

**ADDENDUM TO THE
MASTER ENVIRONMENTAL IMPACT REPORT
AND INITIAL STUDY
(UPD #83356-EIR-351; SCH #99031037)**

**NORTH EMBARCADERO VISIONARY PLAN
LANE FIELD DEVELOPMENT PROJECT**

SAN DIEGO UNIFIED PORT DISTRICT

October 24, 2007

ADDENDUM TO THE 2000 FINAL MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) FOR THE NORTH EMBARCADERO ALLIANCE VISIONARY PLAN

Introduction

The North Embarcadero Alliance Visionary Plan Master Environmental Impact Report (NEVP MEIR) analyzed the infrastructure improvements outlined in the NEVP along with four subsequent development projects including the Lane Field Redevelopment. The NEVP MEIR was certified by the San Diego Unified Port District (Port) Board of Port Commissioners (Board) on April 25, 2000. On August 8, 2006, the Board adopted Resolution No. 2006-131, which determined the NEVP MEIR was legally adequate for purposes of “tiering” under the California Environmental Quality Act (CEQA).

The Port prepared an Initial Study for the development proposed at Lane Field as described below (Proposed Project) indicating that the potential environmental impacts associated with the Proposed Project were described in the NEVP as part of the Lane Field Development Project and evaluated in the NEVP MEIR. Therefore, the Proposed Project is eligible for streamlined review under CEQA Guidelines §15176 and §15177. The Initial Study determined that:

1. The Project would not result in the creation of any new or additional significant impacts not previously identified and analyzed in the 2000 NEVP MEIR and no new mitigation measures are required;
2. All relevant Mitigation Measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for the 2000 NEVP MEIR have been incorporated into the Project;
3. There are no new or additional alternatives not examined in the 2000 NEVP MEIR.

Based on the information contained within the Initial Study, the Port determined the Proposed Project is within the scope of the NEVP MEIR and no additional environmental review is required. The Port has prepared this Addendum to the NEVP MEIR in order to clarify minor refinements to the Project Description. The NEVP MEIR is available for review during normal business hours at the Port’s Office of the District Clerk, 3165 Pacific Highway, San Diego, CA 92101.

North Embarcadero Alliance Visionary Plan

The NEVP is the result of a collaborative planning effort among the Port (acting as Lead Agency under CEQA), the Centre City Development Corporation (acting as the agent of the City of San Diego Redevelopment Agency), the City of San Diego, the County of San Diego, and the United States Navy. The NEVP planning area is depicted in Exhibit 1.

The NEVP is an infrastructure improvement plan created to lay the foundation for a vibrant San Diego bayfront. The NEVP features the development of ten civic “precincts” populated by piers, parks, open space, a 100-foot wide esplanade, cruise ship facilities and commercial developments (NEVP, Page 3). The NEVP spans an area bordered by Market Street to the south, Laurel Street to the north, the railroad right-of-way to the east and the San Diego Bulkhead line (the bayward edge of land) to the west. Highlights of the NEVP include:

- A grand entrance along Broadway Street, from the Santa Fe Depot train station west of the water, including plazas for large public events.
- A 1.2-mile esplanade with trails for walking and jogging along Harbor Drive that extends along the waterfront from Market Street to Laurel Street.
- Reconfiguration of Harbor Drive to become a pedestrian-friendly tree-lined roadway.
- A pier at Grape Street and North Harbor Drive.
- A wharf for civic events across from the County Administration Park.
- The addition and enhancement of landscaping and trees.
- An outdoor dining terrace, new retail business and lighting along the wharf and piers.
- Public Art.

The infrastructure improvements outlined in the NEVP enhance and serve the development opportunities contemplated by the NEVP that, in turn, reinforce and activate the public realm. Among the subsequent projects contemplated by the NEVP is the development of an 800 room hotel, office and retail at Lane Field and, when available, 1220 Pacific Highway (NEVP, Page 58).

This document is an Addendum to the Final Master Environmental Impact Report (MEIR) to the North Embarcadero Alliance Visionary Plan (NEVP or “Plan”), prepared and certified by the Port on April 25, 2000. The NEVP MEIR is available for review during normal business hours at the Port’s Office of Division Clerk, 3165 Pacific Highway, San Diego, CA 92101.

NEVP MEIR Lane Field Development Project Objectives

As stated in page 3-31 of the MEIR, the objectives of the Lane Field Development Project are:

- “Provide a land use development that is consistent with the Port Master Plan, Visionary Plan and Coastal Act policies”;
- “Create and maintain two east-west view corridors, with one aligned along C Street extended, and the other aligned along B Street extended”;
- “Create and maintain two east-west pedestrian access routes with one aligned along C Street extended, and the other aligned along B Street extended”; and
- Provide for feasible development to generate sufficient leasehold revenues to assist in supporting the Port District’s participation in the financing of major public improvements in the Visionary Plan area”.

Project Description

From the 1930s through the 1950s, Lane Field served as a baseball stadium for the Pacific Coast League. Lane Field was the home of the San Diego Padres from 1936 to 1957. Since the 1960s, the site has been primarily used for surface-level public parking.

In May 2005, the Port issued a Request for Proposals (RFP) for development of Lane Field and the “B” Street Cruise Terminal, which required respondents to address the following four components to be developed within the guidelines of the NEVP and the entitlements established by the Port Master Plan:

1. Hotel, retail, and parking facility on Lane Field South;
2. Office, retail and public parking facility on Lane Field North;
3. Cruise ship terminal, retail, and public parking facility on B Street Pier; and,
4. Commercial development on 1220 Pacific Highway should the early surrender of the Navy's lease with the District for that property be obtained.

Under the RFP, the Board retained the discretion to choose one or more respondents for any or all of the projects. After analysis and review, the Board elected to proceed with the development of Lane Field independent of the B Street Pier Cruise Ship Terminal project. At its November 7, 2006 meeting, the Board directed staff to enter into exclusive negotiations with Lane Field San Diego Developers, LLC (LFSDD) for the development of Lane Field only. The Board granted LFSDD an option and lease agreement for development of Lane Field South in December 2006 and Lane Field North in February 2007. Development of 1220 Pacific Highway is not included at this time.

The Port and LFSDD propose redevelopment of the former site of Lane Field with two hotels, retail uses, restaurants, public spaces and public parking on the 5.7 acre site. The site is located at the northeast corner of Harbor Drive and Broadway Street, directly east of from the San Diego Bay and south of the B Street Pier Cruise Ship Terminal as shown in Exhibit 2. Exhibit 2 also depicts the conceptual site plan and general layout of the Proposed Project and other amenities.

The Proposed Project would provide a total of 800 hotel rooms and commercial and retail uses, and is designed to create a lasting impression of San Diego on visitors and residents consistent with existing entitlements within the Port’s certified Port Master Plan.

Table A describes the Proposed Project in terms of development statistics and compares them to those development statistics described in the NEVP MEIR and the Port Master Plan. As indicated in Table A, the Proposed Project is in conformance with the existing Port Master Plan entitlements and the Lane Field project analyzed in the NEVP MEIR.

Table A – Description of Proposed Development Intensity at Lane Field and Entitlements

	Maximum Height North/South	Setbacks on Broadway	Stepback Requirements	Parking Spaces	Hotel Rooms	Office Square Footage	Retail Square Footage	Floor Area Ratio North/South
Proposed Project	200 for North tower/275 for South tower	55' at the east side increasing to 111' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway		800	None included	80,000	2.8/2.6
NEVP& MEIR	North is 350 -200 sloping towards the Bay / South is 400 to 300 sloping towards the Bay	55' at the east side increasing to 65' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway	Office @ 2 per 1,000 SF; Hotel @ 0.75 per room; Retail @ 5 per 1,000 SF; Restaurant @ 8 per 1,000 SF	800	400,000	Mixed use identified but retail SF not defined	6.5/7.0
Port Master Plan	400 to 200 sloping towards the Bay (both parcels)	55' at the east side increasing to 65' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway	Not defined	800	Not defined	Not defined	6.5/7.0

North Embarcadero Visionary Plan Area



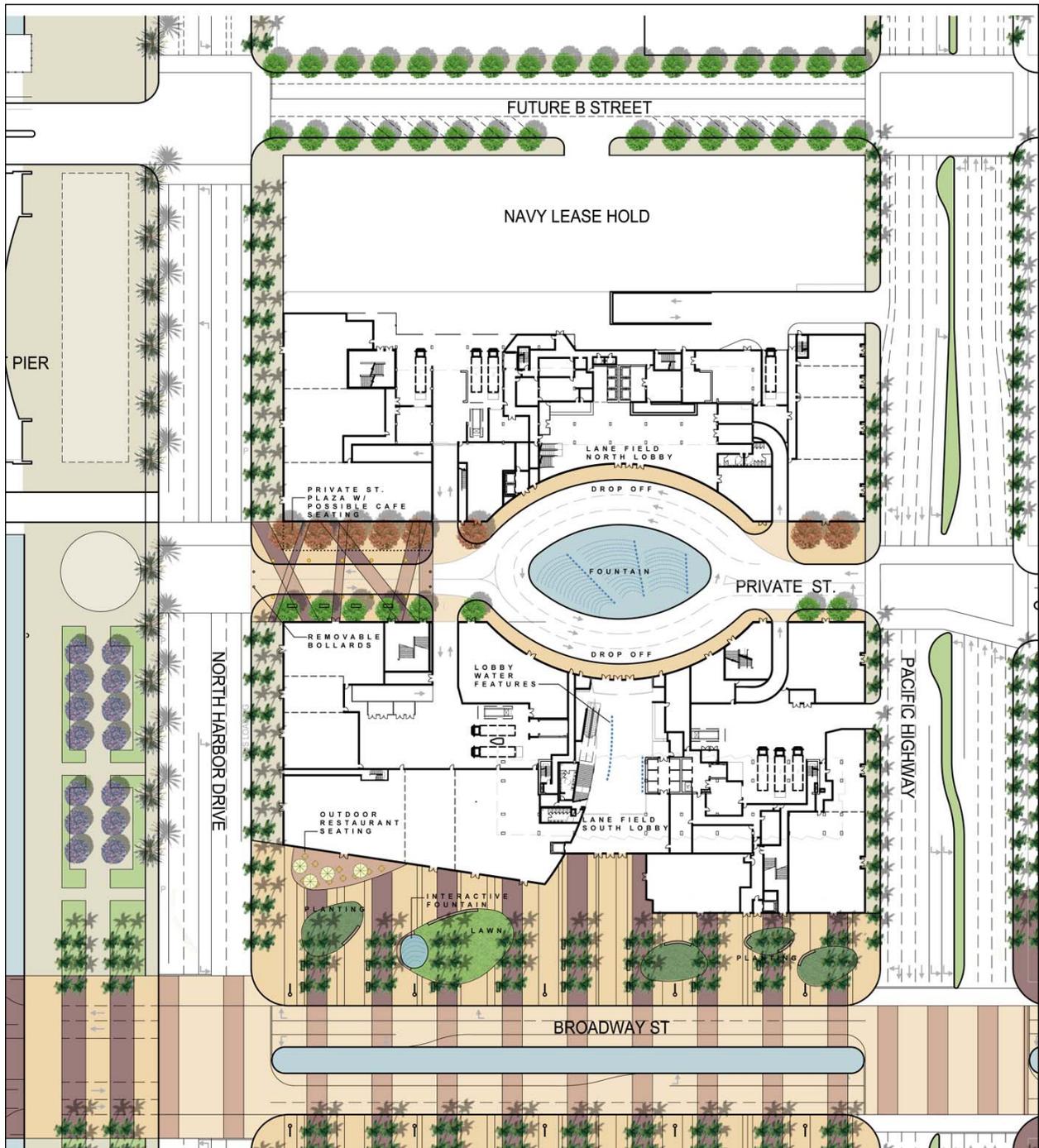
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Exhibit # 1



Conceptual Site Plan



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Conceptual Building Design



Proposed hotels shown are the Vivara Hotel (Lane Field North) and the Intercontinental Hotel (Lane Field South)

In addition to the development of two hotels, the Proposed Project would include a pedestrian-friendly landscaped park/plaza along Broadway Street with outdoor restaurants and retail stores wrapped around the hotels. Both hotels are designed as slender towers oriented perpendicular to the waterfront to maximize upland views of the Bay.

The Proposed Project incorporates design features consistent with the NEVP to ensure street level development is pedestrian-oriented. A minimum of 75 percent of the building frontage along Broadway Street and North Harbor Drive would be developed with uses that promote pedestrian activity including retail, restaurants, and other public oriented activities. The Proposed Project would maintain a 111-foot setback from Broadway Street at the western part of the site fronting Harbor Drive gradually decreasing to a 55-foot setback at the east end of the site towards Pacific Highway. There would be a minimum 25-foot vertical step back along Broadway Street and Harbor Drive beginning at a height of between 40-50 feet and a 25 foot stepback along the future "C" Street beginning at a height between 30-50 feet. The setbacks and stepbacks are intended to ensure that the buildings maintain a pedestrian scale and views to the Bay are maintained consistent with the NEVP.

The Proposed Project site would be divided into Lane Field North and Lane Field South by the prolongation of "C" Street as more completely described below. Considered together, the Proposed Project would contain 800 rooms and approximately 80,000 square feet of retail space. An artist's conceptual rendering of the Proposed Project is depicted in Exhibit 3 and Exhibit 4. Exhibit 3 shows the two proposed hotel towers located at Lane Field North and Lane Field South.

Lane Field North

On the parcel north of the prolongation of "C" Street, between Pacific Highway and Harbor Drive, the proposed Lane Field North hotel would include a hotel lobby, approximately 275 guest rooms and suites, approximately 30,000 square feet of retail and restaurants, ballrooms, meeting rooms, and a health club. Additional amenities would include a third floor terrace deck providing access to the public with escalators and elevators. Offering views toward the San Diego Bay, the terrace deck would feature outdoor dining and event areas. Public art would also be incorporated into the public spaces on the site. The proposed Lane Field North hotel would be approximately 13-stories with an approximate height of 200-feet. The maximum height allowed by the NEVP ranges from 350 feet on the east to 200 feet on the west.

Lane Field South

The proposed Lane Field South hotel would include approximately 525 guest rooms and suites, approximately 50,000 square feet of retail uses, including street level restaurants and shopping, ballrooms, meetings rooms, and pools. Additional amenities would include a third floor terrace deck providing access to the public with escalators and elevators as well as views to the Bay. The

terrace deck would feature outdoor dining, event areas, and a health spa. Public art would also be incorporated into the public spaces on the site. The proposed Lane Field South hotel would be approximately 22-stories, with a height of approximately 275 feet. The maximum height allowed by the NEVP ranges from 400 feet to 300 feet with the maximum allowable height decreasing from east to west.

Parking and Circulation

An approximately 1,276 space public and private parking garage in a two-level subterranean parking facility is also proposed to be located beneath the two hotel towers. The entrance to both hotels is proposed off Pacific Highway on the prolongation of "C" Street, which would lead to a covered semi-circular vehicular entrance (porte-cochere) at each of the hotel lobbies. The "C" Street view corridor may be flanked by retail shops and restaurants, and landscaping to enhance pedestrian walkways.

Implementation of the Proposed Project would result in a loss of approximately 880 existing parking spaces located at the surface parking lot at Lane Field. The proposed project would provide a new subterranean parking structure with a total of 1,276 spaces. This includes 976 parking spaces for the Proposed Project plus 300 spaces available to the general public at market rate.

Prolongation of "C" Street

As shown in Exhibit 2, the prolongation of "C" Street is approximately 20 feet to the north of its original location. The purpose of this adjustment is to allow better alignment and coordination of the site development plan with site planning efforts on an adjacent parcel to the east (being developed by the Irvine Company), to facilitate ingress and egress to the site, and to preserve the view corridor.

Project Construction

Construction of the underground parking structure would require dewatering and excavation of approximately 115,000 cubic yards of material. The excavated material would be exported off-site and disposed of. The estimated duration of construction is approximately 30 months. To the extent possible, construction staging for equipment, materials as well as vehicular parking would occur primarily onsite. Construction employee parking will be accommodated both onsite and offsite at a location which will be chosen based on its proximity to public transportation. As part of the Lane Field development, the developer will provide a construction parking management plan.

