ADDENDUM TO THE MASTER EIR AND INITIAL STUDY

NORTH EMBARCADERO VISIONARY PLAN
BROADWAY PIER CRUISE SHIP TERMINAL AND INFRASTRUCTURE IMPROVEMENT PROJECT

UNIFIED PORT OF SAN DIEGO

April 23, 2007

ADDENDUM TO THE 2001 MASTER ENVIRONMENTAL IMPACT REPORT (MASTER EIR) FOR THE NORTH EMBARCADERO ALLIANCE VISIONARY PLAN

Introduction

This document is an Addendum to the Final Master Environmental Impact Report (Master EIR) to the 2001 North Embarcadero Alliance Visionary Plan (NEVP or "Plan"), prepared and certified by the Unified Port of San Diego (Port) in March 2001. The NEVP was developed as a collaborative planning effort between the Port (acting as primary landowner and as Lead Agency under California Environmental Quality Act (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 provides the foundation to create a vibrant, public-accessible bayfront and features the development of civic "precincts" which are defined by publicly-accessible piers and include parks, cruise ship and other boat activity overlooks and commercial developments. The NEVP establishes the location of the piers, public amenities, and includes circulation patterns to support the development of an expansive public realm at the San Diego Bay (Exhibit 1). The public improvements established in the NEVP enhance and serve development opportunities that in turn reinforce and activate the public realm.

Project Description

The NEVP Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project (Proposed Project or Project) is intended to support and facilitate implementation of subsequent phases of the NEVP including the Lane Field Development Project, B Street Cruise Ship Terminal Project, and other elements defined in the NEVP. Specifically, the Proposed Project includes infrastructure improvements to the Broadway Pier that would:

- Provide a new cruise ship terminal building, which would improve the security and efficiency of the embarking and disembarking processes for cruise ship passengers;
- create a pedestrian walkway that leads to an enhanced public open space / plaza at the west end of the Broadway Pier providing views of San Diego Bay consistent with the Maritime Transportation Security Act (MTSA) security plan and cruise ship terminal operations;.
- enhance access to and from the Broadway Pier and Harbor Drive;
- enhance vehicular circulation on the Broadway Pier;

- provide enhanced paving on the Broadway Pier using concrete, wood, pavers or other materials;
- improve signage including informational, identification, regulatory, directional and gateway signs; and,
- relocate utility connections.

To make the best use of and maximize operational capabilities at the Broadway Pier, the entire footprint of the existing pier would be used. No development beyond the existing footprint of the Broadway Pier would occur and no elements of this project would be constructed in the Bay.

The Broadway Pier cruise ship terminal is intended to be used by the Port to supplement current homeport needs and future needs during and after the development of the enhanced B Street Cruise Ship Terminal. The Broadway Pier would continue to be used for cruise ship berthing and daily visiting vessels such as excursion boats (Exhibit 2). The Broadway Pier would continue to provide open space for public uses serving both residents and visitors to the region, when not in use by a cruise ship.

Vehicular circulation along Harbor Drive in the vicinity of the Broadway Pier would be improved. The Broadway Pier infrastructure improvements are designed to reduce potential stacking of busses, taxis and shuttle vehicles by providing additional designated parking areas for these vehicles on the Broadway Pier. Therefore, the circulation plan would result in an overall decrease in the frequency of cruise ship-related traffic problems in the vicinity of the Broadway Pier.

The design of the proposed cruise ship terminal, an approximately 51,500 square-foot steel frame structure, reflects the Port's intentions to develop an efficient and comfortable space. Functionally, the proposed terminal and infrastructure improvements have been subdivided into the following areas:

- Ground Transportation Area;
- Working North Apron
- Service Area;
- Cruise Ship Terminal; and,
- Public Viewing Area

The Ground Transportation Area **(GTA)** at the east end of the Broadway Pier would be the receiving and departing point for all passengers using buses, shuttles, taxis and private vehicles during the disembarking and embarking of cruise ships at Broadway Pier. Although traditionally not highly used by many pedestrians, the proposed GTA has a designated pedestrian sidewalk

Exhibit 1 - North Embarcadero Visionary Plan

Existing Broadway Pier
December 2006

Exhibit 2

Unified Port of San Diego

connection to Harbor Drive in order to invite the general public to use the Broadway Pier when no cruise ships are being processed. Exhibit 3 shows the conceptual site plan for the Proposed Project. As part of this element of the Project, concrete/asphalt resurfacing (flatwork) is proposed and would consist of removal of planters, barricades and other incidental flatwork installed in the early 1970's. This work would also make the deck more serviceable for use as an alternate berth for cruise ships and other vessels calling at the Port.

