



# **Final Master Environmental Impact Report**

**for the proposed**

## **North Embarcadero Alliance Visionary Plan**

**April 2000**

FINAL MASTER  
ENVIRONMENTAL IMPACT REPORT

{UPD #83356-EIR-351; SCH #99031037}

for the proposed

NORTH EMBARCADERO  
ALLIANCE VISIONARY PLAN

**Lead Agency**

SAN DIEGO UNIFIED PORT DISTRICT  
3165 Pacific Highway  
San Diego, CA 92112

**in conjunction with**

CITY OF SAN DIEGO  
COUNTY OF SAN DIEGO  
CENTRE CITY DEVELOPMENT CORPORATION  
U.S. NAVY

**Environmental Consultant**

BRG CONSULTING, INC.  
1550 Hotel Circle Drive North, Suite 320  
San Diego, CA 92108-2909

April 2000

# Foreword

This Final Master Environmental Impact Report (Final MEIR) has been prepared in accordance with the requirements of the California Environmental Quality Act (California Public Resources Code Section 21000, et seq., [revised December 1998] herein, CEQA) and the State of California CEQA guidelines, as amended February 1999 (California Administrative Code, Title 14, Section 15000, et seq.). This document in combination with the Draft MEIR and its technical appendices circulated for public review constitute the Final MEIR for the North Embarcadero Alliance Visionary Plan. The purpose of the Final EIR is to provide the decision making body, in this case the North Embarcadero Alliance (Alliance) and respective governing boards, and Responsible Agencies (e.g., Coastal Commission) with environmental impact information relative to the proposed North Embarcadero Visionary Plan project. The second purpose of the Final MEIR is to communicate public concerns regarding environmental issues addressed in the Draft MEIR. The Alliance and respective governing boards must consider the information contained in this Final MEIR prior to approving the proposed project.

## The Final MEIR

This Final MEIR, in compliance with Section 15132 of the State CEQA guidelines, includes the following:

### **Section 1.0 Foreword**

This section introduces and outlines the contents of the Final MEIR.

### **Section 2.0 Errata**

This section contains a list of minor corrections found in the body of the Draft MEIR where text has either been added (underlined) or deleted (strike-out) for clarification purposes.

### **Section 3.0 Response to Comments**

This section includes the comments received on environmental issues raised during the public review process for the Draft MEIR as well as the responses to comments. Each comment is assigned a comment number (that corresponds to a response number) and response that appears on the same page. The comment letters and responses are preceded by a list of agencies, organizations, and individuals who commented on the Draft MEIR along with the identification of comment numbers.

### **Section 4.0 Final MEIR Text Revisions**

This section contains revisions to the Draft MEIR which were developed in responding to comments received during the Draft MEIR public review period.

## **Section 5.0 Mitigation Monitoring and Reporting Program**

This section contains the Mitigation Monitoring and Reporting Program (MMRP) for the project, which has been prepared by the Alliance pursuant to Public Resources Code Section 21081.6.

### **The Draft MEIR**

The Draft MEIR for the North Embarcadero Alliance Visionary Plan (UPD# 83356-EIR-351; SCH #99031037) that was previously circulated for public review is an integral part of the Final MEIR. The Draft MEIR and technical appendices were not reprinted due to their very large sizes (combined, over 1,500 pages). Additionally, no changes to the Draft MEIR technical appendices were required in responding to comments received on the Draft MEIR. Both the Draft MEIR and technical appendices are available for review at the Port District office of the District Clerk located at 3165 Pacific Highway, San Diego and during regular business hours (i.e., Monday through Friday 8 a.m. to 5 p.m).

The Draft MEIR was available for a 45-day public review period from December 13<sup>th</sup>, 1999 to January 26<sup>th</sup>, 2000. A notice of availability of the Draft MEIR was published in the San Diego Daily Transcript and the Union Tribune. A public workshop was held on December 9, 1998 to explain the content of the Draft MEIR and processing. The Draft MEIR public review distribution list, which identifies the agencies, individuals and special interest groups that were provided a copy of the Draft MEIR, is available for review at the Port District office of the District Clerk during regular business hours. Copies of the Draft MEIR were also made available for public viewing at the Port District office of the District Clerk and at City of San Diego Downtown Central Public library, located at 820 E Street, San Diego.