Conceptual Building Design – View to the Southeast



View of Proposed Lane Field hotels with future Navy Broadway, Irvine and Bosa Development Projects in the Background

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Exhibit # 4



NEVP MEIR and Proposed Project Background

In 1997, a multiple-jurisdiction alliance consisting of the Port, the City of San Diego (City), Centre City Development Corporation (CCDC), the County of San Diego (County) and United States Navy was formed to create a unified vision for future development of the North Embarcadero area. After substantial public outreach and consideration of a number of design and development scenarios, the alliance endorsed the NEVP in December 1998.

The Port, acting as the California Environmental Quality Act (CEQA) Lead Agency, prepared a Master Environmental Impact Report (MEIR) for the NEVP. The MEIR was prepared to streamline environmental review for implementation of the various NEVP components as well as the subsequent projects identified within the scope of the MEIR.

Beyond the infrastructure improvements proposed in the NEVP, the MEIR analyzed four subsequent development projects within the NEVP area:

- Berthing of the San Diego Aircraft Carrier Museum (USS Midway)
- Lane Field Development
- Cruise Ship Terminal Expansion at B Street Pier and Broadway Pier Redevelopment
- County Administration Center Parking Lot Development

NEVP MEIR Subsequent Environmental Review

The MEIR was intended to provide a level of certainty for the programmatic elements of the NEVP and to streamline environmental reviews for subsequent projects. Many of the programmatic elements of the NEVP were designed to be larger conceptual projects that would be implemented as individual smaller projects developed in phases.

After an MEIR has been prepared and certified by a Lead Agency, subsequent projects which the Lead Agency determines as being within the scope of the MEIR will be subject to limited environmental review in accordance with CEQA Guidelines §15177(a). This tool is intended to provide the same level of environmental protection as a more standard project-specific environmental analysis while also providing additional regulatory certainty for the Lead Agency.

Further, the Port has determined that all requirements of CEQA Guidelines §15177 have been met and all of the required findings have been made as follows:

- §15177(b)(1) - The Port was the Lead Agency for the NEVP MEIR and is the Lead Agency for the Proposed Project.

- §15577(b)(2) - The Port prepared an Initial Study for the Proposed Project and determined that the Lane Field Development Project was described as a Subsequent Project in Chapter 6.2 of the MEIR. Based on the findings of the Initial Study, the Port has determined that the Proposed Project substantially conforms to the Lane Field Subsequent project described and evaluated in the MEIR in Chapter 6.2 and would not cause any additional significant effect on the environment which was not previously examined in the MEIR.
- §15177(b)(3) The Port, on the basis of the attached Initial Study, finds that no additional significant environmental effect would result from the Proposed Project and no new or additional mitigation measures or alternatives are required. As such, the Port finds that the Proposed Project is within the scope of the MEIR.

However, Section 15179 of the CEQA Guidelines states that a certified MEIR cannot be used for tiering subsequent projects if either (i) the MEIR was certified more than five years prior to the filing of an application for a later project, or (ii) a project not identified in the certified MEIR as an anticipated subsequent project is approved, and the approved project may affect the adequacy of the MEIR, unless the lead agency does one of the following:

- a. Reviews the MEIR and finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified, or that there is no new available information which was not known and could not have been known at the time the MEIR was certified; or
- b. Prepares a subsequent or supplemental EIR that updates or revises the MEIR and which either (i) is incorporated into the previously certified MEIR, or (ii) references any deletions, additions or other modifications to the previously certified MEIR.

The Port has reviewed the MEIR to determine if “substantial changes have occurred with respect to the circumstances under which the MEIR was certified.” In the course of the past seven years, some aspects of the original NEVP have been fully implemented (Midway Project) and others are in the design and early construction phases (NEVP Phase I and Broadway Pier infrastructure improvements).

It has been determined that the overall level of impact analyzed in the MEIR has been reduced due to current circumstances in the NEVP project area. For example, the B Street Pier Cruise Ship Terminal that is currently being evaluated is smaller than the “Super 3” Terminal analyzed in the MEIR. The “Super 3” Terminal proposed a 10.2-acre northward expansion to the B Street Pier as well as an additional 140-foot long westward pier extension. Additionally, the County is no longer pursuing a six-story, 300,000 square foot office retail building and a six-story hotel and retail building to be constructed on the County Administration Center parking lots.

Accordingly, the BPC adopted Resolution 2006-131 on August 8, 2006 finding that: (1) no substantial changes have occurred with respect to the circumstances under which the Final MEIR was certified; (2) the MEIR is adequate for use in the review of subsequent projects; and, (3) the mitigation measures contained in the Final MEIR and Mitigation Monitoring and Reporting Program adopted by the BPC under Resolution 2000-82 remain in effect until August 8, 2011, and are applicable for subsequent projects described in the MEIR.

Rationale and Basis for an Addendum to the MEIR

The Lane Field Development Project is described in the NEVP, on page 58, as follows:

“The Visionary Plan encourages a mixed use hotel, office and retail component for Lane Field and, when available, 1220 Pacific Highway. The Plan acknowledges that the site(s) could be developed, in part, as support facilities for a Cruise Ship Terminal on “B” Street Pier. Such a facility might include a parking structure, storage and staging area for trucks, buses and taxis.”

As the Lead Agency under CEQA the Port certified the Final MEIR (SCH No. 9903107) evaluating and disclosing the potential environmental impacts associated with implementation of the NEVP. When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in §21166 of the Public Resources Code (CEQA). Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless one or more of the following occurs:

1. Substantial changes are proposed in the project which would require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

- a. The project would have one or more significant effects not discussed in the previous EIR;
- b. Significant effects previously examined would be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Through review of the MEIR and the Proposed Project, the Port determined that neither a Subsequent nor Supplemental EIR was required. An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a subsequent environmental document (CEQA Guidelines §15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (CEQA Guidelines §15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (CEQA Guidelines §15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

This Addendum to the MEIR has been prepared to address minor modifications to the Lane Field Development Project as described in the MEIR. The Proposed Project includes only hotel and related retail uses as well as a subterranean parking garage. The Proposed Project no longer includes commercial office space and surface parking on the site. The Proposed Project does not include the 1220 Pacific Highway parcel.

The redevelopment of 1220 Pacific Highway may still be implemented at a later date consistent with the NEVP, however, it is no longer contemplated as part of the Lane Field Development Project.

These changes would not result in any new significant impacts beyond those identified in the MEIR. These changes would result in a reduction of development intensity at Lane Field in comparison to what was evaluated in the MEIR as shown in Table A as well as improved aesthetics associated with locating parking underground.

All applicable and relevant mitigation measures to the Proposed Project that were included in the MEIR are incorporated herein and are contained in the Mitigation Monitoring and Reporting

Program (MMRP) prepared for the Proposed Project.

For the reasons set forth in this Addendum, the Port has determined that an Addendum to the MEIR is appropriate for the Lane Field Development Project because the proposed changes to the Project do not meet the conditions of CEQA Guidelines §15177(b) requiring preparation of a new or subsequent environmental document.

The Proposed Project is within the scope of the MEIR because this Addendum to the MEIR and the Initial Study prepared for the Lane Field Development Project fulfill the CEQA review for this Project as required by CEQA Guidelines §15177.

Conclusions

The MEIR discussed potential significant impacts based on development concepts in terms of number of hotel rooms, building height and setbacks, and other ancillary uses on the Lane Field site. The Proposed Project reflects refinements to the Lane Field Development Subsequent Project that are based on a preliminary design prepared by LFSDD.

The potential footprint of the Proposed Project would decrease and development intensity at Lane Field would decrease on-site relative to development intensity allowed by the Port Master Plan and evaluated in the MEIR.

The Port has assessed the current Lane Field Development Project and finds that the design refinements as currently proposed are consistent with the analysis, mitigation measures and Findings of Fact for the MEIR and that this project is consistent with the scope, goals and policies contained in the NEVP and embodied in the Port Master Plan. Further the Port finds that this project does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the MEIR.

In view of the above, and based on the Initial Study prepared for the Project and attached to this Addendum, the Port has determined that the Proposed Project is within the scope of the MEIR, would not result in the creation of any new significant impacts not previously identified in the MEIR and no new additional mitigation measures or alternatives are required. All relevant mitigation measures contained in the MMRP for the MEIR have been incorporated into the Project. No further environmental review is required.

PUBLIC REVIEW AND COMMENT

Pursuant to CEQA Guidelines Section 15077(d) a Notice of Availability (NOA) and Public Hearing will be posted on the Port website at www.portofsandiego.org by October 24, 2007, and will be published in the San Diego Union Tribune and the San Diego Daily Transcript. The NOA

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will also be mailed to approximately 1,000 local and state agencies, stakeholders who are in proximity to the Proposed Project, and parties who have expressed interest.

The Addendum and Initial Study will be made available on the Port website and copies will be available for review at the Port and at public libraries throughout the region (the listing of libraries will be provided on the Port website). Written comments will be accepted until 5:00pm December 7, 2007 and should be directed to:

Mr. John Helmer, Planning Manager
San Diego Unified Port District
Land Use Planning Department
P.O. Box 120488
San Diego, California 92112-0488

The BPC is scheduled to consider whether the Proposed Project is within the scope of the MEIR and whether to issue a Coastal Development Permit at its December 11, 2007 meeting. The final permit will be sent to the agencies for their review.

Implementation Schedule

The Lane Field Development Project is programmed to begin implementation in 2008 which is within the ten year planning horizon anticipated by the NEVP for this project.

Port Review and Adoption

On December 11, 2007, the BPC will consider whether the Lane Field Development Project is within the scope of the NEVP MEIR and issuance of an Appealable Coastal Development Permit.

SAN DIEGO UNIFIED PORT DISTRICT

INITIAL STUDY

NORTH EMBARCADERO VISIONARY PLAN LANE FIELD DEVELOPMENT PROJECT

October 24, 2007

PROJECT NAME: North Embarcadero Visionary Plan
Lane Field Development Project

PROJECT LOCATION: The Project is located at the northeast corner of Harbor Drive and Broadway Street, directly across from the San Diego Bay and the B Street Pier Cruise Ship Terminal. The Port of San Diego and Lane Field San Diego Developers, LLC (LFSDD) propose redevelopment of the former site of Lane Field with two hotels, retail uses, restaurants, public spaces and public parking on a 5.7 acre site within the North Embarcadero area of San Diego, California.

PROJECT APPLICANT: San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

Lane Field San Diego Developers, LLC
655 West Broadway Street, Suite 1450
San Diego, California 92101

LEAD AGENCY/CONTACT: San Diego Unified Port District
Land Use Planning Department
P.O. Box 120488
San Diego, California 92112-0488
Mr. John W. Helmer, Planning Services Manager

This Initial Study is available for public review from October 24, 2007 through December 7, 2007. Comments regarding this Initial Study must be made in writing to the Land Use Planning Division, P.O. Box 120488, San Diego, California, 92112-0488. The BPC will consider an Addendum to the NEVP MEIR and this Initial Study at their December 11, 2007 meeting.

Introduction and Background

The North Embarcadero Alliance Visionary Plan (NEVP) was developed as a collaborative planning effort between the Port (acting as primary landowner and as Lead Agency under CEQA), the Centre City Development Corporation (acting as the agent of the City of San Diego Redevelopment Agency), the City of San Diego, the County of San Diego, and the United States Navy. The overall NEVP is shown in Exhibit 1. All elements of the Proposed Project have been previously identified in Chapters Two, Three, Four and Five of the NEVP. The potential environmental impacts associated with the construction and operation of the Lane Field Development Project have been evaluated in the North Embarcadero Alliance Visionary Plan Master Environmental Impact Report (NEVP MEIR), which was certified by the Board of Port Commissioners (Board) in 2000, and reviewed and found valid again in August 2006.

The Lane Field Development Project site is located in the North Embarcadero area of downtown San Diego, on the east side of Harbor Drive across from the San Diego Bay as depicted on Exhibit 2. The Lane Field site and the immediate area are well-served by multiple transportation systems. The Interstate 5 freeway is located about 0.75 mile to the northeast. The Santa Fe Depot is a train station situated one block east of the site that provides access to Amtrak and the Coaster. Two blocks east of the site is the One America Plaza Station of the San Diego Trolley. The San Diego International Airport is located approximately two miles north of the site on Harbor Drive.

Directly north of Lane Field, is the 3.35 acre site known as 1220 Pacific Highway. The site is used by the United States Navy and contains an older, two-story office building and several one-story office buildings. Further north is the three-building 600-room Holiday Inn. The Holiday Inn buildings are 5, 12, and 14 stories tall. Across Ash Street north of the Holiday Inn is the County Administration Center. To the east of Lane Field beyond Pacific Highway is a high-rise residential development. Across the street to the southeast of Lane Field is a parking lot. To the south is the 551,000 square foot Navy Broadway Complex owned by the United States Navy and used as the Industrial Fleet Supply Base. Proposed improvements include approximately three-million square-feet of office, hotel, retail, parking and civic space on the four blocks bounded by Harbor Drive, Pacific Highway and Broadway Street. The Navy Broadway Complex site would continue to serve as the headquarters for the Navy Region Southwest. No construction timeline has been established.

Harbor Drive marks the westerly boundary of the subject. It is a wide boulevard with bayside frontage and is the location of several popular tourist attractions. About one block to the north of Lane Field is the San Diego Maritime Museum, which includes its headquarters on the ferry Berkeley as well as the Star of India. Closer to the project site is the B Street Pier Cruise Ship Terminal. Across the street are several harbor excursion operators. The Broadway Pier is located at the terminus of Broadway Street. This pier often hosts U.S. Navy ships that are open to the

public on weekends as well as smaller ships visiting from other countries and is used as a cruise ship berth.

Intended Uses of this Initial Study

This Initial Study was prepared in accordance with the Port's implementing procedures for Environmental Review (Resolution 97-191), the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15177, the Initial Study provides an analysis to determine if:

- the Proposed Project is within the scope of the NEVP MEIR;
- any other environmental review is required;
- any new additional significant environmental impacts would occur; and
- any new mitigation measures or alternatives not previously identified in the NEVP MEIR are required.

Based on the findings contained within this Initial Study, the Port has determined that an Addendum to the NEVP MEIR is required to ensure full CEQA compliance. No additional future environmental review is required for this Project.

Proposed Project Compatibility with Port Master Plan and Other Applicable Plans

Port Master Plan

The Proposed Project site is located within Planning District 3 of the Port Master Plan, which is referred to as the Centre City Embarcadero. The Port Master Plan was amended March 14, 2000 to incorporate all elements of the NEVP including Lane Field (Page 75). Therefore, the Proposed Project is consistent with the Port Master Plan as amended.

North Embarcadero Alliance Visionary Plan

The Proposed Project is identified within the Lane Field and 1220 Pacific Highway Project described in the NEVP on page 58. In the years following adoption of the Visionary Plan, the Proposed Project has progressed from a development *concept* articulated by the member agencies of the NEVP to a development *plan* as proposed by the Port's development team, Lane Field San Diego Developers, with site planning, engineering and design details emerging as shown in Exhibits 2 through 4. The Proposed Project is consistent with the NEVP and would further its implementation as part of the overall San Diego waterfront redevelopment plan envisioned by the NEVP.

The Proposed Project includes only hotel and related retail uses as well as a subterranean parking garage. The Proposed Project no longer includes commercial office space and surface parking on the site. The Proposed Project also does not include the 1220 Pacific Highway parcel. The redevelopment of 1220 Pacific Highway may still be implemented at a later date consistent with Lane Field Development Project

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the NEVP, however, it is no longer contemplated as part of the Lane Field Development Project.

All development would still occur within the existing Lane Field footprint anticipated by the NEVP, and the Proposed Project adheres to all height, bulk, and setback, setback requirements of the NEVP.

Identification of Potential Environmental impacts

Summary

Based upon the assessment presented in this Initial Study, the Proposed Project would not result in any new significant adverse environmental impacts beyond those previously identified and disclosed in the MEIR. An Addendum to the MEIR has been prepared to describe minor modifications to the Lane Field Development Subsequent Project description that have resulted from the refinement of conceptual plans to a more detailed development project.