The Working North Apron is 35 feet wide and would provide access to and from the vessel for baggage, provisions and crew personnel as required for each individual ship. The passengers' access to the vessel would also be provided within the same 35 foot width, by means of an elevated passenger gangway connected to the terminal's second floor. The gangways would have the ability to reach the designated decks for each vessel.

The Service Area at the west end of the Broadway Pier would handle the circulation and staging of delivery trucks bringing provisions for the vessels, as well as, an area where baggage cages from the vessels are staged for movement between the vessel and the terminal.

The Cruise Ship Terminal would be located in the central area of the Broadway Pier and would provide necessary facilities to process all the passengers in a systematic and organized way for either disembarking or embarking on a cruise. The terminal would house a number of functions and spaces within its total approximately 51,500 square feet. Final design of the cruise ship terminal may result in slightly more total square footage. The terminal building would be two stories with a maximum height of 50 feet. A gangway structure, if covered, could extend up to 60 feet and may be incorporated onto the north side of the terminal building. These functions and spaces are essential infrastructure for proper processing of passengers during disembarkation or embarkation of cruise ships. The Port would also be installing state-of-the-art security technologies at this cruise ship terminal. Exhibits 4 and 5 show the conceptual design for the terminal building and exhibits 6 and 7 provide elevations, cross sections and site plans. Architectural and structural designs are still under review.

As part of the development of the passenger terminal, the existing U.S. Customs and Border Protection (CBP) Building would be removed. The existing center Boarding Platform, which contains 8,000 square feet of usable area, would either be incorporated into the proposed terminal or demolished.

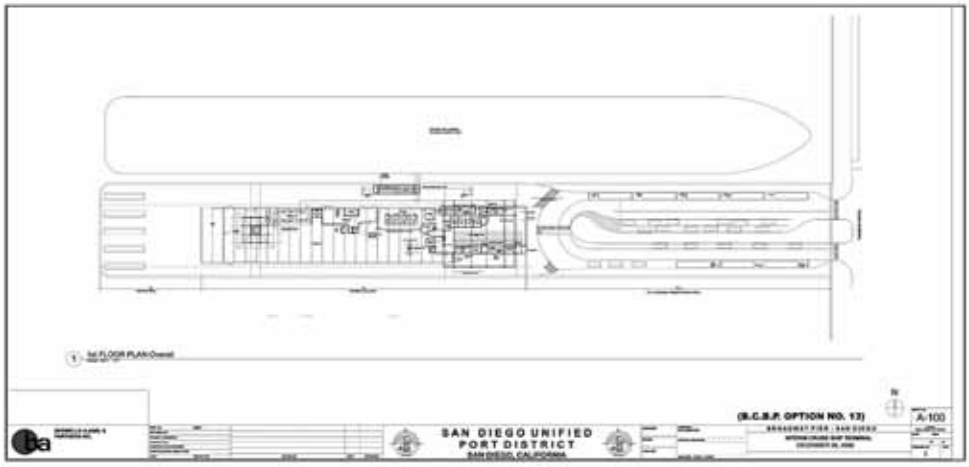
The Public Viewing Area would be located at the westernmost end of the Broadway Pier. The Port plans to develop a public open space / viewing area that would be open to the public when the Broadway Pier is not in use by a cruise ship. This public area would provide access to views of the San Diego Bay, various harbors, and Coronado Island.

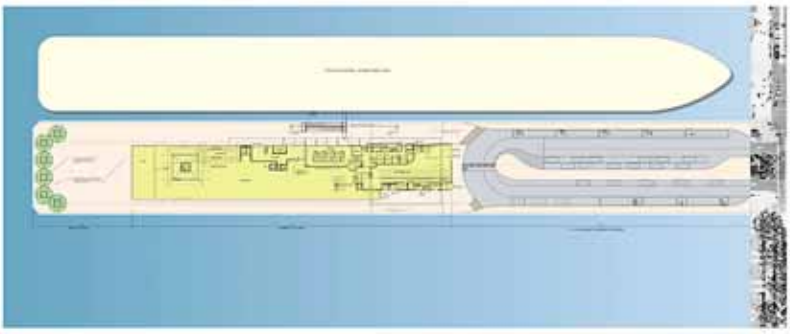
To ensure the safety of the public and security of cruise ships, the public open space viewing plaza would be closed to the public at the discretion of the Port and/or the CBP when a cruise ship is berthed at the Broadway Pier. The intent of this interim closure is to comply with recent MTSA security requirements and ensure the integrity of the security measures in place to protect both passengers and the general public. Access would be restricted to authorized personnel only.