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## North Embarcadero Alliance Visionary Plan Master EIR

### Section

- 1 Errata
- 2 Comments on Draft EIR and Responses
- 3 Final MEIR Text Revisions
- 4 Mitigation, Monitoring and Reporting Program

# •Section 1•

Errata

# 1 Errata

This section contains a list of several revisions to the Final MEIR for clarification purposes based on a review of the Draft MEIR. Each listing is described by Draft MEIR section and subject.

## **Section 4.13 Public Utilities - Elimination of Significant Water and Sewer Impact**

Based on initial consultation with the City of San Diego Water Department, the City indicated that the downtown water and sewer system would not be adequate to serve the Visionary Plan area and that the proposed project would result in a significant impact to public utilities. However, based on further review of this issue, the City has determined that there is sufficient water capacity in the existing Centre City water system to meet the future demand of the North Embarcadero Visionary Plan project. Sufficient sewer capacity will be provided with construction of the South Pacific Trunk Sewer, which is currently scheduled to be complete by the end of April 2002 as a Capital Improvement Project. This additional information has been added to the Final MEIR in Response to Comment 6.

Accordingly, the significant impact to water and sewer has been deleted from the Executive Summary, Chapter 4 and Chapter 6 of the Final MEIR.

# ▪Section 2▪

Comments on Draft EIR and Responses

# 2 Comments on Draft MEIR & Responses

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## Letter from

## Response Numbers

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1. State of California  
Governor's Office of Planning and Research  
1400 Tenth Street, Sacramento, CA 95814  
Terry Roberts, Senior Planner, State Clearinghouse  
Dated: January 27, 2000
  
2. Cathy O'Leary  
17161 Alva Road, #711, San Diego, CA 92127  
Dated: January 12, 2000  
1
  
3. The City of San Diego  
Planning and Development Review  
1222 First Avenue, MS 501, San Diego, CA 92101-4155  
Lawrence C. Monserrate, Environmental Review Manager  
Dated: January 26, 2000  
2-7
  
4. The City of San Diego  
Planning and Development Review  
202 C Street, MS 5A, San Diego, CA 92101-3864  
Siavash Pazargadi, P.E., Senior Traffic Engineer  
Dated: January 10, 2000  
5A
  
5. Centre City Development Corporation (CCDC)  
225 Broadway, Suite 1100, San Diego, CA 92101-5074  
Peter J. Hall, President  
Dated: January 26, 2000  
8-27

**Letter from**

**Response Numbers**

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- |     |  |       |
|-----|--|-------|
| 6.  | Catellus Mixed Use Group, LLC<br>1262 Kettner Boulevard, San Diego, CA 92101<br>William B. Scott, Jr., Senior Vice President, Mixed Use Development<br>Dated: January 26, 2000   | 28-44 |
| 7.  | Maritime Museum<br>1492 North Harbor Drive, San Diego, CA 92101<br>William Dysart, President, Board of Trustees<br>Raymond Ashley, Executive Director<br>Dated: January 13, 2000   | 45-52 |
| 8.  | San Diego Audubon Society<br>2321 Morena Boulevard, Suite D, San Diego, CA 92110<br>James A. Peugh, Coastal and Wetlands Conservation Chair<br>Dated: January 26, 2000   | 53-65 |
| 9.  | San Diego Aircraft Carrier Museum<br>1355 North Harbor Drive, San Diego, CA 92101<br>Benjamin A. Haddad, Consultant<br>Dated: January 26, 2000   | 66    |
| 10. | Science Applications International Corporation (SAIC)<br>10260 Campus Point Drive, San Diego, CA 92121-1578<br>Andrew Lissner, Ph.D.<br>Letter to Martin Kenney, U.S. Fish and Wildlife Service<br>Dated: October 28, 1999                           | 67    |
| 11. | United States Department of the Interior<br>Fish and Wildlife Service<br>Ecology Services<br>Carlsbad Fish and Wildlife Office<br>2730 Loker Avenue West, Carlsbad, CA 92008<br>Nancy Gilbert, Assistant Field Supervisor<br>Dated: January 25, 2000 | 68-80 |

