



Use	Proposed PMPU Planned Net New <sup>1</sup>
Meeting Space (sf)	162,000
Retail (sf)	92,250
Restaurant (sf)	89,750
Standalone Retail/ Restaurant (sf)	67,489
Convention (sf)	180,000
<b>Total - Landside Development Use</b>	
<i>Hotel Rooms</i>	<del>3,910</del> <u>4,385</u>
Meeting Space (sf)	162,000
Retail/Restaurant (sf)	340,000
Convention (sf)	180,000

<sup>1</sup>The PMPU Net new potential proposed future development is calculated based on the allowable Planned Improvements located in each planning district or subdistrict. The Planned Improvements are appealable and non-appealable development or improvements for each subdistrict, which are described for each planning district below. sf = square feet

<sup>2</sup>This accounts for lower cost overnight accommodations beds. In estimating the number of rooms, it was assumed there would be four beds per room, which is industry standard.

## Section 4.2, Air Quality and Health Risk

### Page 4.2-43

**Table 4.2-11. Construction Water and Land Use Assumptions**

Water and Land Use	Total Growth <sup>1</sup>
Recreational Boating (slips)	485
Commercial Fishing (slips)	65
Hotel (rooms)	<del>3,910</del> <u>4,385</u>
Retail/Restaurant (square feet)	339,489
Convention/Meeting Space (square feet)	342,000

Source: Compiled by ICF based on Development Projections provided by the District (see Appendix C).

<sup>1</sup> Does not include development within PD5 and PD6.

### Page 4.2-45

**Table 4.2-12. New Development Assumed for the Proposed PMPU at Full Buildout and in 2030**

Planning District	2050			2030		
	Hotel Rooms	Retail/Restaurant (sf)	Convention/Meeting Space (sf)	Hotel Rooms	Retail/Restaurant (sf)	Convention/Meeting Space (sf)
PD1: Shelter Island	--	--	--	--	--	--

Planning District	2050			2030		
	Hotel Rooms	Retail/ Restaurant (sf)	Convention/ Meeting Space (sf)	Hotel Rooms	Retail/ Restaurant (sf)	Convention/ Meeting Space (sf)
PD2: Harbor Island	<del>3,060</del> <u>3,410</u> <sup>1</sup>	239,500	77,000	<del>4,255</del> <u>1,399</u> <sup>2</sup>	98,195	31,570
PD3: Embarcadero	<del>850</del> <u>975</u> <sup>3</sup>	81,989	265,000	<del>349</del> <u>400</u> <sup>4</sup>	33,615	108,650
PD4: Working Waterfront	--	--	--	--	--	--
PD7: South Bay	--	--	--	--	--	--
PD8: Imperial Beach Oceanfront	--	18,000	--	--	7,380	--
PD9: Silver Strand	--	--	--	--	--	--
PD10: Coronado Bayfront	--	--	--	--	--	--
<b>Total</b>	<del>3,910</del> <u>4,385</u>	<b>339,489</b>	<b>342,000</b>	<del>1,604</del> <u>1,799</u>	<b>139,190</b>	<b>140,220</b>

sf = building square feet. Development assumptions for both years are relative to existing conditions.

<sup>1</sup> Includes 350 lower cost overnight accommodation beds at 4 beds/room.

<sup>2</sup> Includes 144 lower cost overnight accommodation beds at 4 beds/room.

<sup>3</sup> Includes 125 lower cost overnight accommodation beds at 4 beds/room.

<sup>4</sup> Includes 51 lower cost overnight accommodation beds at 4 beds/room.