Broadway Pier Circulation Plan The layout of the proposed Broadway Pier GTA is in the shape of a "U", with dedicated loading areas for buses, taxis, shuttles, and private vehicles. The Circulation Plan is shown in Exhibit 8. The northern and southern edges of the pier would have 12 feet of dedicated space for pedestrian access (9 feet) and pier equipment (3 feet). The center of the Broadway Pier would contain a 15-foot wide central median, which would be used for passenger loading. Vehicles would enter from Harbor Drive in two lanes traveling westbound on the north side of the pier, stopping just before the entrance to the terminal and crosswalk leading to the central median. After yielding to any pedestrians, traffic in the two lanes would merge into one lane. Following the "U" shape, vehicles would then go south and then eastbound along the south side of the pier. Exiting traffic would use this eastbound circulation lane, which widens to two lanes just before the traffic signal at Harbor Drive. Vehicles would then proceed eastbound onto Broadway Street or southbound onto Harbor Drive. Left-turn movements would be prohibited to allow the existing landscaped center island near this signalized intersection to remain and to avoid existing underground utility conflicts.

The circulation plan features a flexible design to allow for the movement of loading areas and to be able to respond to changes in traffic demands. One variable that may change from time to time is the amount of buses required/expected for an event. The circulation plan maximizes the number of bus loading spaces and has approximately 8 bus spaces. Provision of queuing areas and curb loading for taxis would also be provided. Taxis would have approximately 280 feet of queuing length (8 to 11 taxis), and up to 100 feet (4 taxis) of loading area. The design reflects the nature of taxi loading, using a FIFO (first-in, first-out) set-up, by keeping taxi loading along the westbound lanes. The passenger loading zone would be located along the eastbound side of the central island on the Broadway Pier and would be approximately 270 feet long, which can accommodate approximately 11 vehicles at one time. The southern curbside loading area would be approximately 300 feet of unassigned loading area, which may be used for buses (up to 5), shuttles (up to 8), or passenger vehicles (up to 12), depending on vehicle needs.

The circulation plan includes two entry or westbound circulation lanes, which would be 16 feet and 12 feet wide, with the 16-foot lane closest to the northern pier curbside loading area. Eastbound traffic would use one 16-foot circulation lane to exit. This design provides extra room for bus maneuvering and unloading operations as needed. The roadway radius in front of the terminal and projection of the central median has been designed to facilitate turning movements by buses and other large vehicles. Loading zones would be 9 feet wide along the central median and 12 feet in width along the outside loading areas. The number of entry or westbound lanes could be reduced to one to accommodate angled bus parking along the central median as needed.