**Letter from**

**Response Numbers**

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- |   |         |
|---|---------|
| 12. State of California – The Resources Agency<br>Department of Fish and Game<br>Marine Region<br>411 Burgess Drive, Menlo Park, CA 94025<br>Robert N. Tasto, Supervisor, Project Review and Water Quality Program<br>Dated: January 27, 2000 | 81-82   |
| 13. Environmental Health Coalition<br>1717 Kettner Boulevard, Suite 100, San Diego, CA 92101<br>Nicole Capretz, Clean Bay Campaign Associate<br>Dated: January 26, 2000   | 83-98   |
| 14. Metropolitan Transit Development Board (MTDB)<br>1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490<br>Thomas F. Larwin, General Manager<br>Dated: January 26, 2000   | 99-106  |
| 15. Anthony;s Fish Grotto<br>5232 Lovelock Street, San Diego, CA 92110-4011<br>Richard A. Ghio, President<br>Dated: January 26, 2000  | 107-115 |
| 16. San Diego County Archaeological Society<br>Environmental Review Committee<br>P.O. Box 81106, San Diego, CA 92138-1106<br>James W. Royle, Jr., Chairperson<br>Dated: January 25, 2000  | 116-124 |
| 17. City of Coronado<br>Office of the City Manager<br>1825 Strand Way, Coronado, CA 92118-0488<br>Mark Ochenduszkowski, City Manager<br>Dated: January 25, 2000   | 125     |
| 18. Cinderella Carriage Co<br>801 West Market Street, San Diego, CA 92101<br>Bobby Hicks<br>Dated: January 24, 2000   | 126-127 |

**Letter from**

**Response Numbers**

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- |  |         |
|--|---------|
| 19. Little Italy Association of San Diego<br>1830 Columbia Street, San Diego, CA 92101<br>Marco Li Mandri, Executive Director<br>Dated: January 26, 2000   | 128-134 |
| 20. San Diego Bicycle Coalition<br>P.O. Box 34544, San Diego, CA 92163<br>Kathy Keehan, Executive Director<br>Dated: January 20, 2000  | 135-139 |
| 21. The League of Women Voters of San Diego<br>2801 Camino del Rio South, #300G, San Diego, CA 92108<br>Beryl Flom, President<br>Dated: January 20, 2000   | 140     |
| 22. Hornblower Cruises and Events<br>2825 5 <sup>th</sup> Avenue, San Diego, CA 92101<br>Joe R. Wyman, AICP, Planning and Development Manager<br>Dated: January 25, 2000   | 141-148 |
| 23. United States Department of Commerce<br>National Oceanic and Atmospheric Administration<br>National Marine Fisheries Service, Southwest Region<br>501 West Ocean Boulevard, Suite 4200, Long Beach, CA 90802-4213<br>Rodney R. McInnis, Acting Regional Administrator<br>Dated: January 25, 2000 | 149     |



STATE OF CALIFORNIA

# Governor's Office of Planning and Research State Clearinghouse

Gray Davis  
GOVERNOR

January 27, 2000

Melissa Mailander  
San Diego Unified Port District  
PO Box 120488  
San Diego, CA 92112-0488

Subject: North Embarcadero Visionary Plan  
SCH#: 1999031037

Dear Melissa Mailander:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 26, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse



Loretta Lynch  
DIRECTOR

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LAND USE & PLANNING

## Document Details Report State Clearinghouse Data Base

SCH# 1999031037  
Project Title North Embarcadero Visionary Plan  
Lead Agency San Diego Unified Port District

Type Draft EIR

Description The North Embarcadero Visionary Plan was endorsed by five Alliance members: Port District, City of San Diego, County of San Diego, Centre City Dev. Corp., and the US Navy. The plan provides for the revitalization of San Diego's downtown waterfront with the inclusion of an expanded promenade with various opportunities for public access, street and parking improvements, and a variety of commercial/recreational redevelopment within the plan area. The plan also evaluates the relocation of the USS Midway.