As noted in Table 1.0-1 on Pages 1-15 through 1-32 of the MEIR, potentially significant environmental impacts to air quality, historic/archaeological resources, geology and soils, land use compatibility, public services, hazardous materials / public safety, noise, water quality, and freeways and parking may occur with implementation of the NEVP.

The MEIR determined with the exception of cumulative circulation impacts to Interstate 5, all significant impacts can be reduced to a level below significance through implementation of the Mitigation Measures recommended in the MEIR. Significant cumulative freeway (mainline and ramp) impacts would remain significant and unavoidable consistent with the findings of the MEIR. The analysis prepared for the Proposed Project concluded that the Proposed Project would generate fewer traffic trips than were studied in the MEIR. Therefore, the Proposed Project would not result in a considerable contribution to any new cumulatively significant impacts and would not require any new additional Mitigation Measures or alternatives because it would generate less traffic than was studied in the MEIR. Significant cumulative freeway (mainline and ramp) impacts cannot be mitigated to below a level of significance at this time. The Port adopted a Statement of Overriding Considerations which supported the Port's decision to approve the NEVP with the disclosure of potentially significant and unmitigatable impacts noting that they would occur with or without the NEVP. The Statement of Overriding Considerations is available for review at the Port's Office of the District Clerk, 3165 Pacific Highway, San Diego, California 92101. All Mitigation Measures contained in this Initial Study are taken from the NEVP MEIR Mitigation Monitoring and Reporting Program (MMRP) and have been adopted by the BPC and are referenced in the applicable sections of the MMRP included as Attachment A to this Initial Study.

I. INITIAL STUDY AND CHECKLIST

This Initial Study provides analysis of the Proposed Project's potential for significant environmental impacts, and has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the 2007 State CEQA Guidelines, including CEQA Guidelines §15177.

Section 15177 of the CEQA Guidelines indicates that the purposes of an Initial Study following the preparation of a MEIR are to provide the Lead Agency (San Diego Unified Port District) with information to use as the basis for deciding whether a subsequent project is within the scope of an earlier MEIR and whether the project may have any additional environmental effects not already examined in the MEIR. In addition, the Initial Study provides the documentation of the factual basis for the finding that a subsequent project will not have any additional significant effects on the environment and that no new additional mitigation measures or alternatives are required.

II. DISCUSSION OF ENVIRONMENTAL EVALUATION

DETERMINATION:

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE

DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, an Addendum to the MEIR is required to disclose proposed modifications to the project.

John W. Helmer
Manager, Planning Services

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is "new potentially significant impact; EIR required", "new potentially significant impact unless mitigation incorporated", or "Impact analyzed in MEIR; no new impact." "New potentially significant impact; EIR required" is appropriate if there is substantial evidence that a new effect may be significant and no adequate mitigation can be identified.
4. Earlier analyses may be used where, pursuant to the tiering, program EIR, Master EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration; (§15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used – Identify and state where they are available for review.
 - b. Impact Analyzed in MEIR; No new Impact–Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures – For effects that are "New potentially significant impact unless mitigation incorporated" describe the mitigation measures and whether they were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. If they are new mitigation measures, then a mitigated negative declaration would be required.
5. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., Port Master Plan, North Embarcadero Alliance Visionary Plan, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

A. AESTHETICS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Aesthetics in Section 4.4 Urban Design/Visual Quality on pages 4.4-1 through 4.4-26 and 6.2.4 Urban Design/Visual Quality on pages 6.2-11 through 6.2-16.

1.-4. The entire San Diego Bayfront is regarded as a regionally significant scenic resource. The availability and quality of publicly accessible views to San Diego Bay constitutes one of the primary aesthetic issues associated with the Proposed Project. Views of San Diego Bay would be afforded from the third-floor terrace deck accessible to the public on both the Lane Field North and Lane Field South hotel sites.

Views that include the project site from San Diego Bay, Coronado and the promenade west of the site would be altered. The Proposed Project would alter the view from one across a surface parking lot towards existing structures to one of new contemporary structures. This would not be considered a substantial adverse effect on existing scenic views. Existing public view corridors along C Street, and Broadway Street would be maintained through adherence to urban design guidelines including setback, stepback and height restrictions imposed in the NEVP. Both hotel towers are designed as slender

towers oriented perpendicular to the waterfront to reduce view impacts from upland areas. Therefore, the Proposed Project would not result in a substantial adverse effect on a scenic vista or damage scenic resources consistent with the conclusions of the MEIR.

The Proposed Project would improve the aesthetics of the site and the waterfront through removal of the surface parking lot and all other degraded ancillary surface features currently in place and replacing them with two hotels, retail, and activated public space on a prominent site along the waterfront. Lane Field is a key element in the redevelopment of the San Diego waterfront. Because the Proposed Project is consistent with the project evaluated in the MEIR, no significant impacts are anticipated with implementation of the Proposed Project and no new additional mitigation measures or alternatives are required.

The existing aesthetic character of the Proposed Project site is highly disturbed and degraded. The site is currently an asphalt-paved onsite surface parking lot with parking meters, signs and some fencing. A portable, temporary office trailer-type office facility is currently located onsite. The existing facilities on site are somewhat degraded, which for some viewers may detract from the visual character of the waterfront. The Lane Field Development is a key element of the NEVP, and is intended to revitalize the waterfront, enhance the visitor experience and create a more welcoming pedestrian-oriented experience. The Proposed Project includes aesthetically pleasing contemporary structures that are designed to be consistent with the NEVP and existing downtown redevelopment. The Proposed Project is intended to improve the overall aesthetic character and appearance of the waterfront by providing two architecturally unique hotel towers and enhanced public amenities, public art and landscaping. As shown in Exhibits 3 and 4, the concept architectural style to be used for the hotel towers and ground level retail uses would reflect the design theme of the NEVP and the character of San Diego Bay. A key consideration in the proposed improvements is to maintain, enhance and preserve existing public view corridors and achieve design consistency with existing Port and City design guidelines and development standards.

The Proposed Project is identified in the NEVP on page 58 and calls for a maximum Floor-Area-Ratio (FAR) of 6.5 for Lane Field North and 7.0 for Lane Field South. FAR is defined as the ratio of gross floor area to site area. The development intensity associated with the Proposed Project results in an FAR of 3.8 for Lane Field North and a FAR of 3.6 for Lane Field South. The development intensity of Lane Field would be substantially lower than that evaluated for in the MEIR, which translates to reduced building mass.

No significant aesthetic impacts were identified in the MEIR for development of

hotel/retail or any non-parking structures on the Lane Field site. Significant aesthetic impacts were identified in the MEIR associated with the Lane Field subsequent project as a result of above ground parking structures along Pacific Highway, which are not part of the Proposed Project. Mitigation measures contained in the EIR related to previously proposed above-ground parking structures are not applicable as the Proposed Project includes only subterranean parking.

Light and glare effects of the Proposed Project would change from existing conditions. The hotel towers would use reflective materials consistent with other existing and proposed downtown waterfront redevelopment. The glare generated by the use of reflective materials is an intentional design element, which is intended to create or enhance existing daytime views of the downtown waterfront. The project would implement new lighting on the site for security and aesthetic purposes on the sides of the proposed buildings and in public area of the site. All proposed lighting would be required to maintain a Port development standard for outdoor lighting which requires that all site lighting be shielded and directed into the project site to minimize spill off-site. Therefore, the Proposed Project would not generate light and glare that would adversely impact daytime views in the area.

Mitigation Measures

No mitigation measures are required regarding Aesthetic Resources, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

B. AGRICULTURAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

1.-3. The Proposed Project involves a disturbed, paved site that is currently used as a surface parking lot in an urbanized area of the City’s waterfront. The site is not currently an active agricultural use nor is the site planned or zoned for agricultural uses. Implementation of the Proposed Project would have no affect on agricultural uses in the City of San Diego or the region. The Proposed Project would neither involve the conversion of agricultural lands to non-agricultural uses nor conflict with any zoning designations or Williamson Act contracts. Based on farmland maps prepared by the California Department of Conservation, the project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2007). The Proposed Project would not involve changes in the existing environment which could result in the conversion of Farmland to nonagricultural use because no farmland is located within the vicinity of the Project site. Therefore, implementation of the Proposed Project would have no impact on agricultural resources.

Mitigation Measures

No mitigation measures are required regarding Agricultural Resources, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

C. AIR QUALITY

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Air Quality in Section 4.9 Air Quality on pages 4.9-1 through 4.9-16 and Section 6.2 Air Quality on pages 6.2-28 through 6.2-34.

- 1.-5.** The Proposed Project is less intense than that allowed by the approved Port Master Plan. The Port Master Plan, as an approved land use plan, is considered in the development of the local air quality plan. Therefore, implementation of the Proposed Project would not conflict with or obstruct implements of the applicable air quality plan. The Proposed Project would result in the generation of short term demolition, excavation and construction-related emissions and long-term operational emissions from motor vehicles. Short-term impacts would be associated with removal of existing surface features on the site and excavation of the two-level subterranean parking structure. Total construction time including excavation is expected to take approximately thirty months.

The MEIR assumed demolition and redevelopment of the 1220 Pacific Highway parcel as part of the Lane Field Development Project. As the Proposed Project does not include the demolition or redevelopment of the 1220 Pacific Highway parcel, associated traffic and air quality impacts and mitigation measures related to these elements are not applicable to the Proposed Project.

Stationary source impacts related to evaporative emissions from paints and architectural coatings, pesticide and herbicide applications, on site generators and other stationary emission sources. Because the Proposed Project is reduced in size from the Project evaluated in the MEIR (due to the exclusion of the 1220 Pacific Highway site), the generation of emissions would be less than or equal to those disclosed in the MEIR and would not exceed any applicable air quality standards as promulgated by the San Diego Air Pollution Control District (SDAPCD). Therefore, stationary emissions would be less than significant, consistent with the conclusions of the MEIR.

Construction Activities

The project site is located in the southwest portion of the San Diego Air Basin (Basin). The Basin is designated non-attainment for the Federal 8-hours ozone (O₃) standard. Similarly, San Diego County areas are non-attainment for State air quality standards for O₃ and PM₁₀. The Basin is in attainment of Federal and State standards for CO, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead.

As stated on Pages 6.2-30 through 6.2-32 of the MEIR, short term construction related emissions are expected to occur as a result of excavation, grading, and mobile construction equipment use. The MEIR also notes that “soiling” and “spillover” air quality impacts may also occur during project construction. These impacts are considered nuisance impacts and do not contribute to emissions contributions. Short term exceedances of the NO_x standard are anticipated.

Construction pollutant emission generators would consist primarily of haul trucks such as concrete and other materials suppliers, contractor vehicles, and ancillary operating equipment such as diesel-electric generators and lifts. Surface clearing, excavation and structural assembly operations would create emissions of dust, fumes, equipment exhaust and other air contaminants during the construction period. The dust generated during demolition and site preparation typically constitutes the most significant source of short-term pollutants. The total land area to be disturbed as part of the Proposed Project is reduced compared to the MEIR as the Proposed Project does not include 1220 Pacific Highway parcel. Fugitive dust impacts are not expected to be significant with project implementation consistent with the MEIR on page 6.2.31, and as such, no mitigation to reduce short-term construction related emissions is required.

Surface Grading Fugitive Dust Levels (PM₁₀)

Particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as soot, soil, dust, metals, and metallic oxides. The California Air Resource Board (ARB) regulates two size classes of particles - Particles 10 microns or less in aerodynamic diameter are defined as "respirable particulate matter" or "PM₁₀." Fine particles are particles 2.5 microns or less in aerodynamic diameter (PM_{2.5}) and can contribute significantly to regional haze and reduction of visibility in California. PM_{2.5} particles are a subset of PM₁₀.

The Proposed Project would require excavation (and dewatering) and minimal direct grading of soils under the existing surface parking lot. These activities have the potential to create fugitive dust emissions, including PM₁₀. During excavation and surface preparation activities, surface wetting would be utilized. PM₁₀ emissions are calculated using the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook (1993) emission estimate factor, which is 26.4 pounds per graded acre. Based on emission factor estimates, maximum potential construction at the Proposed Project site would produce approximately 75.24 pounds per day (5.7 acre site assuming half of the site (2.85 acres) is actively disturbed on a given day x 26.4 pound per day/acre) which is well below the SDAPCD PM₁₀ threshold of 100 pounds per day. Although not required, mitigation (in MEIR?) is recommended that fugitive dust impacts be minimized as part of a best management practices program.

Vehicular Emission Levels

An internal circulation pattern has been developed that would enhance vehicular circulation to, from, and within the Lane Field site. Median improvements and a new traffic signal would be installed along Pacific Highway at the prolongation of "C" Street to provide full access to the site. Site circulation is designed to improve traffic flow in the vicinity of Lane Field, which could have a beneficial effect on vehicular emissions by reducing engine idling. Page 6.2-33 of the MEIR concludes that no localized CO hotspots would occur with the Lane Field Development Project which included development intensity at Lane Field substantially above that now being contemplated by the Proposed Project. Because no CO hotspots would occur with the more intense project evaluated in the NEVP MEIR, no CO hotspots are expected to occur with the current Project.

Motor vehicles are the primary source of long-term emissions associated with the Proposed Project. The MEIR notes on Page 6.2-33 that vehicular emissions of NO_x could exceed thresholds. The mobile emissions generated by traffic from the Proposed

Project are analyzed to determine consistency with the projected mobile source emissions identified in the Regional Air Quality Strategy (RAQS). The mobile source emissions input into the RAQS model are based upon applicable land use designations. Therefore, if the Proposed Project is consistent with applicable land use designations on the site, the Proposed Project would be consistent with the air quality modeling performed for the RAQS.

The Proposed Project is consistent with the land use designation and, therefore, is consistent with the mobile source emissions inventories assumed in the most recent RAQS. The MEIR on Page 6.2-3 finds that the level of project-related traffic is less than previously incorporated into the RAQS. Project ADT is stated at 9,950 in the MEIR on page 6.2-3. Using current trip generation rates (ITE 7th Edition), 80,000 square feet of retail could generate 3,545 average daily trips (ADT) and the two hotels (800 rooms in total) could generate 5,709 assuming an average occupancy rate of 80%. Market studies prepared by the Applicant indicate that occupancy rates would actually average between 75% -78%, therefore use of 80% may represent an overstatement of potential average daily trips associated with the Project. Total ADT would be 9,254, which represents a reduction in anticipated ADT from the MEIR estimate of 9,950. This does not take into account an assumed internal capture rate or discount for hotel guests who would visit the retail shops onsite without driving to them. According to the RAQS, as long as forecast levels of growth and associated traffic do not exceed the planned land use development intensity on which the RAQS is based (NEVP MEIR 2000); the RAQS contain built-in mitigation such that no additional mitigation is required for RAQS-compliant projects. While NO_x emissions may still exceed standards, mitigation to reduce vehicular emissions is required consistent with the MEIR on page 6.2-34.

There are no sensitive receptors such as residential uses, schools or hospitals in the immediate vicinity of the Project site. The public spaces in the vicinity include the promenade on the opposite side of Harbor Drive and sidewalks along Broadway Street. Operation of the Proposed Project would not involve the generation of substantial pollutant concentrations on site, as discussed above. Construction equipment would involve periodic generation of pollutants. However, as discussed above, these concentrations would not be substantial. Therefore, no sensitive receptors would be exposed to substantial pollutant concentrations as a result of the implementation of the Proposed Project, consistent with the conclusions of the MEIR.

The Proposed Project would not involve the development of any land uses associated with the generation of nuisance odors. Short-term, heavy-duty construction vehicle-related emissions may generate temporary odors. However, due to the characteristics of this type of odor, it dissipates rapidly (within a few yards) and would not therefore be expected to affect a substantial number of people. Therefore, odor-related impacts would not be significant consistent with the findings of the MEIR.

