm drain outfalls would be constructed as part of the Project.¹⁷ The Project proposes to remove and realign the downstream portion of the large eight-foot by 4.5-foot reinforced concrete box culvert that currently drains in a southerly direction down Pacific Highway within the Project limits. The Project proposes to modify the existing box culvert by realigning the downstream end. This would be accomplished by constructing a new outfall to San Diego Bay with construction of a new segment of box culvert from the existing West Harbor Drive/Pacific Highway intersection to the west along the North Harbor Drive roadway alignment to a new outfall at San Diego Bay. An existing 24-inch pipe that traverses both the Seaport Village and the Old Police Headquarters sites in a north-south direction would also be re-routed to a new outfall location. The other onsite pipes would be realigned, maintained in place, and/or replaced to tie into the existing storm drain outlets.

Onsite drainage improvements can improve local drainage patterns and conveyance. Typically, waterfront projects cannot drastically alter drainage patterns that are dictated by the surrounding undersized storm drain infrastructure. The project's proposed storm drain system would be designed to accommodate the new site plan and improve the existing drainage conditions for the site.

5.11.5 Energy/Dry Utilities

5.11.5.1 Electricity and Natural Gas Services

San Diego County is served by SDG&E, which provides electricity and natural gas to over 3.6 million customers (i.e., 1.4 million accounts) in the county and portions of southern Orange County. The utility has a diverse power production portfolio, composed of a variety of renewable and non-renewable sources. Energy production typically varies by season and by year. Regional electricity loads also tend to

¹⁷ An exhibit will be provided separately from this Revised Project Description.



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be higher in the summer because the higher summer temperatures drive increased demand for air-conditioning. In contrast, natural gas loads are higher in the winter because the colder temperatures drive increased demand for natural gas heating.

There are existing underground 12-kV distribution systems owned by SDG&E on West Harbor Drive, at Pacific Highway and Kettner Boulevard. The existing 12-kV distribution systems consist of three different systems with Circuit 756 located on Pacific Highway and West Harbor Drive, and Circuits 115 and 117 located at Kettner Boulevard and West Harbor Drive. SDG&E indicates that there would be adequate capacity to meet the Project's anticipated electric load requirements. The Project would connect to these existing distribution systems and would construct a system that would have the capability to tie these systems together with electric switches in the event of a system failure to any of the circuits.

Natural gas service is anticipated to be provided to the Project Site via the existing 3-inch natural gas main located within Pacific Highway and West Harbor Drive, and from the existing 6-inch natural gas main located on South Embarcadero, west of the Marriott Marquis.

5.11.5.2 Telecommunications Services

Telecommunications services, including telephone and cellular phone services, cable television, and internet and broadband services in the San Diego region, are provided by a number of privately-owned companies. AT&T and Cox provide telecommunication services to the Project Site and are primarily co-located with SDG&E's electric systems located on West Harbor Drive at Pacific Highway and Kettner Boulevard. The Project would connect to these existing telecommunication systems, though it is also proposed to include the potential construction of new and upgraded communications infrastructure, including facilities for high-speed internet and broadband cellular service. All new telephone line extensions would be performed in accordance with AT&T Rule 15 and both utility company's franchise agreement terms with the Port and/or City.

5.11.6 Public Services

The Project would incorporate state-of-the art fire and life safety systems in accordance with all applicable regulations. In addition, the Project would include numerous security features site-wide, such as closed-circuit television monitoring systems, secured access areas, and security guards. Such features reduce the demand upon local fire and police resources, as the Project would incorporate features to make the Project inherently safer and more secure. Furthermore, the numerous educational opportunities afforded by the Project would provide enrichment to local students of all ages, thereby creating new, local enrichment and educational resources in the City and beyond.

6.0 ANTICIPATED APPROVALS AND ENTITLEMENTS

The Project is anticipated to include, but may not be limited to, the following approvals and entitlements:

- I. Port of San Diego (POSD):
 - a. Certification of EIR; Adoption of MMP and CEQA Findings.



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- b. Port Lease Agreement.
 - c. Port Master Plan Amendment.
 - d. Coastal Development Permit.
 - e. Concept Approval.
 - f. Development Agreement.
 - g. Pierhead Line Modification.
 - h. Water Supply Assessment (SB 610) (prepared by Water Service Provider).
 - i. Signage Plan Approval.
 - j. Storm Water Quality Management Plan (SWQMP).
 - k. Storm Water Pollution Protection Plan.
 - l. Demolition, grading, shoring, excavation, soil export/hauling, drainage, sewer, and water studies, site design, utility and other required building permit and plan review approvals.
- II. California Coastal Commission:
 - a. Port Master Plan Amendment (POSD).
 - b. Coastal Development Permit.
- III. California State Lands Commission:
 - a. Dredging Permit.
- IV. California Dept. of Fish and Wildlife:
 - a. Section 1600 - Lake and Streambed Alteration Agreement/Permit.
 - b. 2081 Incidental Take Permit.
- V. California Division of the State Architect:
 - a. Learning Center Plan Review and Approval.
- VI. US Army Corps of Engineers:
 - a. Clean Water Act Section 404 Permit.
 - i. US Fish and Wildlife: Concurrence or Biological Opinion.
 - ii. NOAA/National Marine Fisheries Service: Concurrence or Biological Opinion.
 - b. Section 10 Rivers and Harbor Act Permit.
 - c. Pierhead Line Modification.
- VII. Regional Water Quality Control Board, San Diego Region:
 - b. Clean Water Act Section 401 Permit/ Waste Discharge Requirements.
- VIII. City of San Diego:
 - 1. Right of way/encroachment permit(s).
 - 2. Easement vacations.
- IX. Federal Aviation Administration:
 - 1. Air Hazard Determination.
 - 2. Determination of Federal Aviation Regulations, Part 77.
- X. San Diego County Regional Airport Authority, Airport Land Use Commission
 - 1. Consistency Determination.
- XI. San Diego County:
 - 1. Any approvals per Airport Land Use Compatibility Plan.
 - 2. NPDES and MS4 permits.
 - 3. Department of Environmental Health and Quality (DEHQ): Fuel system permits.
- XII. San Diego County Air Pollution Control District:



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1. Air Quality Permits to Construct.
 2. Air Quality Permits to Operate.
- XIII. Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, encroachment permits, grading permits, excavation and shoring permits, foundation permits, building permits, and plan review.

6.1 RESPONSIBLE AND TRUSTEE AGENCIES

This EIR is intended to be used by responsible and trustee agencies (as defined by sections 15381 and 15386 of the State CEQA Guidelines) that may have review or discretionary authority over some component of the Project. Agencies in addition to the Lead Agency that also may use this EIR in their review of the Project or that may have responsibility over approval of certain Project elements may include, but are not limited to, the following:

- U.S. Marines
- U.S. Navy
- California State Lands Commission
- Caltrans
- CDFW
- CCC
- USACE
- San Diego Air Pollution Control District (SDAPCD)
- San Diego RWQCB
- San Diego County Regional Airport Authority
- SANDAG
- City of San Diego Public Utilities Department
- SDG&E
- SDMTS
- NAHC
- California Office of Historic Preservation
- Federal Aviation Administration
- Division of State Architect
- Responsible Fire, Police, and School Services (Port and City)



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7.0 REFERENCES

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