### Lead Agency Contact

Name Melissa Mailander  
Agency San Diego Unified Port District  
Phone (619) 686-6283 Fax  
email  
Address PO Box 120488 State CA Zip 92112-0488  
City San Diego

### Project Location

County San Diego  
City San Diego  
Region  
Cross Streets Pacific Highway/Harbor Drive/Laurel Street  
Parcel No.  
Township Range Section Base

### Proximity to:

Highways 5  
Airports Lindbergh Field  
Railways AT&SF  
Waterways San Diego Bay  
Schools  
Land Use Port Master Plan - Centre City Embarcadero/CCDC Centre City Community Plan - Marina Centre City

### Project Issues

Aesthetic/Visual; Air Quality; Archaeologic-Historic; Coastal Zone; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

### Reviewing Agencies

Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Caltrans, District 11; Regional Water Quality Control Board, Region 9; State Lands Commission

Date Received 12/13/1999 Start of Review 12/13/1999 End of Review 01/26/2000

17161 Alva Rd. #711  
San Diego, CA 92127  
January 12, 2000

**RESPONSE TO COMMENT LETTER FROM CATHY O'LEARY, DATED  
JANUARY 12, 2000**

Melissa A. Mailander  
Environmental Review Coordinator  
Port of San Diego  
P.O. Box 120488  
San Diego, California 92112-0488

RE: Draft Master EIR for Public Review  
for the North Embarcadero Visionary Plan  
City of San Diego, California  
(UPD #83356-EIR-351; SCH#9903 1037)



**Response to Comment 1:**  
This letter provides the writer's comments and recommendations on the North Embarcadero Alliance Visionary Plan, for consideration by the Alliance. The Visionary Plan was subject to significant public input prior to its adoption by the Alliance. Therefore, further public comments on the Plan are not being solicited or incorporated at this time. The comments recognize certain findings of the Draft MEIR, but do not address the adequacy or accuracy of the analysis in the Draft MEIR.

Dear Ms. Mailander,

Thank you for the opportunity to comment on the Draft Master EIR for the North Embarcadero Visionary Plan.

The Visionary Plan will be an enhancement for downtown and people will be able to enjoy the harbor.

The front porch theme, esplanade, Grape Street Pier and pedestrian friendly elements are highlights of the Plan.

Some problems I have with the Plan are:

- The massiveness of the Midway Museum and the Port of Call Cruise Ship terminal. The elimination of these two projects would greatly alleviate traffic problems and support open view corridors which are an essential to the Plan;
- Building Heights are too tall even with the step down pattern. A building height of 450' near the Santa Fe Depot will blot out and dwarf that Historic Landmark;
- Since the EIR states a cultural presence is badly needed, a performing arts center and Opera House should be included in the Visionary Plan;
- The Maritime Museum should remain at its present location. Expanding space for the maritime Museum to display ships that represent San Diego history would enhance public enjoyment and interest;
- Extending mudflats habitats for wildlife and a launch ramp for kayaks, dinghies and sailboats are essential components of the Plan.

Your attention to these comments as greatly appreciated.

Sincerely,

Cathy O'Leary



THE CITY OF SAN DIEGO

**RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING AND DEVELOPMENT REVIEW, SIGNED BY LAWRENCE C. MONSERRATE, DATED JANUARY 26, 2000**

January 26, 2000

VIA FACSIMILE TO (619) 686-6508

Ms. Melissa A. Mailander  
Environmental Review Coordinator  
San Diego Unified Port District  
P.O. Box 120488  
San Diego, CA 92112-0488

Dear Ms. Mailander:

**Subject:** Comments for the Draft Master Environmental Impact Report for the North Embarcadero Alliance Visionary Plan (UPD NO. 83356-EIR-351; SCH NO. 99031037)

Thank you for providing the City of San Diego the opportunity to review and comment on the "Draft Master Environmental Impact Report for the North Embarcadero Alliance Visionary Plan". As a responsible agency for this project, we have a great interest in pursuing the redevelopment of our waterfront with the least amount of adverse environmental effects possible. In light of this, we have the following comments on the draft Master Environmental Impact Report (MEIR):

**Port Master Plan**

In order to fully implement the Visionary Plan, all pertinent text regarding goals and development guidelines were to be folded into all regulatory documents. These documents include the Port Master Plan, the Centre City Community Plan, Centre City Planned District Ordinance (PDO) among others. To date, the Port Master Plan does not contain all of the relevant information that relate to the Port tidelands. At the last Steering Committee meeting in November 1999, it was agreed that this text would be included prior to the issuance of the draft MEIR for public review; this was not accomplished. The goals and development guidelines from the Visionary Plan must be incorporated into a binding document for the Port District prior to the certification of the MEIR in order to be consistent with the Visionary Plan.