Mitigation Measures

The mitigation measure listed below is from the MEIR and MMRP and is incorporated into the Lane Field Development Project MMRP. This mitigation measure would substantially reduce or avoid any potential impacts to a level below significance.

1. Transportation Demand Management (TDM) measurements, including Regional Air Quality Strategy (RAQS) mandated trip/Vehicle Miles Traveled (VMT) reduction and land use measures, shall be implemented for high-occupancy events at the hotels. Project related traffic is less than previously incorporated into the RAQS, which concludes that as long as forecast levels of growth and associated traffic are not exceeded, the RAQS contains enough mitigation of such growth to allow regional air quality standards to be met.

Level of Significance After Mitigation

With implementation of required mitigation measure, air quality impacts would be less than significant, consistent with the conclusions of the MEIR.

D. BIOLOGICAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Biological Resources in Section 4.8 Marine Biological Resources on pages 4.8-1 - 4.8-11.

- 1.-6. The Proposed Project would redevelop a 5.7 acre site located within downtown San Diego. The site is fully developed as a surface parking lot and is surrounded with existing development on the north, east, south, and west. The project site is devoid of biological resources and provides no linkage to natural habitats off site. Therefore, no sensitive species, riparian habitat, sensitive natural community, wetlands, or wildlife corridors would be affected by development of the site.

The Proposed project site does not contain any biologic resources covered by any local policies or ordinances that protect biological resources. Therefore the Proposed Project does not conflict with any local policies or ordinances protecting biological resources.

The project site is not covered in a local habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan. Therefore, the Proposed Project does not conflict with the provisions of any conversation plan.

All elements of the Proposed Project are to occur on developed land and implementation of the Proposed Project would not result in adverse impacts to marine biological resources. Stormwater runoff would be captured on site and would be prevented from flowing into the Bay without prior treatment.

The MEIR on page 4.8-10 notes that potentially significant impacts to marine biological resources are anticipated from the implementation of pier expansion components of the then proposed NEVP. The MEIR did not identify any significant impacts for Biological Resources as part of the evaluation of the Lane Field Development Subsequent Project.

Mitigation Measures

No mitigation measures are required regarding Biological Resources, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

E. CULTURAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Cultural Resources in Section 4.5 Cultural Resources on pages 4.5-1 through 4.5-19 and Section 6.2.5 Cultural Resources on pages 6.2-16 through 6.2-18.

1.-4. The Proposed Project involves the redevelopment of the Lane Field site which contains 5.7 acres currently used as a surface parking lot in San Diego. The site was first used as a baseball field in the 1940s. Since that time, the site has been in continuous use. The MEIR did not identify the Lane Field site as an important cultural resource and nothing has changed in the condition of the site such that it would qualify as an important historical or cultural resource. As noted on page 6.2-17 of the MEIR, the Santa Fe Depot, located one block east is a National Register eligible site. However, the Proposed Project would not compromise the setting of this National Register eligible site. Although the MEIR on Page 4.5-18 concludes that significant impacts to cultural resources could occur as a result of NEVP project grading and construction activities, none of these impacts are attributed to the development of the Proposed Project.

The Proposed Project involves the redevelopment of the Lane Field site which contains 5.7 acres currently used as a surface parking lot in San Diego. The site was first used as a baseball field in the 1940s. Since that time, the site has been in continuous use. The

MEIR did not identify the Lane Field site as a cultural resource and nothing has changed in the condition of the site such that it would qualify as historical or cultural resource. Page 6.2-17 of the MEIR states that there are no recorded prehistoric archaeological resources in the project area and that no impacts to prehistoric archaeological resources would be significant with Proposed Project implementation.

No human remains are known or have been recorded within the project site or vicinity. Therefore, no significant impact associated with disturbance of human remains is anticipated.

The Proposed Project would be consistent with the project evaluated in the MEIR and no significant impacts to cultural resources are expected with implementation of the Lane Field Development Project. Mitigation in the MEIR was recommended to ensure avoidance of impacts to unknown subsurface cultural resources that could be encountered during ground disturbing activities including recovery of fossils and human remains. Mitigation measures in the MEIR MMRP addressing Cultural Resources are listed below and required as part of the Proposed Project during construction.

Mitigation Measures

The mitigation measures listed below are from the MEIR and MMRP and are incorporated into the Lane Field Development Project MMRP. The following mitigation measures recommended in the MEIR would substantially reduce or avoid any potential impacts to a level below significance:

1. Prior to development, a subsurface mitigation plan shall be developed and implemented.
2. This plan shall be implemented by a qualified archaeologist that includes a detailed review of Sanborn fire insurance maps, directory search, and if warranted, limited testing of zones within the block having the highest potential within the area impacted. All cultural material recovered and associated records shall be rated at an appropriate San Diego County institution.

Level of Significance After Mitigation

No impacts would be significant with implementation of mitigation measures, consistent with the MEIR conclusions.

F. GEOLOGY AND SOILS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Geology and Soils in Section 4.11 Seismic/Geologic Hazards on pages 4.11-1 through 4.11-13 and Section 6.2.10 Seismic/Geologic Hazards on pages 6.2-38 through 6.2-44.

1. - 4. The Proposed Project involves the redevelopment of the Lane Field site located along the San Diego waterfront. A recent *Geotechnical and Geologic Fault Report* was prepared by Geocon Incorporated in May 2007. This section summarizes the findings contained in the technical report. The technical report is on file with the Port and is available for review at the Port's Office of the District Clerk located at the San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

The purpose of the investigation was to evaluate surface and subsurface soil conditions and general site geology and to identify any site specific geotechnical constraints that could impact the proposed redevelopment of the site. A detailed fault investigation was conducted because the site is adjacent to a City of San Diego Downtown Special Fault Zone. Site-specific grading, shoring, seismic, and foundation design recommendations are provided in this report and have been incorporated into overall project design.

The geotechnical investigation identified three general geologic units that underlie the site consisting of undocumented fill, bay deposits and the Bay Point Formation. The site vicinity is assigned a Geologic Hazard Category 31 which indicates a high liquefaction potential, shallow groundwater and the presence of hydraulic fills.

The undocumented fill soils consist of mixtures of sand, silt and clay with shell and gravel. Fill thickness ranges from 14 to 16 feet under the project site. Hydraulically placed fills have a potential for liquefaction during cyclic ground motion. As such, undocumented fill is considered unsuitable for the support of the proposed structures and will be required to be removed as they cannot be recompacted to meet structural engineering standards.

The Bay Deposits consist of silty, fine sand with shell fragments. The thickness of these units ranged from 10 feet at the eastern portion of the site to 21 feet at the western side of the site. The loose and saturated portions of the Bay Deposits are also susceptible to liquefaction and are therefore unsuitable for the support of the proposed buildings.

The Pleistocene-age Bay Point Formation exists beneath the Bay Deposits consists of medium-dense to very dense, fine to medium sand with varying amounts of silt and clay. Scattered beds of clayey-sand and medium-dense sands were also observed. The Bay Point Formation possesses adequate strength characteristics for the support of the

Proposed Project buildings.

The site is not located within a State designated Alquist-Priolo Earthquake Fault Zone but is within the City of San Diego Downtown Special Fault Zone. As such, a geophysical survey with supplemental CPT soundings was performed. The results of the geophysical survey and associated CPT data indicate that faulting is not evident at the site. Therefore it is concluded based on the recent geotechnical and geologic fault investigation, that no active or potentially active faults transect the site.

According to the California Geologic Survey Alquist–Priolo Earthquake Fault Zone Map, Point Loma Quadrangle, effective May 1, 2003, the closest active fault is the Rose Canyon Fault which is 2,500 feet east of the site. The Coronado Fault, another strand of the Rose Canyon fault, has been identified south of the site within San Diego Bay. A fault was encountered by others during construction adjacent to the Santa Fe Depot located approximately 1,400 feet northeast of the site but this fault was determined to be inactive.

Contaminated soils have been encountered at the site and are anticipated to be encountered during excavation. All contaminated materials found at the site would be excavated and transported offsite to a licensed waste disposal facility appropriate for the type of contamination found in the soils. Coordination with the County DEH, and implementation of all applicable federal, state and local laws, regulations and requirements will insure that contaminated soils that are excavated during project construction are handled and disposed of in accordance with permit conditions imposed by DEH.

There are numerous faults surrounding and traversing San Diego County including the Newport Inglewood-Rose Canyon fault, La Nacion Fault, Palos Verde-Coronado Fault, San Diego Trough, San Miguel Vallecitos Fault, Whittier-Elsinore fault and the San Clemente fault. Because of their proximity to the project area, these faults may generate strong ground shaking impacting the site. Due to the proximity of the site to these faults, based on the estimated maximum earthquake magnitude (ranging from 7.6 to 6.5), the site could be subjected to moderate to severe ground shaking in the event of an earthquake within 60 miles of the site in Southern California or Northern Baja California. With respect to this hazard, the site is considered comparable to others in the general vicinity. The recently completed geotechnical analysis conducted on site, and referenced above, has confirmed that there are no known, or mapped, active faults that pass underneath the Proposed Project site. Therefore, the potential for ground rupture to occur on the site due to tectonic activity on known faults is considered to be less than significant.

All developments that occur within the geographical boundaries of Southern California have the potential of exposing people and/or structures to potentially substantial adverse effects involving the rupture of a known earthquake fault, a strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides. The Proposed Project would construct all structures in accordance with the seismic safety standards set forth by the Uniform Building Code (UBC) with regard to plumbing, electrical, structural, energy, fire, concrete, masonry, and structural steel adopted by the City of San Diego. These standards ensure that any potential impacts to people and structures, as a result of geological and soil conditions, are minimized to the maximum extent.

Minimizing the adverse effects of ground shaking is provided through enforcement of structural and nonstructural seismic design provisions defined in the UBC. These codes are updated every three years and through this update process, would incorporate new design provisions as needed. Application of these design provisions to subsequent building plans would lessen potential effects of ground shaking to a level considered less than significant.

The potential for landslides is considered minimal because the relatively flat, low lying topography in the project area and the nature of the material underlying the site generally preclude the occurrence of major landslide conditions.

Construction of the Proposed Project would involve site excavation. Standard construction methods such as surface wetting, sandbags, silt fencing, and temporary detention would be used to control stormwater flows (refer to Hydrology/Water Quality section below for additional discussion of the stormwater plan requirements). Therefore, implementation of the Proposed Project would not result in any significant adverse erosion impacts. No short-term erosion effects during the construction phase of the project are expected due to planned surface wetting and the high moisture content of the soils on site.

The recommendations contained in the *Geotechnical and Geologic Fault Report* prepared for the Lane Field Development Project by Geocon, Inc. must be followed during site preparation activities. The geotechnical recommendations include specific measures for dewatering, pile driving, excavation slopes, shoring, trenching, concrete, drainage, and construction and post construction consideration, consistent with the mitigation measures identified in the MEIR and listed below. No additional mitigation measures are required beyond those identified in the MEIR.

5. The Project does not propose the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures

The mitigation measures listed below are from the MEIR and MMRP and are incorporated into the Lane Field Development Project MMRP. The following mitigation measures recommended in the MEIR would substantially reduce or avoid any potential impacts to a level below significance:

1. Pile driving shall extend past the loose and unconsolidated bay deposits to the Bay Point Formation, which is suitable for the support of proposed piles.
2. As indicated in the geotechnical study for Lane Field, the incorporation of Uniform Business Code (UBC) design requirements and earthquake load safeguards for areas located in Seismic Zone 4. In addition, project specific design recommendations to limit structural damage or maintain function during an earthquake include foundation design parameters and specifications for deep foundations.
3. It is expected that large structures, such as hotels, will be founded on some type of deep foundation system, which may consist of driven or cast-in place piles embedded in the Bay Point Formation, a layer of soil capable of supporting large structures.
4. All structures shall be reinforced and supported using ground modification (e.g., dynamic compaction or over-excavation) or deep foundation piles.
5. Remedial grading or surcharging and monitoring by means of settlement monuments shall be incorporated into construction within the project area.
6. To mitigate impacts associated with hydrostatic uplift, an evaluation of potential hydrostatic uplift activities during the time of geotechnical plan review regarding the design and construction of below-grade basement levels shall occur.

Level of Significance After Mitigation

No impacts would be significant with implementation of the mitigation measures listed above consistent with the conclusions of the MEIR.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| 7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion

The MEIR analyzed potential impacts to Hazards and Hazardous Materials in Section 4.6 Hazardous Materials/Public Safety on pages 4.6-1 through 4.6-10 and in Section 6.2.6 Hazardous Materials/Public Safety on pages 6.2-18 through 6.2-25.

1.-8. A Phase I Environmental Site Assessment (Phase I ESA) and a Phase II Environmental Site Assessment (Phase II ESA) were prepared for Lane Field, consistent with Mitigation Measure #1 below, identified on page 6.2-21 of the MEIR. This section summarizes the findings contained in the Phase I and Phase II ESAs prepared by Ninyo & Moore in May and September 2006, respectively. A Supplemental Phase II Assessment was prepared for the Project by Kleinfelder in February 2007. The technical reports are on file with the Port and are available for review in the Port’s Office of the District Clerk located at the San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

The primary objective of the Phase I ESA was to identify the presence or likely presence, use, or release on the subject property of hazardous substances or petroleum products under circumstances that are defined as *recognized environmental conditions* in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E 1527-00) issued by the American Society for Testing and Materials (ASTM). Based on a review of available historical and regulatory data, possible sources of contamination in the Project area and surrounding land uses were identified as follows:

- Former site of the Wright Auto Park, petroleum fuel underground storage tanks (UST);
- Former location of the Four-O-Locker Club, which maintained a dry cleaning plant on-site;
- The Naval Facilities Engineering Command (NAVFAC) facility at 1220 Pacific Highway, diesel fuel contamination of groundwater, remediated and closed.

- Boat building facility at the terminus of Broadway Street, unknown contamination;
- Isolated areas of trash accumulation / dumping, backyard burning and dumping noted in various portions of the Project area;
- Lane Field site and B Street Pier, creosote-treated lumber residuals;
- Atchison Topeka & Santa Fe rail lines / spurs – unknown contamination;
- Various Piers along the waterfront, refueling activities, fuels spillage, USTs;
- Various industrial properties, storing and/or manufacturing petroleum products, coal, lumber lime, cement and pig iron, and gas station.

Based on the findings of the Phase I ESA and the possible presence of *recognized environmental conditions*, a Phase II Investigation was completed for the Lane Field area in September 2006. The Phase II recommendations were based on the findings of the site assessment, studies done by others, and potential uncertainties that may arise during construction. The Phase II assessment indicated that the contaminants found on the site could be remediated using the “screen-out and walk-away option.” This option does not require further assessment of potential human health risk if: 1) COPCs do not exist at the site; 2) COPCs are at concentrations that do not pose a significant risk when analyzed with a conservative screening program; or 3) the pathways of human exposure are incomplete. Based on Phase I and Phase II Reports, further evaluation of risk to future site occupants is not necessary.

The Phase II ESA recommends that existing groundwater impacts not be exacerbated during dewatering activities. Measures to reduce the impacts of dewatering include using lower pumping rates and a smaller cone of influence and drawdown, shortening the duration of dewatering, and use of engineering controls such as sheet piling, cutoff trenches, and slurry walls. As recommended, these practices have been built into the construction and engineering design of the Proposed Project, avoiding release of hazardous materials into the environment.

Contaminated soils have been encountered at the site and are anticipated to be encountered during excavation. All contaminated materials found at the site would be excavated and transported offsite to a licensed waste disposal facility appropriate for the type of contamination found in the soils. Coordination with the San Diego County Department of Environmental Health (DEH), and implementation of all applicable federal, state and local regulations and requirements will insure that impacts associated with transporting and disposing of contaminated soils that are excavated during project construction would be less than significant. The local oversight agency for soil and groundwater contamination is the DEH. The DEH also acts as the liaison to the Regional Water Quality Control Board (RWQCB). The Port is coordinating review of the existing Phase I and Phase II ESA with the DEH to enable the DEH to provide regulatory oversight necessary to facilitate case closure.