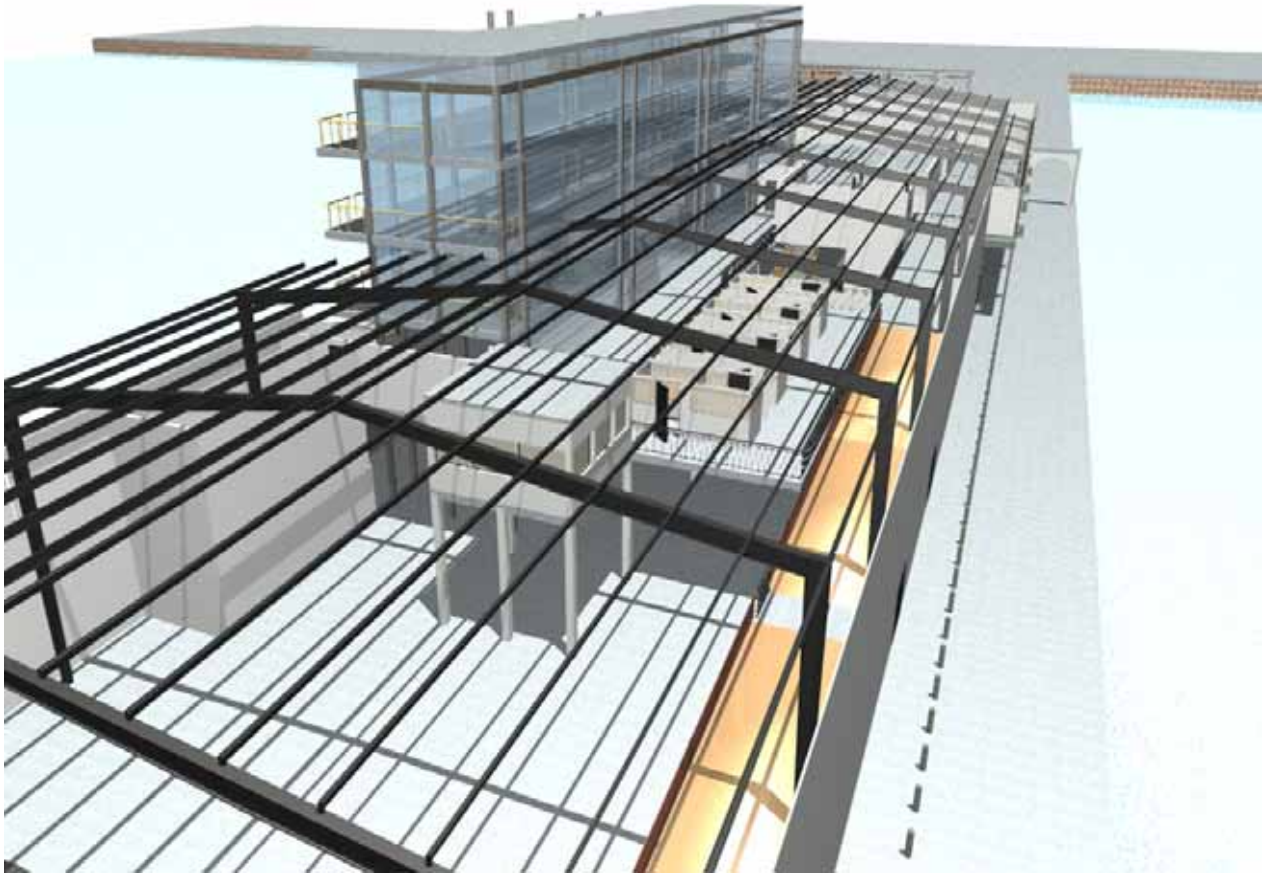




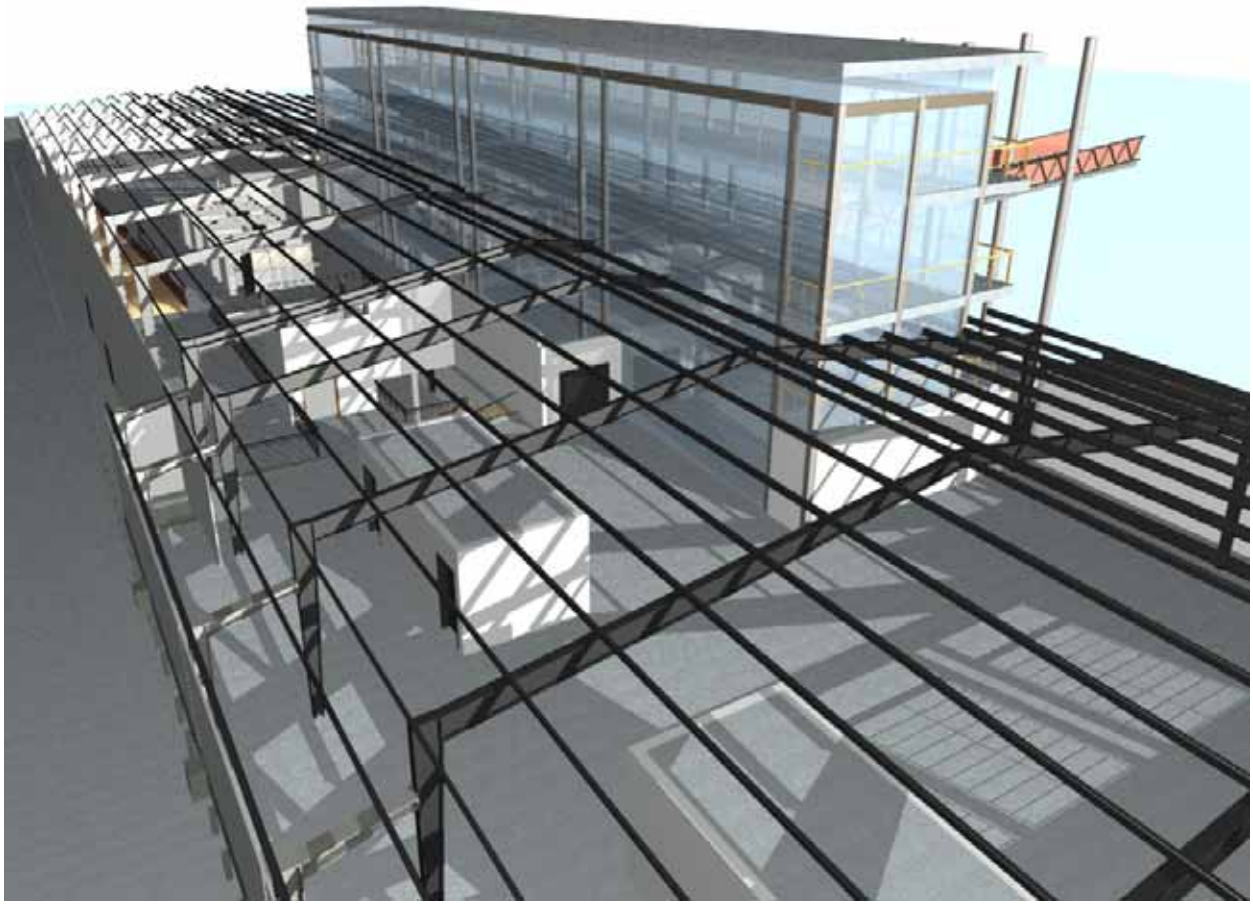
Broadway Pier Conceptual Site Plan
December 2006