**Sixteen Story Parking Lot**

At the last Steering Committee meeting on November 18, 1999, it was stated that the Port District did not intend to construct a 16-story parking structure to accommodate the Lane

**Response to Comment 2:**

This comment states the City's position on the contents of the implementing language to be included in the proposed Port Master Plan amendment. The Port Master Plan is a general land use plan that typically does not contain specific development standards as does, for example, the City of San Diego Centre City Community Plan and Planned District Ordinance. The "North Embarcadero Development Standards and Design Guidelines" will be prepared and adopted by the Board of Port Commissioners to ensure that the specific development standards of the Visionary Plan are implemented. The North Embarcadero Development Standards and Design Guidelines will be reviewed and commented on by all Alliance member agencies.

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**RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING  
AND DEVELOPMENT REVIEW, SIGNED BY LAWRENCE C. MONSERRATE,  
DATED JANUARY 26, 2000**

3

Field development. BRG Consulting, agreed to remove the language discussing this in the MEIR. However, the illustrations and a table in the MEIR still show a 16 story parking structure for Lane Field. Pages 3-32-35, Table 3.3-2, and Figure 3.3-14 all reference a 16-story parking structure. These references should be amended in the final MEIR to reflect the Steering Committee's decision.

**Cruise Ship Terminal**

The potential for a Cruise Ship Terminal was discussed at the last Steering Committee meeting. Port District staff explained that the "Super 3 Terminal" was not being proposed. However, the Cruise Ship Terminal project description and alternatives as described in the MEIR are inconsistent with the Visionary Plan. To accurately implement the Visionary Plan the Alliance Members must adhere to the concepts agreed upon in the Visionary Plan. The project description should be modified to be consistent with the Visionary Plan and analyzed in the final MEIR. Equally, options One and Two should also be revised to be consistent with the Visionary Plan and analyzed in the final MEIR.

4 a

4b

**Traffic/Circulation/Parking**

Page 4.1-10

**Table 4.1-2 Existing Street Segment Operations**

For the segment of Pacific Highway from Laurel Street to Hawthorn Street the average daily traffic volume (ADT) should be corrected to read 12,800.

Page 4.1-26

**Table 4.1-7 Near-Term Street Segment Operations**

The two segments of Pacific Highway south of Hawthorn Street should be corrected to read Hawthorn Street to Grape Street and Grape Street to Beech Street.

5

Page 4.1-29

**Street Segments**

Please include the following segments in the list of street segments projected to worsen in the near-term with project: Pacific Highway from Hawthorn Street to Grape Street (LOS A to LOS B) and Beech Street from Pacific Highway to India Street (LOS B to LOS C).

Page 4.1-37

**Table 4.1-9 Year 2020 Street Segment Operations**

The two segments of Pacific Highway south of Hawthorn Street should be corrected to read Hawthorn Street to Grape Street and Grape Street to Beech Street.

**Response to Comment 3:**

The referenced Project Description revisions have been incorporated into the text of the Final MEIR. These revisions do not affect the impact analysis contained in the Draft MEIR because the analysis assumed the potential freestanding parking structure on the 1220 Pacific Highway parcel would comply with the design guidelines of the proposed Visionary Plan, including the height restriction of 60 feet.

**Response to Comment 4a:**

The "Super 3" option for the Cruise Ship Terminal Expansion was chosen as the project description for that subsequent project because it represented the maximum alternative developed in the Maritime Master Plan or "worst-case" description of the cruise ship terminal expansion under the Visionary Plan. However, the Draft MEIR analysis indicated that certain components of the Super 3 terminal would be inconsistent with objectives and design guidelines of the Visionary Plan, and would cause several unavoidable significant adverse impacts that could only be mitigated (i.e., avoided) by selection of another option of less intensity.