The Phase II ESA notes that unknown contamination may be encountered during excavation and grading activities. Prior to initiation of construction activities at the site, a soil and groundwater management plan would be prepared to address the notification, monitoring, sampling, testing, handling, storage and disposal of contaminated media or substances (soil, groundwater). Excavation and grading activities would be monitored in accordance with the plan.

Consistent with Mitigation Measure #2 below, identified on page 6.2-24 of the MEIR, a Health and Safety Plan and Community Health and Safety Plan is also needed to provide procedures and guidelines for workers who may come in contact with contaminated soil or groundwater and to prevent exposures to the public from dust and vapors that may be released during site construction.

Development of the Proposed Project would not involve the use of explosives or acutely hazardous materials due to the types, size and magnitude of the land uses proposed. Minor volumes of hazardous substances, such as fossil fuels, cleaning products, and pesticides/herbicides would potentially be delivered to the site and used on-site for construction and maintenance activities. Use of these materials within regulatory guidelines would not pose a significant risk associated with a release of hazardous materials. Therefore, the Proposed Project would not result in a significant hazard to the public or the environment.

There are no schools currently operating or proposed within one-half mile of the project site. Therefore, the Proposed Project would not admit any hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one quarter mile of an existing or proposed school.

Implementation of the Proposed Project would not conflict with any adopted emergency response plan because it would involve redevelopment of an existing urban site.

The project area is located within two miles of a public airport and may be affected by the Lindbergh Field Airport Comprehensive Land Use Plan. However, no structures taller than 300-feet are proposed and site design in the MEIR was coordinated with the Airport Land Use Commission. The current project approval process involves coordination with the Airport Land Use Commission and the Federal Aviation Administration, and documents compliance with applicable height restrictions. There are no private airstrips within the vicinity of the Proposed Project. Therefore, significant airport safety hazards for people working or living in the area are not anticipated to occur with implementation of the Lane Field Development Project.

The Project site is not located near an urban wildland interface and is therefore not

subject to natural lands wildfires.

Mitigation measures in the MEIR MMRP addressing Hazards and Hazardous Materials are listed below and will be required to be implemented as part of the Proposed Project.

Mitigation Measures

The mitigation measures listed below are from the MEIR and MMRP and are incorporated into the Lane Field Development Project MMRP. The following mitigation measures recommended in the MEIR would substantially reduce or avoid any potential impacts to a level below significance:

1. A complete site contamination report in conformance with federal, State, and local regulations shall be completed for each subsequent project. The report shall include an existing conditions survey, detailed project description and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a risk assessment and remediation efforts shall be conducted in conformance with federal, State and local regulations.
2. To mitigate for soil or water contamination sources in areas suspected of containing hazardous materials storage systems, a site-specific soil/groundwater assessment shall be performed by a qualified geologist/hydrologist prior to soil disturbance in conformance with federal, State and local regulations. Such an assessment shall include collecting and analyzing soil and/or groundwater samples. The presence of soils and/or groundwater contamination shall be remediated, if necessary, according to federal, State and local regulations prior to development of the site.
3. The MEIR recommends that dewatering shall occur to lower the groundwater table to a minimum of 2 feet below the bottom of all removals and excavations.
4. In the event that dewatering should be required, the discharge shall meet the effluent limits specified by the RWQCB (order No. 90-31) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer system, then the discharge shall meet the effluent requirements of the City.
5. In the event that dewatering effluent is discharged to surface waters, groundwater quality data will be required in advance, and possibly, a treatment system will be needed to meet federal, State, and local regulations.

6. Site-specific informational review and geophysical survey, if necessary, to identify locations of USTs.
8. A contingency plan for removal and remediation shall be prepared that addresses contractor procedures in the event that an unknown UST is encountered during site redevelopment.
9. Permits to operate or close tanks must be obtained by the tank owner or operator in conformance with federal, State and local regulations.

Level of Significance After Mitigation

With implementation of the mitigation measures above, no impacts would be significant, consistent with the conclusions of the MEIR.

H. HYDROLOGY AND WATER QUALITY

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| 8. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion

The MEIR analyzed potential impacts to Hydrology and Water Quality in Section 4.7 Water Quality on pages 4.7-1 through 4.7-13 and in Section 6.2.7 Water Quality on pages 6.2-25 through 6.2-28.

- 1.- 6. The Proposed Project site is Lane Field which has an approximately 100 percent impervious covering consisting of an asphalt-paved surface parking lot. Implementation of the Proposed Project would not increase and may decrease the amount of impervious surface due to the installation of significant perimeter landscaping. The existing flow directions would remain the same. The development includes additional surface drainage features designed to manage stormwater runoff. Therefore, it is not anticipated that development of the Proposed Project would result in significant short-term or long-term flooding impacts, increased runoff or modification of existing drainage patterns.

Consistent with Mitigation Measures #3 below, identified on page 6.2-27 of the MEIR, installation of best management practices (BMP's) for the Proposed Project storm water runoff is expected to remove all of the potential pollutants of concern to the maximum extent practical prior to reaching the Bay. Therefore, with implementation of a drainage plan and approval of improvement plans, impacts to on-site and off-site patterns would be less than significant.

The Proposed Project has the potential to pollute storm water runoff as a result of development and the proposed use of the site. Permit No. 2007-001 was issued by the Regional Water Quality Control Board (RWQCB) in January 2007, updating Permit No. 2001-01 that was issued in 2001 by the RWQCB. The Permit is a Regional Permit that lists the Port District, all 18 cities within the County of San Diego, the County of San Diego, and the Airport Authority as Co-Permittees, or responsible parties. The Municipal Permit mandates that each jurisdiction adopt its own storm water standards to implement the requirements outlined in the Municipal Permit, which is embodied in the City of San Diego Storm Water Standards Manual. Because the Proposed Project would disturb an area greater than one acre, a Storm Water Pollution Prevention Plan (SWPPP) will be required to be prepared in accordance with the National Pollutant Discharge Elimination

System (NPDES) General Construction Activities Storm Water Permit, consistent with Mitigation Measure #3 below, identified on page 6.2-27 of the MEIR

Projects are required to design and implement site design, source control, and treatment control BMPs to address post-construction runoff as described in the Storm Water Standards Manual. Anticipated pollutants from the project site include sediments, nutrients, organic compounds, trash and debris, oxygen demanding substances including solvents, oil and grease, bacteria and viruses and pesticides. In accordance with standard Port practice, a Notice to Intent would also be filed with the RWQCB.

Consistent with Mitigation Measure #3 below, identified on page 6.2-27 of the MEIR, Best Management Practices (BMPs) would be implemented during construction and post construction to address water quality for the Proposed Project. Two types of BMPs have been identified, Construction and Post-Construction BMPs. These BMPs are further categorized as: 1) Construction BMPs, 2) Site Design BMPs, 3) Source Control BMPs, and 4) Treatment Control BMPs. The Applicant/Developer would be responsible for the monitoring and maintenance of the BMPs including inspections, cleaning, and other maintenance requirements. During construction, the BMPs would be monitored on a weekly basis and observations recorded. The Conditions of Approval for the Project dictate acceptance of maintenance responsibility for all stormwater facilities and other BMPs recommended in the hydrology report by the operator of the Project.

Construction BMPs

These BMPs shall be selected, constructed, and maintained as to comply with all applicable ordinance and guideline documents. BMPs which may be used during construction include but are not limited to:

- Silt fence, fiber rolls, or gravel bag berms
- Check dams
- Daily street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling offsite
- Hydroseed, soil binders, or straw mulch
- Material delivery and storage
- Stockpile maintenance
- Spill prevention and control
- Waste management

Site design BMPs

These BMPs are intended to direct site design and control for hydrologic conditions.

They include:

- Minimization of new on-site impervious surface
- Minimizing direct connections between impervious surfaces
- Maximization of landscaped areas
- Maximizing canopy inception by the planting of additional trees and shrubs
- Utilization of vegetated swales for biofiltration
- Minimizing erosion problems by proper slope and channel design

Control Source BMPs

These BMPs are intended to minimize, to the maximum extent practicable, the introduction of pollutants and conditions of concern that may result in significant impacts generated from site runoff to the stormwater system. Treatment control BMPs may include:

- Daily street sweeping
- Trash storage areas to reduce pollution introduction
- Use of efficient irrigation systems and landscape design
- Storm water conveyance system stenciling and signage.

Treatment Control BMPs

The treatment control BMPs proposed for use on-site would be effective at removing pollutants of concern. These BMPs include:

- Storm drain inlet baskets
- Hydrocarbon booms
- Vegetated swales
- In-line detention system.

The combination of all proposed construction and permanent BMPs would reduce to the maximum extent feasible all expected project pollutants. Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements. Furthermore the BMPs would not substantially degrade water quality. Consistent with the conclusions of the MEIR, the project would not have a significant impact on hydrology or water quality.

- 7.-9. The Lane Field Development Project would require dewatering of groundwater beneath the site. The recovered groundwater would be treated and disposed of in accordance with RWQCB requirements. Dewatering activities are not anticipated to affect regional groundwater supplies or groundwater quality.

The project site is not located in a 100-year floodplain (Federal Emergency Management Agency, 1997) and development of the site would not affect any area mapped by the Federal Emergency Management Agency as a flood hazard zone. In addition, the project is not anticipated to substantially increase peak flow velocities or increase flooding potential. Therefore, impacts associated with flooding are not anticipated as the Project is consistent with the Project contained in the NEVP and no significant impact was identified.

10. The Proposed Project would be potentially affected by a tsunami or seiche due to its proximity to San Diego Bay. Southern California is much less susceptible to tsunami than the northern part of the State due to the orientation of the coastline. In addition, Point Loma and Coronado serve as natural landform barriers which would dissipate most of the wave energy associated with tsunamis before it reached the project area. The site does not have potential to produce mudflows due to the minimal gradient that exists on site. Therefore, implementation of the Proposed Project would not subject users of the site to significant risk of inundation by tsunami, seiche or mudflows.

Mitigation measures in the NEVP Final MEIR MMRP addressing Hydrology and Water Quality impacts are listed below and will be required to be implemented as part of the Proposed Project.

Mitigation Measures

The mitigation measures listed below are from the MEIR and MMRP and are incorporated into the Lane Field Development Project MMRP. The following mitigation measures recommended in the MEIR would substantially reduce or avoid any potential impacts to a level below significance:

1. In the event that dewatering should be required, the discharge shall meet the effluent limits specified by the RWQCB (order No. 200701) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer system, then the discharge shall meet the effluent requirements of the City.
2. Soil/groundwater testing shall be performed prior to soil disturbance in conformance with federal, State and local regulations, and subject to the approval of the jurisdictional agency (i.e., City of San Diego or Port District). Such an assessment shall include collecting and analyzing soil and/or groundwater samples. Soil or groundwater contamination shall be remediated according to applicable federal, State and local regulations prior to development of the site. Implementation of BMPs to control erosion

during construction shall be required regardless of whether or not the soil / groundwater is contaminated.

3. All earthwork activities shall be governed by the provisions of the NPDES general construction permit, which includes the preparation and implementation of a SWPPP and BMPs to control runoff and sedimentation during construction and post construction.
4. Additional assessment of soil and/or groundwater shall be performed prior to soil disturbance in conformance with federal, State and local regulations.
5. Remediation shall be conducted according to applicable federal, State and local regulations prior to development of the site.

Level of Significance After Mitigation

No impacts would be significant after implementation of the mitigation measure identified in the MEIR and listed above.

I. LAND USE AND PLANNING

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the Comprehensive Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Land Use and Planning in Section 4.3 Land/Water Use Compatibility on pages 4.3-1 through 4.3-43 and Section 6.2.3 Land/Water Use Compatibility on pages 6.2-7 through 6.2-11.

1.-3. The Proposed Project is the redevelopment of a 5.7 acre asphalt parking lot with two hotels, retail uses, restaurants, and public open space consistent with the Lane Field Development Project defined in the NEVP. The Proposed Project is consistent with all applicable elements of the Port Master Plan which was amended to reflect the NEVP after the MEIR was certified in 2000 and after Certification of the Port Master Plan by the California Coastal Commission. The Proposed Project is consistent with the land use, urban design and development goals and objectives of the NEVP. The Proposed Project would not physically divide an established community and is part of a larger project that is fundamentally designed to link together different communities of people including residents and visitors to the region. Some of the fundamental objectives of the NEVP include:

- Establish the North Embarcadero as a “public precinct” and “front porch” for the whole of the community, creating attractions that draw people to the Bayfront.

- Establish the North Embarcadero as an active, vibrant area, particularly along the Bayfront.
- Encourage development that is economically viable and increases the economic and social vitality of the Bayfront.
- Provide for uses and amenities that celebrate the San Diego Community. Preserve, enhance and celebrate the area's maritime uses, history, architecture, art and culture.
- Make the Bayfront accessible to all, including those with disabilities and those on foot, bike, boat, transit and automobiles.
- Provide for uses and amenities that serve the local and regional community and tourists.
- Provide public access and open space amenities, particularly along the Bayfront.
- Enhance connections between the North Embarcadero and adjacent neighborhoods and districts.

The existing land uses surrounding the site include two recreational piers, older and newer commercial, industrial and warehouse uses to the north, and visitor-serving commercial, recreational, institutional, military, small scale retail, office and residential uses to the south. The Project proposes redevelopment of the site as well as related infrastructure and public access improvements that would be both consistent and compatible with existing surrounding and planned land uses and would help implement the NEVP objectives outlined above.

The table below describes the Proposed Project in terms of various development statistics and compares them to those development standards described in the NEVP MEIR and the Port Master Plan. As indicated in this table, the Proposed Project is in conformance with the existing Port Master Plan entitlements and the Lane Field project analyzed in the NEVP MEIR in terms of building height, Floor Area Ratios (FARs), setbacks, stepbacks, parking and total number of hotel rooms.

	Maximum Height North/South	Setbacks on Broadway	Stepback Requirements	Parking Spaces	Hotel Rooms	Office Square Footage	Retail Square Footage	Floor Area Ratio North/South
Proposed Project	200 for North tower/275 for South tower	55' at the east side increasing to 111' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway		800	None included	80,000	2.8/2.6
NEVP& MEIR	North is 350-200 sloping towards the Bay / South is 400 to 300 sloping towards the Bay	55' at the east side increasing to 65' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway	Office @ 2 per 1,000 SF; Hotel @ 0.75 per room; Retail @ 5 per 1,000 SF; Restaurant @ 8 per 1,000 SF	800	400,000	Mixed use identified but retail SF not defined	6.5/7.0
Port Master Plan	400 to 200 sloping towards the Bay (both parcels)	55' at the east side increasing to 65' at the west side	25' @ 50' height on Broadway, Harbor Drive, and C Street; 15' @ 50' height on all other streets except Pacific Highway	Not defined	800	Not defined	Not defined	6.5/7.0

There are two minor intrusions into the setback area. On the Lane Field South hotel, a portion of the proposed spa and restaurant/bar intrudes approximately 15 feet into the 25-foot setback on the 50-foot podium level along the C Street frontage. This is proposed to be a glass, partially transparent feature. Both hotels propose to provide public realm elevator access to the podium roof levels from the Harbor Drive sidewalk. The elevator penthouses would consist of an approximately 100 square-foot, approximately 20 feet tall structure . This structure would be mostly transparent and located within the 25-foot setback on the 50-foot podium level. The elevators would be visible features located on the outside of each building to insure that the public is aware that the elevators are available for public use. It is necessary to locate the penthouse in the setback to accommodate this location. The NEVP exempts from maximum building heights structures that occupy no more than 10 percent of the roof area. Neither of these structures exceeds 10 percent of the podium roof area and therefore is consistent with the building height requirements. Refer to the diagram outlining the Proposed Project building heights indicating these two features and a comparison to the building heights as specified in the NEVP.

As described above, the Project has been designed to be consistent with applicable regional plans and policies, including the SDAPCD RAQS, (discussed under Air Quality above) the RWQCB San Diego Basin Plan, and the SANDAG Regional Transportation Plan (discussed in the Transportation section below).