Exhibit 3

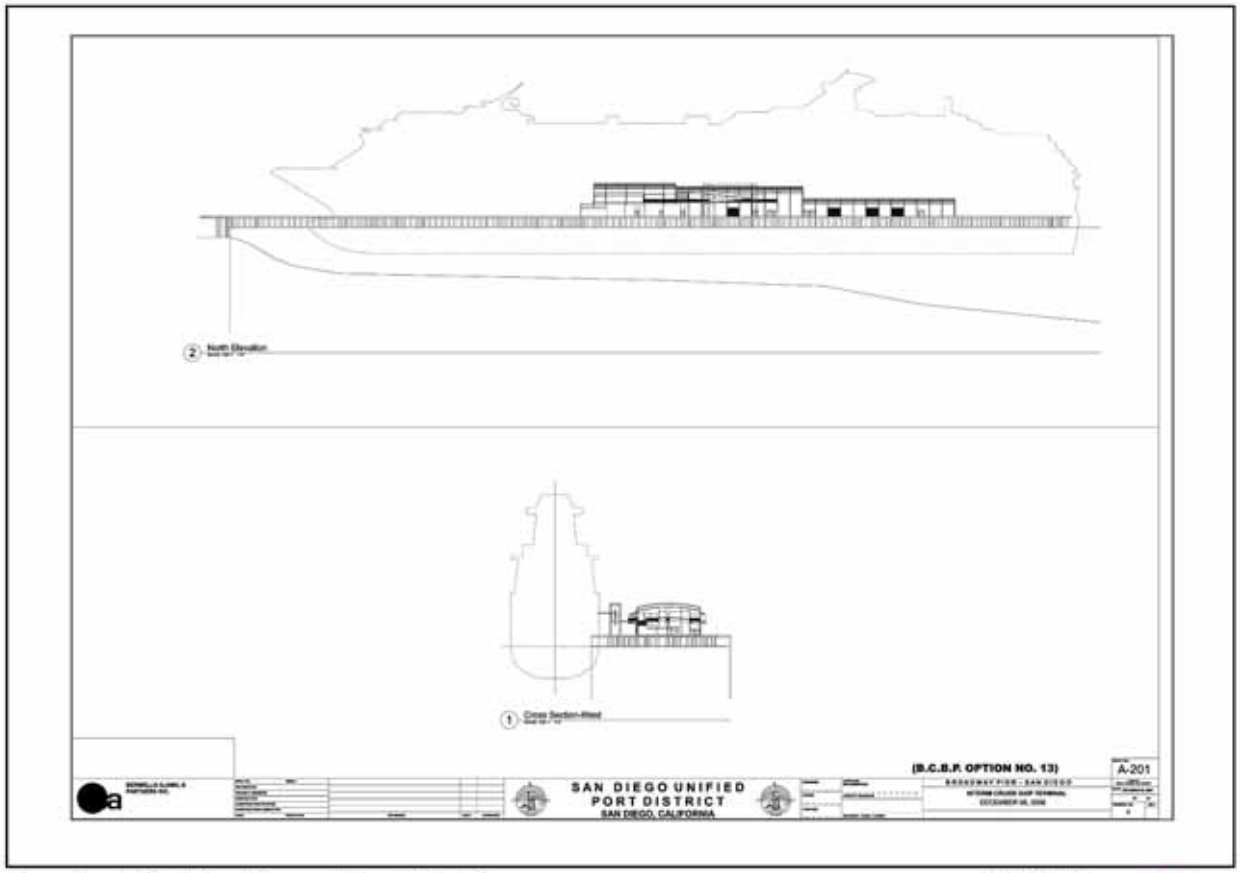
Unified Port of San Diego



Simulated view of terminal structure and roofed gangway concept from the southwest. Exhibit 4



Simulated view of terminal structure and roofed gangway concept from the southeast. Exhibit 5