Based on comments on the Draft MEIR and the Board of Port Commissioners' direction that the Port does not intend to pursue the Super 3 Terminal option (as reported at the November 18, 1999 Alliance Steering Committee meeting), the project description for the Cruise Ship Terminal Expansion subsequent project is hereby revised in the Final MEIR to be Scenario 2 described in the proposed Visionary Plan. The Project Description for the Cruise Ship Terminal Expansion (Chapter 3) is revised to indicate that Visionary Plan Scenario 2 is the "proposed project". Visionary Plan Scenario 2 is the more intense development of the two scenarios described in the Visionary Plan, and is similar to the Super 3 Terminal option.

The analysis of Option 3 - the Super 3 Terminal, is retained as an alternative in the Final MEIR because the Visionary Plan allows for the potential expansion of the B Street Cruise Ship Terminal up to Ash Street. Therefore, in the interest of presenting a "worst-case" analysis, the MEIR includes the analysis of Cruise Ship Terminal Option 3 (Super 3 Terminal) in Chapter 6, which addresses the additional feature of expansion of the B Street Pier up to Ash Street. In addition, the Final MEIR modifies the project description of the Super 3 alternative in Chapter 6 to reduce the proposed height of structures on the pier to no greater than 50 feet, which is the Visionary Plan guideline; and, to clarify that the pier structure itself would be the at-grade deck, not a two-story pier structure.

Future development of an expansion of the existing cruise ship terminal beyond Scenario 2 will require subsequent environmental review, including any modifications to the development program addressed in this MEIR. The Visionary Plan specifically provides that "At B Street

**RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING AND DEVELOPMENT REVIEW, SIGNED BY LAWRENCE C. MONSERRATE, DATED JANUARY 26, 2000 (continued)**

**Response to Comment 4a: (continued)**

Pier, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance" (pp. 64-65). Because the details of a future site specific development plan are unknown at this time, this MEIR appropriately addresses the most intense development program outlined in the Visionary Plan (i.e., Scenario 2), and the alternatives described in Chapter 6.

**Response to Comment 4b:**

Chapter 3 of the Visionary Plan shows two development "scenarios" for the Cruise Ship Terminal Expansion. Visionary Plan Scenario One consists of a Port-of-Call Cruise Ship Terminal/Mixed Use Center and is very similar to the No Project Alternative described in the Draft EIR, both of which essentially call for one level of improvements within the existing B Street Pier footprint. Visionary Plan Scenario Two consists of a Home Port Cruise Ship Terminal and is described and analyzed as "the proposed project" in the Final MEIR.

Aside from the two development scenarios shown in Chapter 3 of the Visionary Plan, the Visionary Plan does not provide any specifics on other possible development scenarios for the cruise ship terminal expansion. The Visionary Plan does note, however, that it allows for the expansion of B Street Pier up to Ash Street (page 61). Appropriately, this "worst-case" expansion of B Street to Ash Street is evaluated as a project alternative, Option 3-Super 3 Terminal, in the Final MEIR. The Visionary Plan also notes that, based on the Port District's cruise ship terminal study, alternative height restrictions and other guidelines affecting "B" Street Pier may be appropriate and should be considered by the Alliance (page 82).

Option 1 and Option 2 addressed in the Draft MEIR are two development concepts that were included as project alternatives in the Draft MEIR to evaluate a reasonable range of alternatives to the proposed project. The Draft EIR evaluates each option's consistency with the Visionary Plan, and identifies appropriate mitigation to bring these options into conformance with the Visionary Plan. The genesis of Options 1, 2 and 3 in the draft MEIR is the Port's Cruise Ship Terminal Feasibility Study prepared by Bruno-Elias & Associates (1999). The Port's cruise ship terminal study is referenced throughout the Visionary Plan and, therefore, its options warrant inclusion and analysis in the MEIR as project alternatives.

**RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING  
AND DEVELOPMENT REVIEW, SIGNED BY LAWRENCE C. MONSERRATE,  
DATED JANUARY 26, 2000 (continued)**

**Response to Comment 5:**

The Traffic/Circulation/Parking comments (8 comments) are all minor corrections or clarifications that do not affect the findings of the traffic impact analysis contained in the Draft MEIR. These revisions have been incorporated into the Final MEIR.

**RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING  
AND DEVELOPMENT REVIEW, SIGNED BY LAWRENCE C. MONSERRATE,  
DATED JANUARY 26, 2000**

Page 4, 1-43

**4.1.4 Significant Impacts**

The second sentence should be changed to read "LOS E or better operations are projected at all intersection and street segment locations".

Page 4, 2-3

**Table 4.2-1 Existing Conditions Parking Supply and Demand**

In footnote number 2, the phrase "North County lot" should be changed to "County Building North Lot" to be consistent with the text in the table.

Page 86

**Appendix C - Traffic Impact Analysis**

**XII. Significance of Impacts Summary**

The first paragraph should state that North Harbor Drive will also experience cumulative traffic impacts without the I-5 direct connectors of the expanded airport.

Page 9

**Appendix D - Parking Analysis**

**3.2 Future Parking Demand**

In the second sentence of the fourth paragraph, "forecast" should be capitalized as this word is part of the name of the referenced SANDAG growth forecast model.

**Water/Wastewater**

The draft MEIR is correct when it states that local distribution lines within the Visionary Plan area are outdated and may not have adequate capacity to serve the proposed development. The City looks forward to reviewing the Master Utilities Study which will address the condition and capacity of the current and future water and sewer systems in the project area. To request review of water systems within the study, please contact Shahin Moshref at (619) 533-7417, and for wastewater systems, please contact Bobbi Salvini at (619) 533-5106.

6

**Solid Waste**

The City's Environmental Services Department (ESD) concurs that solid waste generation from the uses proposed within the Visionary Plan area would exceed the City's annual threshold for commercial uses, and that proposed site development has the potential to deposit construction waste into the Miramar Landfill. The City looks forward to providing input into the preparation of a Waste Management Plan for this project. Please contact Ken Prue at (619) 492-5085 for both input and subsequent approval of the Plan.

7

**Response to Comment 6:**

Based on initial consultation with the City of San Diego Water Department, the City indicated that the downtown water and sewer system would not be adequate to serve the Visionary Plan area and that the proposed project would result in a significant impact to public utilities. However, in response to comments received on the Draft MEIR, the City reviewed this issue and determined that there is sufficient water capacity in the existing Centre City water system to meet the future demand of the North Embarcadero Visionary Plan project. Sufficient sewer capacity will be provided with construction of the South Pacific Trunk Sewer, which is currently scheduled to be complete by the end of April 2002 as a Capital Improvement Project. Therefore, the proposed project would not result in a significant water or sewer impact. A copy of the City's letter regarding the availability of water and sewer capacity for the project is attached at the end of this comment letter. This clarification has been incorporated into appropriate chapters in the Final MEIR, specifically Chapter 4.13 Public Utilities Section. Errata and revisions to the Draft MEIR are provided in Sections 1 and 3, respectively, of this Final MEIR.

**Response to Comment 7:**

This comment concurs with the analysis of solid waste impacts in the Draft MEIR. Accordingly, no further response is needed.

Melissa Mailander  
January 26, 2000  
Page 4

Thank you for the opportunity to comment on this document. Should you have any questions or require further clarification on the above comments, please contact Anne Lowry at (619) 446-5368.

Sincerely,



Lawrence C. Monserrate  
Environmental Review Manager

LHM/ael

cc: Leslie Henegar, Long Range Planning, Planning and Development Review  
Tom Story, Multiple Species Conservation Program, Planning and Development Review  
Siavash Puzargadi, Transportation Planning, Planning and Development Review  
Bobbi Salvini, Wastewater, Planning and Development Review  
Shahin Moshref, Water, Planning and Development Review  
Ken Prue, Environmental Services

**CITY OF SAN DIEGO  
M E M O R A N D U M**

**DATE:** April 11, 2000  
**TO:** Lesley Menagar, Senior Planner  
**FROM:** Gary Halbert, Deputy Director LDR  
**SUBJECT:** Water and Sewer Utilities for Embarcadero Project

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This is a follow-up to our meeting last week regarding the Embarcadero Project. Land Development Review staff has evaluated the availability of water and sewer capacity for the project.