The Lane Field site is fully developed and does not include any sensitive habitat. The site is surrounded by urban uses and development on all sides. Implementation of the Project would not conflict with any applicable Habitat Conservation Plan or Natural Communities Conservation Plan, consistent with the conclusions in the MEIR.

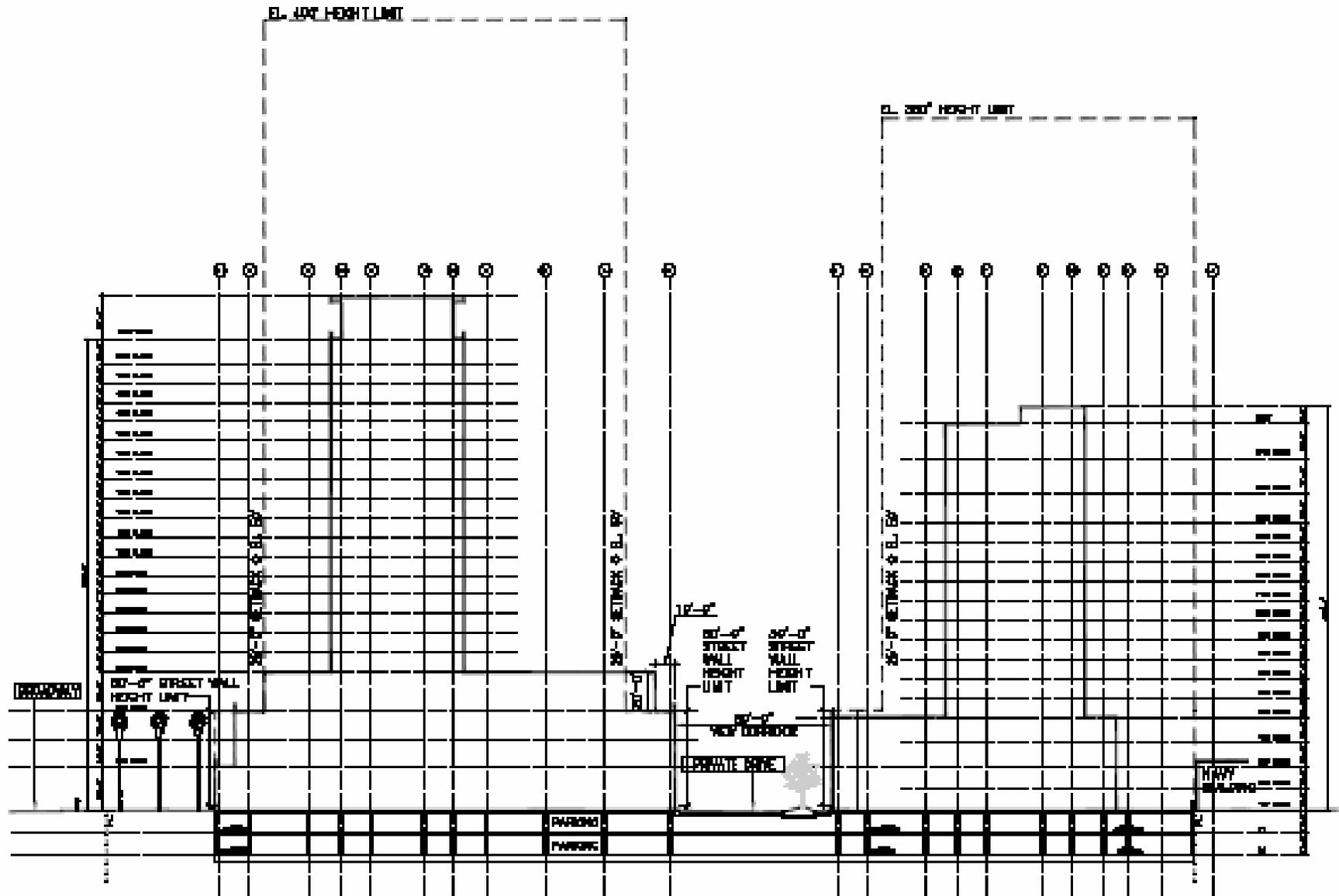
The MEIR identified a significant impact relative to the placement of an above-ground parking structure on the Lane Field site. However, the current proposal does not include an above-ground parking structure and therefore the MEIR Mitigation measures are not applicable. There are no new significant land use impacts associated with the Proposed Project and therefore no mitigation measures are required.

Mitigation Measures

No mitigation measures are required regarding Land Use, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.



LANE FIELD - NORTH-SOUTH SECTION, EAST SIDE - FACING WEST

JWD/DA

SCALE 1/8"=1'-0"

J. MINERAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local Comprehensive Plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

1.-2. The California Department of Mines and Geology (CDMG) does not identify the project site as an area with high potential for aggregate or mineral resources (CDMG, 1982). In addition, project implementation would not result in the loss of availability of a known or locally important mineral resource. No long-term impacts to mineral resources are anticipated from project implementation, consistent with the conclusions in the MEIR.

Mitigation Measures

No mitigation measures are required pertaining to Mineral Resources, consistent with the conclusions in the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions in the MEIR.

K. NOISE

Would the proposed project result in:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. A substantial temporary, periodic or permanent increase in ambient noise level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of people to noise levels in excess of the established standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Exposure of people to excessive ground borne vibration or noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Noise in Section 4.10 Noise on pages 4.10-1 through 4.10-16 and in Section 6.2.9 on pages 6.2-34 through 6.2-38.

- 1.-3. Potential noise impacts associated with the Proposed Project are related to short-term construction activities, including excavation, pile driving and longer term operational related traffic noises. Construction noise is governed by the City’s Noise Ordinance, which limits construction activities to Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. The maximum permissible level for construction activities is 75 A-weighted decibels (dBA) measured over 8 hours of continuous construction. This level is measured at or within the property lines of any property that is developed and used either in part or wholly for residential purposes.

Construction Noise

Temporary noise and vibration generation would occur during excavation, pile driving, and site preparation and construction activities on the project site. Construction noise types and levels are not expected to vary from what was analyzed in the MEIR because the types of construction activities and standard construction equipment are similar to those anticipated in that analysis. Construction is permitted only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. A significant impact would result if construction activities occurred outside of these times. Consistent with the MEIR on page 6.2-37 and page 1-74, a mitigation measure requiring compliance with the City’s Construction Noise Ordinance is provided below and is aimed primarily at restricting the allowable hours of pile driving operations.

Construction is expected to take approximately 30 months due to the intermittent and limited use of construction equipment. The combined 8-hour energy average noise level (i.e., Leq-8h) is not expected to exceed the 75 dBA threshold established by the City at any sensitive receptor except during pile driving operations. Compliance with the City's Construction Noise Ordinance temporary noise impacts associated with construction activities would be less than significant as noted in the MEIR on page 6.2-37 with implementation of appropriate mitigation measures.

Operational Noise

Long term operational noises would include Project-related vehicle traffic noise and on-site equipment and activities associated with the proposed use. Operational noise impacts at the Lane Field site are not expected to be appreciably different than current noise levels. Existing noise levels in the vicinity of the site include noise impacts generated by surrounding land uses including activities and operations at the B Street Pier, Broadway Pier and other piers along the waterfront. The existing ambient noise levels are generally considered compatible with surrounding land uses and would be consistent with the planned land use at Lane Field. Any noise generated by the Proposed Project would be subject to the City's Noise Ordinance standards. Therefore, operational noise impacts would be less than significant with mitigation measures consistent with the findings in the MEIR (Section 6.2.9 on pages 6.2-34 through 6.2-38).

Traffic Noise

The most sensitive location for noise would be the areas closest to Harbor Drive and those areas located between Harbor Drive and Pacific Highway. Ambient noise levels in the project area are already in the mid-70 dB range due to a combination of traffic and aircraft noise (MEIR page 4-10-4). Detectable noise increases of +3 dB or more are anticipated along certain roadway segments in the NEVP area (MEIR Table 4.10-4). However, these impacts would occur in the future with or without the Proposed Project. Vehicular noise impacts as they pertain to the hotel development on Pacific Highway may exceed interior and exterior significance thresholds. Therefore, noise impacts associated with vehicular traffic would be considered significant consistent with the conclusions of the MEIR (page 6.2-37) and mitigation is required.

Trolley, Freight, Coaster and Airport Noise

Operation of the San Diego Trolley and the San Diego Northern Railroad creates periodically audible noise from both the moving trains as well as clanging crossing bells near each intersection crossing. Coaster, Amtrak and freight diesel engines are much louder than trolley electric motors, and the trains use loud train horns to warn vehicular traffic near at-grade crossings to clear the tracks. The Proposed Project site is located

approximately one block away from the trolley/railroad tracks. Coaster horn noise may exceed interior and exterior noise levels, potentially intruding on quiet activities such as sleep. Trolley-related noise impacts are not anticipated to exceed 65dBA CNEL. Maximum interior noise levels of 55 dB from Coaster horns could be expected even with windows shut, for rooms closest to the tracks. This may awaken hotel guests and disrupt sleep patterns. Therefore, coaster horn noise, as it pertains to hotel development, represents a significant nuisance noise impact and mitigation is required (consistent with the MEIR on pages 6.2-37 and 6.2-38).

The Proposed Project area is located outside of the zone of excessive airport-related noise for noise sensitive uses according to page 4.10-15 of the MEIR. The zone of excessive airport noise does not extend further than Grape Street. Since the Proposed Project site is located outside of this noise zone, no noise issues would be created by aircraft as stated on Page 4.10-15 of the MEIR.

Mitigation measures in the MEIR & MMRP addressing Noise and vibration are listed below and will be required to be implemented as part of the Proposed Project.

Mitigation Measures

The mitigation measures listed below are from the MEIR and MMRP and are incorporated into the Lane Field Development Project MMRP. The following mitigation measures recommended in the MEIR would substantially reduce or avoid any potential noise impacts to a level below significance:

1. Compliance with Title 24 of the California Code of Regulations, which includes establishing permissible horizontal sound transmission through shared walls, as well as vertical transmission of impulsive noise through floor ceiling assemblies. In addition, the use of upgraded interior finishing and heavy window glass are standards required by Title 24. Compliance with these regulations meets the required 45 dBA CNEL interior levels even if the 65 dBA exterior levels are not met. Documentation of compliance shall be provided when building plans are filed.
2. If windows face the tracks along Pacific Highway, use of heavily upgraded glazing and/or heavy drapes is recommended to reduce hotel sleep interference from peak train noise levels.
3. An interior noise study shall be conducted for the hotels at the time building plans are developed and measures required to ensure a 45dB interior level for transient occupancy rooms shall be implemented. Documentation of compliance shall be provided when building plans are filed.

4. All construction activities shall comply with the City of San Diego's Noise Ordinance, which limits the allowable hours and establishes performance standards for construction activities.
5. Use pre-drilled piles or vibratory drivers if subsurface conditions can accommodate such methods.
6. Perform all pile driving activities on weekdays between 9:00 am and 5:00 pm.

Level of Significance After Mitigation

No impacts would be significant after implementation of the mitigation measure identified in the MEIR and listed above, consistent with the findings of the MEIR.

L. POPULATION AND HOUSING

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

1.-3. The Proposed Project would be constructed in an urbanized area that is largely developed and would not result in potentially growth-inducing effects by extending utilities into a previously undeveloped area. Therefore, no impacts to population and housing would occur with Project implementation, consistent with the conclusions in the MEIR.

The Proposed Project involves the redevelopment of the existing asphalt surface parking lot located at Lane Field and clearing of other ancillary surface features. The project also includes public open spaces/areas/plazas, access improvements and supporting infrastructure. The Proposed Project is consistent with the certified Port Master Plan and reflects the intended and planned future use of the former Lane Field site. No housing would be built or removed and no residents would be displaced with development of the Proposed Project. Therefore the Proposed Project does not induce indirect or direct population growth in the area, and does not displace existing housing or people which would necessitate the construction of replacement housing.

Mitigation Measures

No mitigation measures are required regarding Population and Housing, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

M. PUBLIC SERVICES

Would the proposed project have an effect on or result in a need for new or altered government services in any of the following areas:

	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Maintenance of public facilities including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Public Services in Section 4.12 Public Services on pages 4.12-1 through 4.12-11 and Section 6.2.11 Public Services on pages 6.2-45 through 6.2-48.

- 1.- 6. All applicable public service providers were consulted during the preparation of the NEVP including:
- City of San Diego Police Department Central Division;
 - Port District Harbor Police; and,
 - City of San Diego Fire Department

An increase in visitor traffic to the San Diego waterfront could result in an increase in the demand for all public services including fire protection, police protection, maintenance of public facilities including roads, and other governmental services. However, this increase in demand is anticipated to be readily absorbed and accommodated by existing facilities without adverse affects on current or future service levels consistent with the findings of the MEIR on page 6.2-46.

Fire protection services are provided by the City of San Diego. The San Diego Fire Department has recently provided information used in the development of the site plan and to address potential emergency services and access issues.

Law enforcement is provided by the Port District Harbor Police and the City Police Department. The Proposed Project would result in an incremental increase in the demand for emergency services; however, both agencies have indicated that they would continue to provide adequate police, fire protection, and emergency services to the project area.

The Proposed Project would provide adequate emergency access to the site with two entrances to the site from Harbor Drive and Pacific Highway and would not require construction of new facilities or expansion of existing facilities to serve the Project. Therefore, impacts to law enforcement and fire protection services would not be significant consistent with the MEIR on page 6.2-46.

Implementation of the Proposed Project would not have an impact on school facilities because no new population would be created, therefore no new enrollment would accrue from the Proposed Project implementation.

Maintenance of public roads in the vicinity of the Proposed Project area is provided by the Port and the City of San Diego. Once the Proposed Project improvements are complete, roadway maintenance is not anticipated to increase above normal maintenance activities as a result of project implementation. Therefore, impacts to road maintenance activities would be less than significant consistent with the MEIR.

The redeveloped Lane Field site is intended to be a regional recreational amenity for both visitors and residents of San Diego. The Proposed Project includes a public open space area, restaurants, shops and hotel rooms. Consistent with the MEIR, no significant direct adverse impacts to parks and recreational resources would occur with this Project as the site currently serves as a surface parking lot for public use. The outdoor public plaza aspects of the Project would enhance no-cost and low-cost public parks and recreational opportunities for residents and visitors alike. See additional discussion in Section N. Recreation below.

Mitigation Measures

No additional mitigation measures are required consistent with the findings in the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

N. RECREATION

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project include recreational facilities or require the construction of expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

1-2. The Project as proposed is visitor-serving oriented and recreational in nature and is designed to support the growing tourism industry in downtown San Diego. Currently, the site is occupied by an asphalt paved surface parking lot and does not provide direct recreational use on site. The Proposed Project would also support cruise ship visits and encourage use of the public open space by local residents and tourists by providing shopping and dining opportunities along the Embarcadero as well as pedestrian areas. The Proposed Project has been designed to incorporate public access and public recreational opportunities through the inclusion of restaurants, plazas, landscaped areas, commercial areas and viewing terraces. The objectives of the Proposed Project that pertain to recreation include:

- Establish the North Embarcadero as a “public precinct” and “front porch” for the whole of the community, creating attractions that draw people to the Bayfront.
- Establish the North Embarcadero as an active, vibrant area, particularly along the Bayfront.
- Provide for uses and amenities that celebrate the San Diego Community. Preserve, enhance and celebrate the area’s maritime uses, history, architecture, art and culture.
- Make the Bayfront accessible to all, including those with disabilities and those on foot, bike, boat, transit and automobiles.

- Provide for uses and amenities that rely on and/or celebrate the “Bay” (a water-first perspective).
- Create a “signature” expression through building, development, open space, etc., that draws attention to the North Embarcadero and the City.
- Provide for uses and amenities that serve the local and regional community and tourists.
- Preserve and maximize views of and to the Bay.
- Provide public access and open space amenities, particularly along the Bayfront.

During construction, there would be short term interruptions to recreational uses along the east side of Harbor Drive due to the presence of construction equipment and heavy machinery.