Broadway Pier Elevation and Cross Section
December 2006

Exhibit 6

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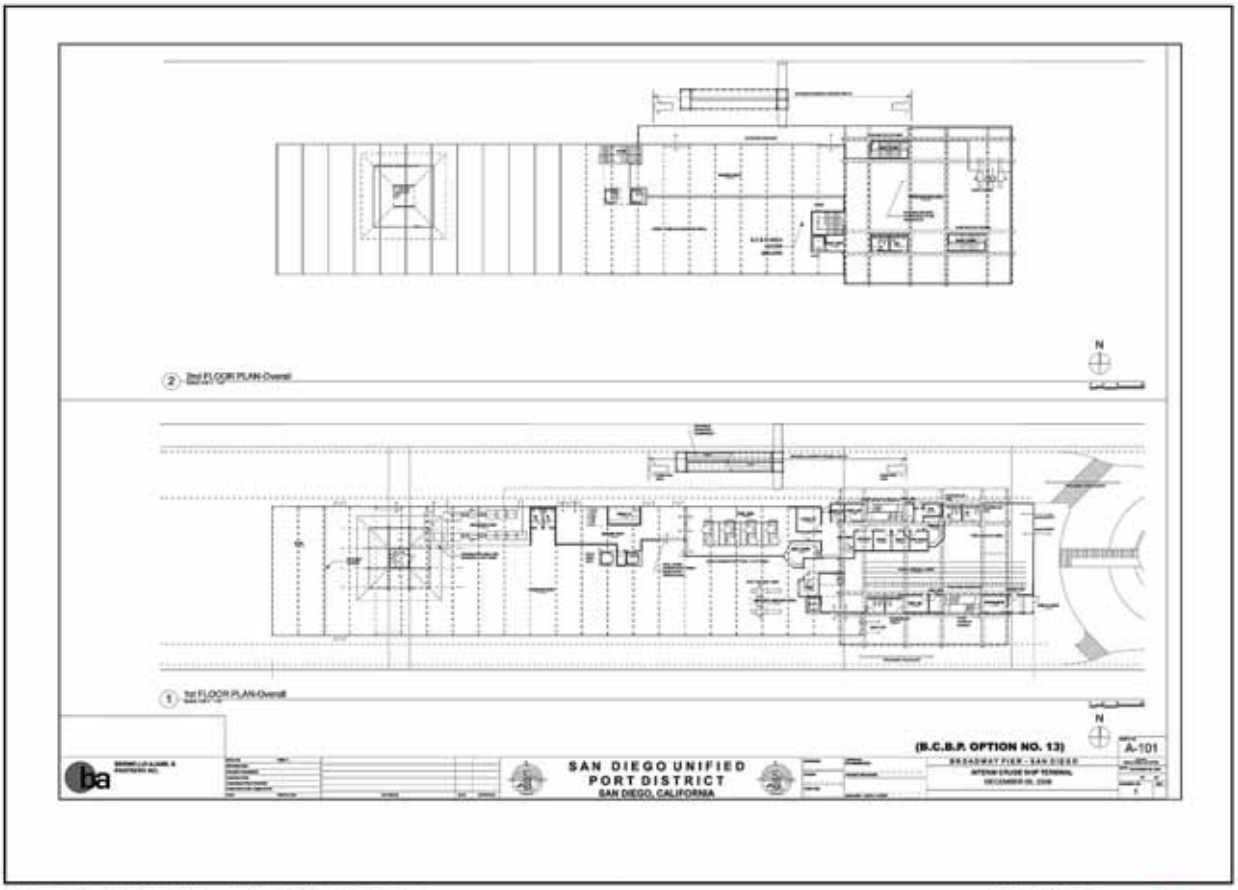