Our analysis indicates that there is sufficient water capacity in the existing Centre City water system to meet the future demand of the Embarcadero project.

Sewer service for the Embarcadero area is provided by the City of San Diego, Metropolitan Wastewater Department. Capacity to serve redevelopment projects within the community plan area will be provided with construction of the South Pacific Trunk Sewer. The construction of this trunk sewer is a condition of redevelopment and is currently scheduled to be complete the end of April, 2002, as a Capital Improvement Project.

Wastewater Treatment will be provided at the Point Loma Wastewater Treatment Plant, which has sufficient capacity for the scope of projects presented in the plan.

If you have any question, or need additional information, please contact me at 446-5099.

Thanks,

  
Gary Halbert  
Deputy Director

jn



THE CITY OF SAN DIEGO

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RESPONSE TO COMMENT LETTER FROM CITY OF SAN DIEGO, PLANNING AND DEVELOPMENT REVIEW, SIGNED BY SIVASH PAZARGADI, P.E., DATED JANUARY 10, 2000

January 10, 2000

Ms. Melissa A. Mailander  
Environmental Review Coordinator  
Port of San Diego  
P.O. Box 120488  
San Diego, CA 92112-0488

Dear Ms. Mailander:

Subject: Draft Master Environmental Impact Report for the Proposed North Embarcadero Alliance Visionary Plan - December 1999

We have completed our review of the sections on Traffic and Circulation and Parking in the above report and have the following comments:

- | Item | Page   | Comment  |
|------|--------|--|
| 1    | 4.1-10 | <b>Table 4.1-2 Existing Street Segment Operations</b><br>For the segment of Pacific Highway from Laurel Street to Hawthorn Street the volume (ADT) should be corrected to read 12,800.   |
| 2    | 4.1-26 | <b>Table 4.1-7 Near-Term Street Segment Operations</b><br>The two segments of Pacific Highway south of Hawthorn Street should be corrected to read Hawthorn Street to Grape Street and Grape Street to Beech Street.   |
| 3    | 4.1-29 | <b>Street Segments</b><br>Please include the following segments in the list of street segments calculated to worsen in the near-term with project: Pacific Highway from Hawthorn Street to Grape Street (LOS A to LOS B) and Beech Street from Pacific Highway to India Street (LOS B to LOS C). |
| 4    | 4.1-37 | <b>Table 4.1-9 Year 2020 Street Segment Operations</b><br>The two segments of Pacific Highway south of Hawthorn Street should be corrected to read Hawthorn Street to Grape Street and Grape Street to Beech Street.   |

Planning and Development Review  
2000, letter # 13, San Diego, CA 92101-3844

**Response to Comment 5a:**  
This letter is a duplicate of City of San Diego Comment 5. Please see Response to Comment 5.

Page 2  
Ms. Melissa A. Mailander  
January 10, 2000

- 5 4.1-43 4.1.4 Significant Impacts  
The second sentence should be changed to read "LOS E or better operations are calculated at all intersection and street segment locations".
- 6 4.2-3 Table 4.2-1 Existing Conditions Parking Supply and Demand  
In footnote number 2, the phrase "North County lot" should be changed to "County Building North Lot" to be consistent with the text in the table.

Appendix C - Traffic Impact Analysis


- 7 86 XII. Significance of Impacts Summary  
The first paragraph should state that North Harbor Drive will also experience cumulative traffic impacts without the I-5 direct connectors of the expanded airport.

Appendix D - Parking Analysis

- 7 9 3.2 Future Parking Demand  
In the second sentence of the fourth paragraph, change "forecast" to "Forecast" as this word is part of the name of the referenced SANDAG growth forecast model.

If you have any questions or comments please contact me at (619) 236-6608 or Andrew Abouina at (619) 235-3793.

Sincerely,

  
Sivaveth Pezangadi, P.E.  
Senior Traffic Engineer

AGA/aga

cc: Tom Story, Deputy Director, MSCP, Transportation Planning  
Lesley Henegar, Senior Planner  
Trish Butler, BRG  
John Boardman, LLC