A public area would be located at Lane Field. This area is conceptually depicted in Exhibit 3 and would contain landscaping such as trees and other plant materials in decorative containers or planter boxes and would include benches to provide public seating. The public improvements along Broadway Street are consistent with the NEVP requirements to create a pedestrian friendly corridor. These improvements are being coordinated with other private developments with frontage along Broadway Street as well as the public infrastructure improvements on Harbor Drive being undertaken by the Port. The improvements are considered the first phase of planned comprehensive waterfront infrastructure changes envisioned in the NEVP.

Once construction is complete, the Proposed Project would have a net beneficial effect on local and regional recreational choices by providing no-cost and low-cost visitor serving passive and active recreational opportunities including the use of public plazas, seating and public viewing areas, shopping, restaurants and enhanced hotel facilities for moderate to high-cost visitor serving uses including use of the onsite spa facilities and opportunity to join a health club to be developed on site.

Mitigation Measures

No mitigation measures are required regarding Recreational Resources, consistent with the conclusions of the MEIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required, consistent with the conclusions of the MEIR.

O. TRANSPORTATION/TRAFFIC

Would the proposed project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Transportation, Traffic and Parking in Section 4.1 Traffic and Circulation on pages 4.1-2 through 4.1-44 and Section 4.2 Parking on pages 4.2-1 through 4.2-12, as well as Section 6.2.1 Traffic and Circulation on pages 6.2-1 through 6.2-6 and Section 6.2.2 Parking on pages 6.2-6 through 6.2.7.

1. The Traffic Impact Study prepared for the MEIR was prepared in accordance with the City and the San Diego Regional Congestion Management Plan (CMP) requirements. City

criteria for impact significance were used to assess potential traffic and circulation impacts. Impacts to signalized intersections, street segments and freeways were calculated based on the maximum allowable development. The MEIR traffic report addressed the following scenarios:

- Near term base conditions (2005)
- Near term base plus project conditions (2005)
- Future year 2020 base conditions
- Future year 2020 base plus project conditions.

The Proposed Project consists of a 525-room hotel and a 275-room hotel together with retail uses and restaurants. The primary changes in traffic would be in the short-term during the construction-phase of the Proposed Project and in the long term as a result of the installation of a new traffic signal at the primary project entrance. The primary entrance is proposed at the intersection of Pacific Highway and C Street. The MEIR analysis anticipated that primary access to the site would be from this location (MEIR, page 6.2-6), which would reduce the queuing of traffic on Harbor Drive by providing a site entrance along Pacific Highway.

A traffic study prepared by Linscott Law and Greenspan (LLG) in September 2007 is available for review at the Port of San Diego Administration Building at 3165 Pacific Highway, San Diego CA 92101. The report determines that the Proposed Project would generate 9,254 Average Daily Trips (ADT). The daily traffic levels calculated for the Proposed Project are lower than those calculated for the Lane Field project in the MEIR (9,950 ADT which represents a 7% decrease in ADT). This reduction in trip generation is a result of the deletion of the office uses and their associated vehicle trips from the Proposed Project. The City's Level of Service (LOS) standard is LOS E. Consistent with the analysis in the MEIR, no intersections or street segments analyzed would operate below a LOS D.

2. For the future year, with and without the NEVP, all I-5 freeway ramps in the study area were calculated to operate over-capacity at LOS F. The Freeway Capacity Analysis contained in the MEIR indicated that the following locations would have an LOS F:

- I-5 from First Avenue to Sixth Avenue.

The Ramp Capacity Analysis contained in the MEIR indicated that the following locations are expected to have an LOS F:

- Hawthorn Street northbound on ramp to I-5;
- Hawthorn Street northbound off ramp from I-5;

- Grape Street southbound on ramp to I-5;
- Front Street off ramp from I-5;
- First Avenue southbound on ramp to I-5; and,
- First Avenue northbound on ramp to I-5.

The Ramp Meter Analysis contained in the MEIR indicated the following locations are expected to have LOS F:

- Hawthorn Street northbound on ramp to I-5;
- Grape Street southbound on ramp to I-5; and,
- First Avenue southbound on ramp to I-5.

A Year 2030 street segment analysis was conducted as part of the August 2007 LLG study. This study compared current traffic distribution to the distribution assumed in the MEIR analysis. The MEIR analysis included assumptions which had a 2020 horizon year and direct connectors between I-5 and the Lindbergh Field North Airport Terminal. Because the direct I-5 North Terminal connector is not in the current Draft Airport Master Plan, future traffic was distributed on the street and I-5 network without that connector using the Year 2030 SANDAG projections. The LLG study also concluded that the street segments and I-5 mainline and ramp cumulative impacts were not significantly different without the I-5 North Terminal connector. It is assumed that the SANDAG projected traffic volumes included the complete buildout of the NEVP because of the inclusion of the project in the current Port Master Plan. The Proposed Project is calculated to generate fewer ADT than previously disclosed in the MEIR. Therefore, no new individually significant impacts are anticipated to occur.

As stated on Page 4.1-44 of the MEIR, the freeway (mainline and ramp) significant cumulative impacts cannot be mitigated below a level of significance. However, the MEIR notes that these impacts would occur with or without the NEVP. Based on the Lane Field subsequent project traffic distribution (MEIR Page 6.2-3), the Lane Field subsequent project would not contribute considerably to the cumulative freeway impacts. Because the Proposed Project has decreased ADT generation compared to the Lane Field subsequent project evaluated in the MEIR as noted above, the Proposed Project would not considerably contribute to the significant cumulative impact identified in the MEIR.

3. Although the project area is located in close proximity to Lindbergh Field, the Proposed Project does not involve the airport, airplanes or other air traffic. Project design and height has been coordinated with the San Diego Regional Airport Land Use Commission. Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for:

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- Evaluating the effect of the construction or alteration on operating procedures;
- Determining the potential hazardous effect of the proposed construction on air navigation;
- Identifying mitigating measures to enhance safe air navigation; and,
- Charting of new objects.

Notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace. Section 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 ft above ground level;
- Any construction or alteration:
 - within 20,000 ft of a public use or military airport which exceeds a -100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
 - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
 - within 5,000 ft of a public use heliport which exceeds a 25:1 surface.
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards.
- When requested by the FAA.
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under §902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. §46301(a). The Proposed Project applicant will file a Part 77 review request with the FAA per these provisions.

Implementation of the Proposed Project would not affect existing air traffic travel patterns, air traffic levels or airport facilities.

4. All access points are designed to conform with safety standards for vehicular movements and emergency access. The Proposed Project involves hotel and retail uses which are consistent with those in the surrounding area and would not generate incompatible vehicular or equipment traffic. Implementation of the Proposed Project would not involve any potentially dangerous traffic or transportation hazards nor does it propose any incompatible uses that could affect existing traffic or circulation in the project areas.

5. Primary and secondary emergency access to the site would be provided at the prolongation of “C” street off of Pacific Highway as well as from Harbor Drive. Emergency access is also proposed to be available at two other locations along Pacific Highway both north and south of the main hotel entrance

6. A study was prepared by Walker Parking Consultants dated October, 10, 2007 to provide an assessment of required parking based on the *2001 Tidelands District Parking Guidelines* (“Guidelines”) and other factors. These Guidelines specify parking ratios for several land uses as well as provide for shared parking reductions utilizing a methodology outlined by the Urban Land Institute (“ULI”) in their publication *Shared Parking* (2005). The specific methodology used in the Walker parking study included:
 - Data Collection (proposed program data, site-, and market-specific considerations, management);
 - Application of Base Ratios (specific to Guidelines) for each land use type;
 - Possible reduction due to “Proximity to Transit”;
 - Possible reduction due to “Access to Airport”;
 - Possible reduction due to “Shared Parking Potential” (Based on ULI hourly and monthly reductions);
 - Possible increase due to “Proximity to Public Waterfront Amenities for Public Access”;
 - Possible increase due to “Displacement of Existing Parking”; Possible increase/reduction due to “Existing Parking Shortfall/Surplus”;
 - Possible reduction due to “Employee Trip Reduction Programs”;
 - Possible reduction due to “Dedicated Airport Shuttle Service”;
 - Possible reduction due to “Dedicated Water Transportation Service”

The assumptions contained in the parking demand analysis included:

- Land uses at the site which are not specifically found in the Guidelines will use ULI Base Ratios to find an unadjusted parking requirement;
- Base ratios from the Guidelines will be broken down into user groups (visitors, employees, etc.) for each land use; the breakdown will be based on the proportion of each as given in the ULI base ratios;
- The hotel-specific land uses will see a reduction in parking based on proximity to transit and the airport;
- The hotels will offer a dedicated shuttle to and from the airport;
- The 12,200 square foot Spa will be available to the public; and,
- The hotel lobby bars and hotel rooftop bar will operate during normal restaurant business hours (breakfast/lunch/dinner) considered hotel restaurant (F&B) space

closing roughly at 10 –10:30PM.

The study found that the estimated unadjusted peak parking demand for the proposed land uses for Lane Field was 1,496 on weekdays and 1,495 on weekends. With adjustments including shared parking as noted above, the supply required to adequately park the Proposed Project is 1,276 spaces, which includes approximately 900 spaces for demand generated by the land uses at Lane Field and 300 additional public parking spaces identified/recommended in the MEIR.

The Proposed Project, as an element of the NEVP, would impact parking in the City's downtown area through the removal of approximately 880 existing public parking spaces on site which are not dedicated to any specific project or land use. However, the site would provide 300 new public parking spaces beyond demand generated by on site land uses. Therefore, consistent with the conclusion in the MEIR on page 6.2-7, the Proposed Project would not result in a significant impact to parking. As part of implementation of the NEVP, Parking Management Plan(s) are required to address the area wide parking conditions. The Proposed Project is not required to prepare such plans because it is self parked and provides the additional 300 public spaces identified in the MEIR. However, because a substantial amount of public parking would be lost with development of the site the Port is preparing the required NEVP Parking Management Plan at this time. The plans will provide a tool box of measures for managing the parking within the NEVP considering demand and supply management.

7. Implementation of the Proposed Project would not conflict with adopted plans, policies or programs supporting alternative modes of transportation.

Mitigation Measures

The mitigation measure listed below is from the MEIR and MMRP and is incorporated into the Lane Field Development Project MMRP.

1. To address the future cumulative deficiencies associated with all cumulative projects as identified in the MEIR as well as other projected regional traffic growth, an I-5 freeway corridor study is being prepared by SANDAG to address the future conditions on the freeway and related ramps and to recommend and finance necessary improvements. The Port is participating with SANDAG in the I-5 corridor study including discussions regarding fair share payments of improvements the study determines are needed to mitigate cumulative impacts.

Level of Significance After Mitigation

Significant cumulative freeway (mainline and ramp) impacts would remain significant and unavoidable consistent with the findings of the MEIR. The analysis prepared for the Proposed Project concluded that the Proposed Project will generate fewer traffic trips than were studied in the MEIR. Therefore, the Proposed Project will not result in any new significant impacts and will not require any new additional Mitigation Measures or alternatives because it will generate less traffic than was studied in the MEIR. Significant cumulative freeway (mainline and ramp) impacts cannot be mitigated to below a level of significance at this time. The Port adopted a Statement of Overriding Considerations which supported the Port's decision to approve the NEVP with the disclosure of potentially significant and unmitigatable impacts noting that they would occur with or without the NEVP.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in a determination by the wastewater treatment provider, which serves or may serve the projects that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

The MEIR analyzed potential impacts to Utilities and Service Systems in Sections 4.13 Public Utilities on pages 4.13-1 through 4.13-11 and Section 6.2.12 Public Utilities on pages 6.2-48 through 6.2-50.

1.-7. The Lane Field Development Project site is located in a heavily urbanized area of San Diego and is surrounded by commercial, office, industrial, retail, residential, recreational and open space land uses. All applicable public service and utility providers were consulted regarding during the development of the MEIR including:

- City of San Diego Environmental Services Department – Solid Waste;
- City of San Diego Water Department;
- City of San Diego Metropolitan Wastewater Department; and,
- San Diego Gas and Electric.

Existing infrastructure, including sewer, water, gas, electricity, telephone, and cable lines have been extended to the site. Infrastructure tie-ins and connections to the proposed improvements would be required and some utilities would be required to be relocated. A storm water management system is proposed to be implemented to improve the quality of the storm water runoff before discharge into the storm drain system for ultimate treatment and disposal, in accordance with the RWQCB municipal permit.

Implementation of the Proposed Project has the potential to increase the demand for public services and utilities within the Project area. Page 4.12-7 of the MEIR identifies that development of the NEVP would result in overall reduced development intensity when compared to the adopted Centre City Community Plan and Port Master Plan. These are the base planning documents used by the City in sizing water and sewer treatment systems for the project area. The San Diego County Water Authority in its 2004 Regional Water Facilities Master Plan (WFMP) incorporated future growth and development projections provided by SANDAG through the year 2030. SANDAG's population and growth projections were based on approved land use plans and policies in place at the time, which included the Port Master Plan. The WFMP identifies that there is sufficient water capacity to serve the Proposed Project and that sufficient sewer capacity would be provided with construction of the South Pacific Trunk Sewer (Final MEIR, Page 4.13-10). The Proposed Project would not require new or expanded water or sewer facilities. Therefore, no significant impacts on the domestic potable water and sewer systems are anticipated.

Construction debris would be disposed of at a landfill, recycled or reused. Additional discussion of this issue is provided in Section G. HAZARDS AND HAZARDOUS MATERIALS above.

Implementation of the Proposed Project is expected to impact the City's solid waste services in four ways:

- Impacts on landfill capacity;
- Impacts on waste Management Services;
- Impacts on City collection crews;
- Impacts on the Miramar Landfill entrance facility.

Because the office uses are no longer included under the Proposed Project, solid waste generation would decrease below levels anticipated by the NEVP MEIR on page 6.2-47 for this NEVP Subsequent Project. The MEIR notes that the office uses would generate 680 tons of waste per year while the hotels would generate 3,060 tons of solid waste per year. Even without the office uses, the solid waste generated by the Proposed Project would be considered a significant impact and mitigation is required.

None of the service or utility providers indicated that there would be significant impacts to their services or utilities with implementation of the Proposed Project with the exception of the City's Environmental Services Department (ESD) (page 6.2-47 of the MEIR). Although implementation of the Proposed Project is not expected to result in an increase in the solid waste generated relative to existing conditions, according to Page 4.12-10 of the MEIR, implementation of the NEVP as a whole would result in annual waste generation volumes that exceed the City's annual solid waste standard. This in turn could adversely affect remaining landfill capacity in the region. Therefore, the mitigation measures below were provided in the MEIR and are required to be implemented by the Project. No other significant impacts to other utilities or service systems are anticipated with the Proposed Project.

Mitigation Measures

The mitigation measure listed below is from the MEIR and MMRP and is incorporated into the Lane Field Development Project MMRP. The following mitigation measure recommended in the MEIR would substantially reduce or avoid any potential impacts to a level below significance:

1. The project applicant shall prepare a waste management plan in consultation with the City of San Diego Environmental Services Department (ESD) which shall also approve the plan. The waste management plan shall include the following elements:
 - The type and quantity of solid waste expected to enter the waste stream.
 - Source separation techniques to be used and the location of on site storage for separated materials as required by Municipal Code Section 101 2001.
 - The method of transport and destination of separated solid waste and or construction debris not re-used on site.
 - A "buy-recycled" program for the project.
 - An impact analysis spreadsheet completed by as ESD analyst. A copy of the waste management plan shall be submitted to the ESD and the Port District. With respect to

construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by implementing any or all of the following mitigation techniques.

- Onsite re-use of demolition material in the construction of the development activities
- Separating construction debris for recycling/re-use by others

Level of Significance After Mitigation

No impacts would be significant with implementation of the mitigation measure above, consistent with the conclusions of the MEIR.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Impact Unless Mitigation Incorporated	Impact Analyzed in MEIR; No New Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project have impacts that are individually limited, but cumulatively considerable (<i>“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Finding Discussion

1. Implementation of the Proposed Project would not affect terrestrial or marine biological resources. The Proposed Project does not have the potential to affect historic archaeological resources as none have been identified as being located within the footprint of the project site. The Project would not eliminate important examples of California history or prehistory. The Proposed Project has the potential for air quality, geology and soils, noise, public services, traffic, and parking impacts. All direct impacts of the Proposed Project were identified in the MEIR and are mitigable with mitigation measures identified in the MEIR and incorporated into the MMRP prepared for the Proposed Project.