## Page 4.2-65

**Table 4.2-17. Construction Emission Estimates Associated with All Development Through 2050—Unmitigated (pounds per day)**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Demolition	<del>4</del> <u>6</u>	<del>59</del> <u>73</u>	<del>29</del> <u>45</u>	<1	<del>35</del> <u>36</u>	<del>7</del> <u>8</u>	<del>2</del> <u>3</u>
Site Preparation	<del>3</del> <u>4</u>	<del>33</del> <u>45</u>	<del>20</del> <u>32</u>	<1	<del>24</del> <u>28</u>	<del>12</del> <u>16</u>	<del>2</del> <u>3</u>
Grading	<del>3</del> <u>5</u>	<del>35</del> <u>49</u>	<del>29</del> <u>44</u>	<1	<del>11</del> <u>19</u>	<del>5</del> <u>9</u>	<del>4</del> <u>2</u>
Building Construction	<del>10</del> <u>12</u>	<del>63</del> <u>74</u>	<del>97</del> <u>103</u>	1	<del>29</del> <u>31</u>	<del>9</del> <u>10</u>	1
Paving	<del>1</del> <u>2</u>	<del>5</del> <u>10</u>	<del>16</del> <u>23</u>	<1	<1	<1	<1
Architectural Coating	<del>653</del> <u>716</u>	<del>1</del> <u>2</u>	<del>9</del> <u>11</u>	<1	4	1	<1
Waterside Construction	17	112	248	<1	6	5	6
<b>Maximum Daily</b>	<del>692</del> <u>760</u>	<del>308</del> <u>365</u>	<del>437</del> <u>506</u>	<b>1</b>	<del>107</del> <u>123</u>	<del>29</del> <u>48</u>	<del>11</del> <u>14</u>
<i>Thresholds</i>	75	250	550	250	100	55	--
Exceed?	<b>Yes</b>	<b>Yes</b>	No	No	<b>Yes</b>	No	--

Source: Appendix C.

Note: Emissions may not sum exactly due to rounding. Assumes CalEEMod default for all development and that all waterside and landside phases would occur concurrently.

## Page 4.2-69

**Table 4.2-18. Estimated Net New Daily Emissions Baywide in 2030 Associated with PMPU Buildout—Unmitigated (pounds per day)**

Sector	Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Land Use Development	Mobile	6	8	54	<1	18	3	<1
	Area	<del>72</del> <u>75</u>	<1	<del>41</del> <u>5</u>	<1	<1	<1	<1
	Energy	5	<del>44</del> <u>45</u>	<del>37</del> <u>38</u>	<1	3	3	-
<i>Sum of Land Use Development</i>		<del>82</del> <u>86</u>	<del>52</del> <u>53</u>	<del>91</del> <u>97</u>	<1	21	6	<1
Boating	Recreational Boating	38	11	212	<1	2	2	<1
	Commercial Fishing	1	11	9	<1	<1	<1	<1
<i>Sum of Boating</i>		39	22	221	<1	3	2	<1
<b>Total Daily for All Development</b>		<del>122</del> <u>125</u>	<del>74</del> <u>75</u>	<del>312</del> <u>318</u>	<b>1</b>	<b>24</b>	<b>8</b>	<b>&lt;1</b>
<i>Threshold</i>		75	250	550	150	100	55	-
Exceed?		<b>Yes</b>	No	No	No	No	No	-

Source: ICF Emissions Modeling (Appendix C).

Note: Sectors or sources that individually exceed thresholds are shown in underline.

**Table 4.2-19. Estimated Net New Daily Emissions Baywide in 2050 Associated with PMPU Buildout—Unmitigated (pounds per day)**

Sector	Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Land Use Development	Mobile	9	14	89	<1	43	7	<1
	Area	<del>156</del> <u>164</u>	<1	<del>41</del> <u>12</u>	<1	<1	<1	<1
	Energy	12	<del>106</del> <u>109</u>	<del>89</del> <u>92</u>	1	8	8	<1
<i>Sum of Land Use Development</i>		<del>176</del> <u>185</u>	<del>119</del> <u>123</u>	<del>178</del> <u>192</u>	1	51	15	<1
Boating	Recreational Boating	57	23	548	<1	3	3	<1
	Commercial Fishing	3	27	22	<1	1	1	<1
<i>Sum of Boating</i>		60	50	<u>571</u>	<1	4	3	<1
<b>Total Daily for All Development</b>		<del>237</del> <u>245</u>	<del>170</del> <u>173</u>	<del>749</del> <u>763</u>	<b>1</b>	<b>56</b>	<b>19</b>	<b>1</b>
<i>Threshold</i>		75	250	550	150	100	55	-
Exceed?		<b>Yes</b>	No	<b>Yes</b>	No	No	No	-

Source: ICF Emissions Modeling (Appendix C).