Broadway Pier Terminal Floor Plans
December 2006

Exhibit 7

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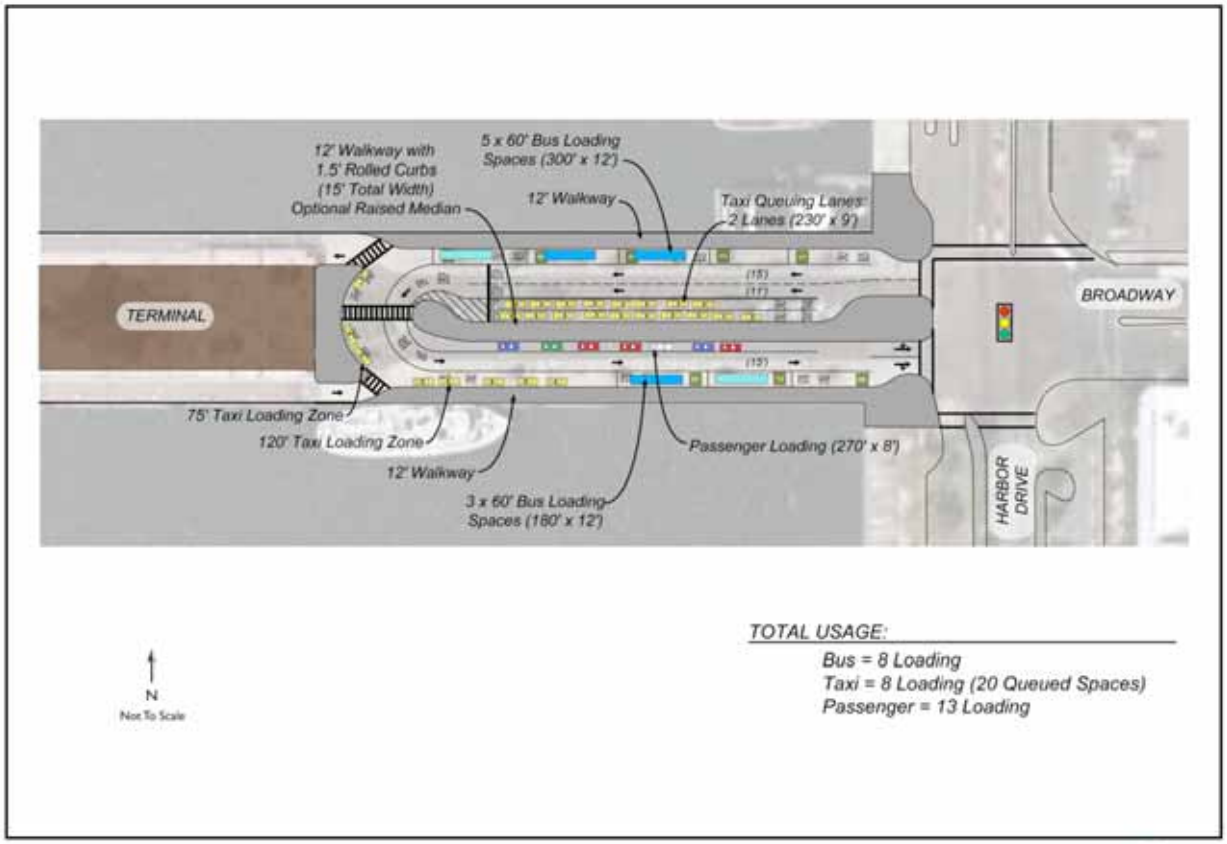

Source: Katz, Okitsu & Associates, 2006

Exhibit 8

Broadway Pier Circulation Plan
December 2006

Unified Port of San Diego

Delivery trucks would use the same circulation system, but would be allowed to drive behind the terminal. Truck driving lanes to the north and south of the terminal would be 12 feet wide. Trucks would park in one of 6 stalls aligned perpendicular to the end of the pier. This allows for 18 foot stalls, with 11 feet of clearance along all pier edges. Truck turning software was used to insure that trucks have adequate room to maneuver in and out of the designated stalls and around the terminal.

During the cruise ship passenger disembarking process, which takes approximately three hours on average, passengers would be transferred from the vessel to the terminal by means of the passenger gangway. Once inside the terminal they would proceed to the CBP inspection stations. From there, the passengers would proceed into a baggage area, where their bags would be identified and retrieved. They would then proceed to the terminal exits and out into the GTA.

The required office facilities for CBP would be developed on the ground floor of the terminal, as would a provisions storage area and public restrooms.

During embarkation, which takes approximately 6 hours on average depending on the size of the vessel and duration of the cruise, the passengers would arrive at the terminal from the GTA and leave their bags outside for further processing. Passengers would then enter the terminal at the ground floor where they would be processed through a security point and proceed to an arrival lobby. Passengers would wait until the check-in process begins on the second floor.

Boarding the vessel would be through the same exterior balcony and passenger gangway used for disembarking, now used in a reverse mode. The passengers' bags, which were previously dropped off at the GTA, would proceed to baggage x-ray located in an internal space at the ground floor. Port security standards require that every single bag be inspected before they are loaded into the vessel.

Following the events of September 11, 2001, Ports across the United States have had to modify their operations and ways of doing business to respond to new security issues and challenges. The Port together with the CBP have evaluated existing security facilities and determined that the existing CBP Building is inadequate for ensuring the continued safety of the public and cruise ship passengers. Accordingly, redevelopment of these facilities has been incorporated into the Broadway Pier redevelopment plans.

These specific new CBP operational and procedural requirements were not discussed in the Master EIR or NEVP, nor were they anticipated as both documents were certified prior to the attacks that occurred on September 11, 2001 and subsequent changes to nationwide security measures. These operational, procedural, and security changes would not result in a long-term

increase in the intensity of development proposed for the Broadway Pier. No in-water work would occur and no expansion of the existing Broadway Pier footprint is 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 meetings and consideration of a number of design and development scenarios, the alliance endorsed the culmination of their efforts as the NEVP in December 1998.