2. Significant cumulative freeway (mainline and ramp) impacts would remain significant and unavoidable consistent with the findings of the MEIR. The analysis prepared for the Proposed Project concluded that the Proposed Project would generate fewer traffic trips than were studied in the MEIR. Therefore, the Proposed Project would not result in a considerable contribution to any new cumulatively significant impacts and would not require any new additional Mitigation Measures or alternatives because it would generate less traffic than was studied in the MEIR. Significant cumulative freeway (mainline and ramp) impacts cannot be mitigated to below a level of significance at this time. The Port adopted a Statement of Overriding Considerations which supported the Port's decision to approve the NEVP with the disclosure of potentially significant and unmitigatable impacts noting that they would occur with or without the NEVP.
3. The Proposed Project is expected to have fewer environmental impacts than were studied in the MEIR because the Proposed Project will not include the 400,000 square feet of office use which was included in the Lane Field concept plan that was evaluated in the MEIR. As discussed in the Traffic and Transportation, Land Use, Cultural Resources, Hazardous Materials/Public Safety, Water Quality, Air Quality, and Noise sections, all mitigation measures recommended in the MEIR and MMRP for the Lane Field project have been incorporated into the Proposed Project. Based on this environmental analysis, the Proposed Project would not have substantial adverse effects on human beings, either directly or indirectly which were not already studied in the MEIR.

CONCLUSION/SUMMARY

In view of the above analysis, it is concluded that the Proposed Project would not result in the creation of any new significant impacts not previously identified in the NEVP MEIR. All relevant mitigation measures contained in the MMRP for the NEVP MEIR have been incorporated into the Proposed Project and no new mitigation measures are proposed or required. The environmental analysis in the NEVP MEIR adequately addresses the range of potential impacts that could result from the Proposed Project. The action by the BPC to consider this Initial Study and to approve the Addendum would conclude CEQA compliance requirements for the Proposed Project. No additional environmental review is required under CEQA.

III. CONSULTATION

Individuals Consulted

Karen J. Weymann, Director, Real Estate, Port of San Diego
Sal Ochoa, Assistant Manager/Architect, Real Estate, Port of San Diego
Shaun D. Sumner, Asset Manager, Real Estate, Port of San Diego

References

All referenced documents are on file and available for review at the San Diego Unified Port District's Office of the District Clerk located at 3165 Pacific Highway, San Diego, California, 92101.

California Coastal Act.

California Environmental Protection Agency, *Use of California Human Health Screening Levels (CHHSLs) in Evaluation of Contaminated Properties*, January 2005.

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Geocon Incorporated. *Geotechnical and Geologic Fault Investigation*. March 6, 2007 revised May 4, 2007.

Institute of Traffic Engineers. *Trip Generation Manual*. 7th Edition, 2003.

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Ninyo & Moore. *Phase I Environmental Site Assessment for the NEVP*. May 2006
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March 2001.

- *Port Master Plan.* August 2004.

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Walker Parking Consultants. *Lane Field Parking Requirements Analysis.* October 11, 2007.

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IV. CALIFORNIA DEPARTMENT OF FISH AND GAME FEE DETERMINATION (CDFG § 711.4, STATUTES OF 2006 – SB 1535)

[X] It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.

[] It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with § 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

ATTACHMENTS:

Attachment A: Mitigation Monitoring and Reporting Program

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Attachment A

North Embarcadero Visionary Plan Lane Field Development Project Mitigation Monitoring and Reporting Program

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
TRANSPORTATION/TRAFFIC/PARKING						
1. Significant cumulative freeway (mainline and ramp) impacts cannot be mitigated to below a level of significance at this time.	An I-5 freeway corridor study currently being prepared by SANDAG will address the deficiencies on the freeway and its ramps and recommend traffic improvements.	Caltrans and SANDAG	SANDAG completion of I-5 Corridor Study.	Completion of I-5 Study.	Caltrans and SANDAG	
CULTURAL RESOURCES						
1. Prior to development, a subsurface mitigation plan shall be developed and implemented. 2. This plan shall be implemented by a qualified archaeologist that includes a detailed review of Sanborn fire insurance maps, directory search, and if warranted, limited testing of zones within the block having the highest potential within the area impacted. All cultural material recovered and associated records shall be curated at an appropriate San Diego County institution.	Plan preparation, implementation, field monitoring and submittal of a final archaeological report.	Port District	Prior to issuance of a grading permit.	Approval of final Archaeological study report and field notes documenting compliance with subsurface mitigation plan.		
HAZARDOUS MATERIALS/PUBLIC SAFETY						
1. A complete site contamination report in conformance with federal, State, and local	Preparation, review and approval of remediation plan by County DEH. Field					

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>regulations shall be completed for each subsequent project. The report shall include an existing conditions survey, detailed project description and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a risk assessment and remediation efforts shall be conducted in conformance with federal, State and local regulations.</p> <p>2. To mitigate for soil or water contamination sources in areas suspected of containing hazardous materials storage systems, a site-specific soil/groundwater assessment shall be performed by a qualified geologist/hydrologist prior to soil disturbance in conformance with federal, State and local regulations. Such an assessment shall include collecting and analyzing soil and/or groundwater samples. The presence of soils or groundwater contamination shall be remediated, if necessary, according to applicable federal, State and local regulations prior to development of the site.</p> <p>3. The MEIR recommends that dewatering shall occur to lower the groundwater table to a minimum of 2 feet below the bottom of all removals and excavations.</p> <p>4. In the event that dewatering should be required, the discharge shall meet the effluent limits specified by the RWQCB (order No. 90-31) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer</p>	<p>inspection to ensure site remediation is implemented in compliance with applicable laws and permits.</p> <p>Consultation with County DEH prior to soil/groundwater sampling. Preparation, submittal and implementation of Remediation Plan, if required, for DEH review.</p> <p>Testing and discharge of effluent in compliance with applicable laws and permits.</p>	<p>Port District</p> <p>Port District</p>	<p>Prior to issuance of grading permit.</p> <p>Prior to issuance of grading permit.</p>	<p>Written evidence that the final site assessment has been reviewed and approved by the DEH.</p> <p>Written evidence that the final dewatering plan has been reviewed and approved by the RWQCB, and that all on site contamination has been remediated in accordance with all applicable laws and</p>	<p>Port District City of San Diego County of San Diego County of San Diego DEH</p> <p>Port District City of San Diego County of San Diego RWQCB</p>	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>system, then the discharge shall meet the discharge requirements of the City.</p> <p>5. In the event that dewatering effluent is discharged to surface waters, groundwater quality data will be required in advance, and possibly, a treatment system will be needed to meet federal, State, and local regulations.</p> <p>6. Site-specific informational review and geophysical survey, if necessary, to identify locations of USTs.</p> <p>7. A contingency plan for removal and remediation shall be prepared that addresses contractor procedures in the event that an unknown UST is encountered during site redevelopment.</p> <p>8. Permits to operate or close tanks must be obtained by the tank owner or operator in conformance with federal, State and local regulations.</p>	<p>Consultation with County DEH prior to soil/groundwater sampling, and submittal or final report to DEH for review.</p>	<p>Port District</p>	<p>Prior to issuance of grading permit.</p>	<p>regulations. Issuance of RWQCB permit constitutes completion of this requirement.</p> <p>Written proof that the final site assessment has been reviewed and approved by the DEH. Issuance of DEH permits for removal and/or closure of USTs.</p>	<p>Port District City of San Diego County of San Diego County of San Diego DEH</p>	

WATER QUALITY

<p>1. In the event that dewatering should be required, the discharge shall meet the effluent limits specified by the RWQCB (order No. 90-31) and Federal National Pollution Discharge Elimination System (NPDES) requirement. Order No. 90-31 includes a prohibition of the discharge of dewatering effluent to San Diego Bay for new permanent dewatering operations. If the effluent is discharged to the City of San Diego sewer system, then the effluent shall meet the effluent requirements of the City.</p>	<p>Preparation of a dewatering plan approved by RWQCB. Field inspection to verify plan is implemented in compliance with applicable laws and permits.</p>	<p>Port District</p>	<p>Prior to issuance of demolition permits.</p>	<p>Written evidence that the final dewatering plan has been reviewed and approved by the RWQCB, in accordance with applicable laws and regulations. Implementation of a dewatering plan.</p>	<p>Port District City of San Diego County of San Diego RWQCB</p>	
<p>2. Soil/groundwater testing shall be performed prior to soil disturbance in conformance with</p>	<p>Preparation and implementation of construction SWPPP. BMPs shall be</p>	<p>Port District</p>	<p>Prior to issuance of demolition</p>	<p>Copy of issued permit and field</p>	<p>Port District</p>	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>federal, State and local regulations, and subject to the approval of the jurisdictional agency (i.e., City of San Diego or Port District). Such an assessment shall include collecting and analyzing soil and/or groundwater samples. Soil or groundwater contamination shall be remediated according to applicable federal, State and local regulations prior to development of the site. Implementation of BMPs to control erosion during construction shall be required regardless of whether or not the soil / groundwater is contaminated.</p> <p>3. All earthwork activities shall be governed by the provisions of the NPDES general permit, which includes the preparation and implementation of a SWPPP and BMPs to control runoff and sedimentation during construction and post construction.</p> <p>4. Additional assessment of soil and/or groundwater shall be performed prior to soil disturbance in conformance with federal, State and local regulations.</p> <p>5. Remediation shall be conducted according to applicable federal, State and local regulations prior to development of the site.</p>	documented on final grading plans.		permits.	notes documenting permit condition implementation.	City of San Diego County of San Diego RWQCB	
		Port District	Prior to issuance of demolition permits.	Issuance of grading permits constitutes completion of this requirement.	Port District City of San Diego County of San Diego	
AIR QUALITY						
1. Transportation Demand Management (TDM) measurements, including Regional Air Quality Strategy (RAQS) mandated trip/Vehicle Miles Traveled (VMT) reduction and land use measures, shall be implemented for high-occupancy events at the hotels. Project related traffic is less than previously incorporated into the RAQS, which concludes	TDM Plan for North Embarcadero	Port District	Prior to issuance of building occupancy certificate.	Written evidence that TDM plan has been approved by the Port, and City. Site inspection and field notes to verify	Port District	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
that as long as forecast levels of growth and associated traffic are not exceeded, the RAQS contains enough mitigation of such growth to allow regional air quality standards to be met.				implementation of TDM measures.		

NOISE

1. Compliance with Title 24 of the California Code of Regulations, which includes establishing permissible horizontal sound transmission through shared walls, as well as vertical transmission of impulsive noise through floor ceiling assemblies. In addition, the use of upgraded interior finishing and heavy window glass are standards required by Title 24. Compliance with these regulations meets the required 45 dBA CNEL interior levels even if the 65 dBA exterior levels are not met. Documentation of compliance shall be provided when building plans are filed.	Plan check to verify that building plans comply with Title 24 regulations. Field inspection to verify construction in accordance with approved plans.	Port District	Prior to issuance of building and occupancy permits.	Issuance of building and occupancy permits and site inspection field notes documenting compliance.	Port District	
2. If windows face the tracks along Pacific Highway, use of heavily upgraded glazing and/or heavy drapes is recommended to reduce hotel sleep interference from peak train noise levels.	Plan check to verify that building plans comply with Title 24 regulations. Field inspection to verify construction in accordance with approved plans.	Port District	Prior to issuance of building and occupancy permits.	Issuance of building permit and site inspection / field notes documenting compliance.	Port District City of San Diego County of San Diego	
3. An interior noise study shall be conducted for hotels at the time building plans are developed and measures required to ensure a 45 dB interior level for transient occupancy rooms shall be implemented. Documentation of compliance shall be when building plans are filed.						
4. All construction activities shall comply with the City of San Diego's Noise Ordinance, which limits the allowable hours and establishes performance standards for	Plan check and site inspection to verify compliance with City noise ordinance.	Port District	Prior to issuance of demolition and grading	Issuance of demolition and grading permits;	Port District City of San Diego County of San Diego	

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>construction activities.</p> <p>5. Use pre-drilled piles or vibratory drivers if subsurface conditions can accommodate such methods.</p> <p>6. Perform all pile driving activities on weekdays between 9:00 am and 5:00 pm.</p>			permit.	site inspection/field notes documenting compliance.		

SEISMIC/GEOLOGIC HAZARDS

<p>1. Pile driving shall extend past the loose and unconsolidated bay deposits to the depth of the Bay Point Formation, which is suitable for the support of proposed piles.</p>	Preparation, review and approval of Geotechnical Report. Plan check, site inspection to verify all structures constructed in accordance with UBC and recommendations of Geotechnical Report.	Port District	Prior to issuance of building permit.	Issuance of building permit and site inspection/field notes documenting compliance.	Port District City of San Diego County of San Diego	
<p>2. All structures shall be designed in accordance with the recommendation of the geotechnical evaluation, and with all applicable requirements of the Uniform Building Code (UBC) for Seismic Zone 4. Project specific design recommendations to limit structural damage or maintain function during an earthquake include foundation design parameters and specifications for deep foundations.</p>	Preparation, review and approval of Geotechnical Report. Plan check, site inspection to verify all structures constructed in accordance with UBC and recommendations of Geotechnical Report.	Port District	Prior to issuance of building permit.	Issuance of building permit and site inspection/field notes documenting compliance.	Port District City of San Diego County of San Diego	
<p>3. It is expected that large structures will be founded on some type of deep foundation system, which may consist of driven or cast-in place piles embedded into the underlying Bay Point Formation.</p>	Preparation, review and approval of Geotechnical Report. Plan check, site inspection to verify all structures constructed in accordance with UBC and recommendations of Geotechnical Report.	Port District	Prior to issuance of building permit.	Issuance of building permit and site inspection/field notes documenting compliance.	Port District City of San Diego County of San Diego	
<p>4. All structures shall be reinforced and supported using ground modification (e.g., dynamic compaction) or deep foundation piles.</p>						
<p>5. Remedial grading or surcharging and</p>						

Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
<p>monitoring by means of settlement monuments shall be incorporated into construction within the project area.</p> <p>6. To mitigate impacts associated with hydrostatic uplift, an evaluation of potential hydrostatic uplift activities during the time of geotechnical plan review regarding the design and construction of below-grade basement levels shall occur.</p>	Preparation, review and approval of Geotechnical Report. Plan check, site inspection to verify all structures constructed in accordance with UBC and recommendations of Geotechnical Report.	Port District	Prior to issuance of building permit.	Issuance of building permit and site inspection/field notes documenting compliance.	Port District City of San Diego County of San Diego	

UTILITIES/SERVICE SYSTEMS

<p>1. The project applicant shall prepare a waste management plan with consultation with the City of San Diego Environmental Services Department (ESD) which shall also approve the plan. The waste management plan shall include the following elements:</p> <ul style="list-style-type: none"> • The type and quantity of solid waste expected to enter the waste stream. • Source separation techniques to be used and the location of on site storage for separated materials as required by Municipal Code Section 101 2001. • The method of transport and destination of separated waste and/or construction debris not re-used on site. • A “buy-recycled” program for the project. • An impact analysis spreadsheet completed by as ESD analyst. A copy of the waste management plan shall be submitted to ESD and the Port District. With respect to construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by implementing any or all of the following mitigation 	Preparation and implementation of a solid waste management plan approved by City ESD.	Port District City of San Diego	Prior to issuance of demolition permits and building permits for construction debris. Prior to issuance of occupancy permit.	Issuance of demolition and building permit and site inspection / field notes documenting compliance.	Port District City of San Diego County of San Diego	
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Mitigation Measure(s)	Monitoring Requirement	Responsible for Mitigation Implementation	Time Frame of Mitigation	Completion Requirement	Agency Responsible for Verification	Date of Completion
techniques. <ul style="list-style-type: none"> ○ Onsite re-use of demolition material in the construction of the development activities ○ Separating construction debris for recycling-reuse by others 						