Note: Sectors or sources that individually exceed thresholds are shown in underline.

## Pages 4.2-70 and 4.2-71

**Table 4.2-20. Estimated Net New Daily Emissions in 2030 Associated with PMPU Buildout—Unmitigated (pounds per day)**

Planning District	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
PD1: Shelter Island	4	12	25	<1	1	1	<1

Planning District	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
PD2: Harbor Island	<del>79</del> <u>81</u>	<del>43</del> <u>44</u>	<del>161</del> <u>165</u>	<1	15	5	<1
PD3: Embarcadero	<del>33</del> <u>34</u>	16	<del>89</del> <u>91</u>	<1	6	2	<1
PD4: Working Waterfront	--	--	--	--	--	--	--
PD7: South Bay	--	--	--	--	--	--	--
PD8: Imperial Beach Oceanfront	<1	1	2	<1	<1	<1	<1
PD9: Silver Strand	2	<1	9	<1	<1	<1	<1
PD10: Coronado Bayfront	5	1	26	<1	1	<1	<1
<b>Total</b>	<del>122</del> <u>126</u>	<b>74</b>	<del>312</del> <u>318</u>	<b>1</b>	<b>24</b>	<b>8</b>	<b>1</b>
<i>Threshold</i>	75	250	550	150	100	55	--
Exceed?	<b>Yes</b>	No	No	No	No	No	--

Source: ICF Emissions Modeling (Appendix C).

Note: Planning districts that individually exceed thresholds are shown in underline.

**Table 4.2-21. Estimated Net New Daily Emissions in 2050 Associated with PMPU Buildout—Unmitigated (pounds per day)**

Planning District	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
PD1—Shelter Island	8	29	64	<1	2	1	1
PD2—Harbor Island	<del>161</del> <u>167</u>	<del>100</del> <u>101</u>	<del>380</del> <u>384</u>	1	36	12	<1
PD3—Embarcadero	<del>58</del> <u>60</u>	35	<del>214</del> <u>216</u>	1	14	5	<1
PD4—Working Waterfront	--	--	--	--	--	--	--
PD7—South Bay	--	--	--	--	--	--	--
PD8—Imperial Beach Oceanfront	1	1	3	<1	1	<1	<1
PD9—Silver Strand	2	1	23	<1	<1	<1	<1
PD10—Coronado Bayfront	7	3	65	<1	2	1	<1
<b>Total</b>	<del>237</del> <u>245</u>	<b>170</b>	<del>749</del> <u>755</u>	<b>1</b>	<b>56</b>	<b>19</b>	<b>1</b>
<i>Threshold</i>	75	250	550	150	100	55	--
Exceed?	<b>Yes</b>	No	<b>Yes</b>	No	No	No	--

Source: ICF Emissions Modeling (Appendix C).

Note: Planning districts that individually exceed thresholds are shown in underline.

## Pages 4.2-83 and 4.2-84

**Table 4.2-22. Construction Emission Estimates Associated with All Development Through 2050—Mitigated (pounds per day)**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Demolition <sup>1</sup>	2	<del>30</del> <u>32</u>	<del>30</del> <u>45</u>	<1	15	3	<1
Site Preparation <sup>1</sup>	1	<del>2</del> <u>3</u>	<del>24</del> <u>33</u>	<1	<del>8</del> <u>10</u>	<del>4</del> <u>5</u>	<1
Grading <sup>1</sup>	1	<del>3</del> <u>4</u>	<del>33</del> <u>48</u>	<1	<del>4</del> <u>6</u>	<del>2</del> <u>3</u>	<1
Building Construction <sup>1</sup>	<del>9</del> <u>10</u>	<del>52</del> <u>59</u>	<del>89</del> <u>106</u>	1	<del>28</del> <u>29</u>	8	<1
Paving <sup>1</sup>	<1	<del>1</del> <u>2</u>	<del>48</del> <u>25</u>	<1	<1	<1	<1
Architectural Coating <sup>2</sup>	<del>26</del> <u>39</u>	<del>1</del> <u>2</u>	<del>9</del> <u>11</u>	<1	4	1	<1
Waterside Construction <sup>3</sup>	10	66	126	<1	3	3	3
<b>Maximum Daily</b>	<b><del>48</del> <u>64</u></b>	<b><del>155</del> <u>169</u></b>	<b><del>326</del> <u>394</u></b>	<b>1</b>	<b><del>63</del> <u>68</u></b>	<b><del>21</del> <u>23</u></b>	<b>4</b>
<i>Thresholds</i>	75	250	550	250	100	55	-
Exceed?	No	No	No	No	No	No	-

Source: Appendix C. Totals may not add exactly due to rounding.

<sup>1</sup> Assumes all off-road construction equipment is Tier 4 for all phases (MM-AQ-3).

<sup>2</sup> Assumes super-low VOC paints (10 g/L) used for all painting activities (MM-AQ-5).

<sup>3</sup> Assumes waterside phases stagger and do not overlap on a given day (MM-AQ-8). Values are for the Pier and Deck Pilings phase, which has the highest emissions of the waterside construction phases.

**Table 4.2-23. Estimated Net New Daily Emissions Baywide in 2030 Associated with PMPU Buildout—Mitigated (pounds per day)**

Sector	Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Land Use Development	Mobile	4	7	40	<1	2	1	<1
	Area	<del>108</del> <u>111</u>	<1	<del>41</del> <u>5</u>	<1	<1	<1	<1
	Energy	7	<del>67</del> <u>68</u>	<del>56</del> <u>57</u>	<1	5	5	--
<i>Sum of Land Use Development</i>		<del>119</del> <u>122</u>	<del>74</del> <u>75</u>	<del>96</del> <u>102</u>	1	8	6	<1
Boating	Recreational Boating	38	11	212	<1	2	2	<1
	Commercial Fishing	<1	3	2	<1	<1	<1	<1
<i>Sum of Boating</i>		38	13	214	<1	2	2	<1
<b>Total Daily for All Development</b>		<b><del>157</del> <u>161</u></b>	<b><del>87</del> <u>97</u></b>	<b><del>344</del> <u>323</u></b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>&lt;1</b>
<i>Threshold</i>		75	250	550	150	100	55	--
Exceed?		<b>Yes</b>	No	No	No	No	No	--

Source: Appendix C.

Note: emissions may not sum due to rounding.

**Table 4.2-24. Estimated Net New Daily Emissions Baywide in 2050 Associated with PMPU Buildout—Mitigated (pounds per day)**

Sector	Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Land Use Development	Mobile	7	11	75	<1	36	6	<1
	Area	<del>108</del> <u>116</u>	<1	<del>41</del> <u>12</u>	<1	<1	<1	<1
	Energy	7	<del>67</del> <u>70</u>	<del>56</del> <u>59</u>	<1	5	5	--
<i>Sum of Land Use Development</i>		<del>124</del> <u>130</u>	<del>83</del> <u>81</u>	<del>130</del> <u>145</u>	1	<del>41</del> <u>41</u>	8	<1

Sector	Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5	DPM
Boating	Recreational Boating	57	23	548	<1	3	3	<1
	Commercial Fishing	1	6	5	<1	<1	<1	<1
<i>Sum of Boating</i>		58	29	553	<1	4	3	<1
<b>Total Daily for All Development</b>		<b><del>479</del> 190</b>	<b><del>442</del> 131</b>	<b><del>693</del> 716</b>	<b>1</b>	<b><del>15</del> 45</b>	<b><del>10</del> 14</b>	<b>&lt;1</b>
<i>Threshold</i>		75	250	550	150	100	55	--
Exceed?		<b>Yes</b>	No	<b>Yes</b>	No	No	No	--

Source: Appendix C.

Note: emissions may not sum due to rounding.

## Section 4.6, Greenhouse Gas Emissions and Energy

### Page 4.6-44

**Table 4.6-11. Unmitigated Operational Emissions Associated with New Development under the PMPU Buildout (MTCO<sub>2e</sub> per year)**

Sector	Source	2030 Unmitigated	2050 Unmitigated
Land Use Development	Mobile	3,143	6,620
	Electricity	<del>6,103</del> 6,332	0
	Natural Gas	<del>8,781</del> 9,042	<del>21,406</del> 22,042
	Water	<del>425</del> 475	<del>358</del> 424
	Waste	<del>1,340</del> 1,473	<del>3,268</del> 3,593
Boating	Recreational Boating	266	743
	Commercial Fishing	48	119
<i>Amortized Construction</i>		<del>2,099</del> 2,116	<del>2,099</del> 2,116
<b>Total Annual for All Development</b>		<b><del>22,205</del> 22,895</b>	<b><del>34,614</del> 35,656</b>
Number of Occupied Rooms		<del>1,604</del> 1,799	<del>3,910</del> 4,385
Emissions Per Room (MT/Room)		<del>13.8</del> 12.7	<del>8.9</del> 8.1
Threshold (MT/Room)		6.3	0.0
Target Met?		No	No

### Page 4.6-52

**Table 4.6-12. Mitigated Operational Emissions Associated with New Development Under the PMPU Buildout (MTCO<sub>2e</sub> per year)**

Sector	Source	2030 Mitigated	2050 Mitigated
Land Use Development	Mobile	2,610	5,548
	Electricity	0	0
	Natural Gas	<del>2,058</del> 2,319	<del>2,058</del> 2,319
	Water	<del>340</del> 401	<del>286</del> 365

Sector	Source	2030 Mitigated	2050 Mitigated
	Waste	<del>1,340</del> <u>1,473</u>	<del>3,268</del> <u>3,593</u>
Boating	Recreational Boating	266	743
	Commercial Fishing	48	119
<i>Amortized Construction</i>		<del>2,099</del> <u>2,116</u>	<del>2,099</del> <u>2,116</u>
<b>Total Annual for All Development</b>		<del>8,761</del> <u>9,233</u>	<del>14,122</del> <u>14,803</u>
Number of Occupied Rooms		<del>1,604</del> <u>1,799</u>	<del>3,910</del> <u>4,385</u>
Emissions Per Room (MT/Room)		<del>5.5</del> <u>5.1</u>	<del>3.6</del> <u>3.4</u>
Threshold (MT/Room)		6.3	0.0
Target Met?		Yes	No

Source: Appendix C.

## Revisions to Volume 3 of the Final PEIR

### Appendix D, Transportation Impact Study

#### Page 3

Table 1.1: Summary of Transportation Improvements

PD	Location	Type	Improvement
2	North Harbor Dr McCain Rd to Grape St	Bicycle & Pedestrian	<ul style="list-style-type: none"> <li>• Providing a second, wider, Class I Multi-Use Path along the southside of North Harbor Drive on the northside of Spanish Landing</li> <li>• Widen the Class I Multi-Use Path between Harbor Island Drive and the southern Coast Guard Driveway</li> <li>• Extend the existing waterfront promenade between Laurel Drive and Grape Street</li> <li>• Implementation of a Class IV Cycle Track along Pacific Highway between Washington Street and Laurel Street (based on Midway Community Plan)</li> </ul>
		Transit	<ul style="list-style-type: none"> <li>• Implementation of a busway along the south/west side of North Harbor Dive between the Airport (Harbor Island Drive) and Santa Fe Depot (Broadway)</li> <li>• Support a new express Bus Rapid Transit (BRT) route between the Airport and Santa Fe Depot</li> <li>• Support of a potential future streetcar line between the Airport and Santa Fe Depot (if ridership warrants), utilizing the right-of-way from the proposed busway along North Harbor Drive.</li> </ul>



**Appendix N, Supplemental Air Quality and Greenhouse Gas  
Analysis Related to Lower Cost Overnight Accommodations for  
the Port Master Plan PEIR**