The Port acting as CEQA Lead Agency for this project, prepared a Master EIR for the NEVP. As intended by CEQA, the Master EIR was developed to streamline environmental review for implementation of the various NEVP components as well as the subsequent projects identified within the scope of the Master EIR.

The NEVP consists of the development of public open spaces and public infrastructure improvements for the area bordered by Market Street on 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. The NEVP is intended to benefit the entire San Diego region, increasing public access and enhancing the Bay's appeal as a hub of activity. Highlights of the plan include:

- A grand entrance along Broadway, from the Santa Fe Depot west to the water, including plazas for large public events.
- A 1.2-mile esplanade with trails for walking and jogging extending along Harbor Drive from Market Street to Laurel Street.
- Reconfiguration and narrowing 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 businesses and lighting along the wharf and piers.
- Public Art

Master Environmental Impact Report

The Master EIR was intended to provide a level of certainty for the programmatic elements of

the NEVP and to minimize the need for and reduce the scope of subsequent environmental reviews. 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.

The environmental analysis provides project-level detail, for some projects and more generalized analysis and detail for subsequent projects less well defined. The intent of preparing a Master EIR is to frontload the environmental analysis with a primary goal of streamlining subsequent future environmental review within the scope of the original Master EIR.

Projects contained within the parameters of the Master EIR may qualify for streamlined and limited environmental review in accordance with CEQA Guidelines §15177(a). This tool is intended to provide the same level of project-specific environmental analysis while also providing additional regulatory certainty for the Lead Agency. Master EIRs are valid for up to five years after which the Master EIR is to be reviewed and updated as necessary, and determined to be adequate for purposes of tiering future subsequent environmental analyses.

A certified Master EIR cannot be used for tiering if either (i) it 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 Master EIR as an anticipated subsequent project is approved and the approved project may affect the adequacy of the Master EIR, unless the lead agency does one of the following:

(a) Reviews the Master EIR and finds that no substantial changes have occurred with respect to the circumstances under which the Master EIR was certified, or that there is no new available information which was not known and could not have been known at the time the Master EIR was certified; or

(b) Prepares a subsequent or supplemental EIR that updates or revises the Master EIR and which either (i) is incorporated into the previously certified Master EIR, or (ii) references any deletions, additions or other modifications to the previously certified Master EIR.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21157.6, Public Resources Code.

Because more than five years have transpired since the Master EIR was certified. The Port must take the following steps prior to approving the Proposed Project and finding that the Project is within the scope of the Master EIR:

1. Find that no substantial changes have occurred with respect to the circumstances under which the Master EIR was certified;

2. Prepare an Initial Study to analyze whether the subsequent project would cause additional significant environmental effects not previously examined in the Master EIR.

To address item one, Port Staff with the assistance of an environmental consultant, reviewed the Master EIR and evaluated to determine if "substantial changes have occurred with respect to the circumstances under which the Master EIR was certified." It was determined that while six years has passed and that some aspects of the original NEVP have been developed (Midway project), some elements have evolved (Broadway Landing concept) and some are no longer under consideration. According to County of San Diego staff, the County is pursuing the Maximum Open Space Alternative rather than the six-story 300,000 square foot office retail building, hotel and retail building in the County Administration Center parking lots as described in the Master EIR. The Port determined that these are not substantial changes and have neither changed the fundamental analysis contained in the Master EIR, nor have they affected the integrity of the conclusions in the Master EIR or the need for the Mitigation Measures contained in the Master EIR. None of these changes would require major revisions to the Master EIR because overall development intensity has decreased compared to that anticipated in the Master EIR and that the overall level of impacts analyzed in the Master EIR 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 Master EIR. That larger project evaluated in the Master EIR proposed a 10.2-acre northward expansion to the B Street Pier as well as an additional 140-foot long westward pier extension.

To support these conclusions, the Board of Port Commissioners (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 Master EIR was certified; (2) the Master EIR is adequate for use in the review of subsequent projects; and, (3) the mitigation measures contained in the Master EIR and Mitigation Monitoring and Reporting Program (MMRP) adopted by the BPC under Resolution 2000-82 remain in effect and are applicable for subsequent projects described in the Master EIR.

To address item two, a CEQA Initial Study was prepared (and is attached) to analyze the NEVP Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project as described in the project description and as depicted in the attached exhibits. The Initial Study analysis concludes that:

- The Proposed Project is within the scope of the MEIR for the NEVP;
- No new significant environmental impacts would occur;
- No additional mitigation measures not previously identified in the MEIR for the NEVP are required; and
- No further environmental review is required

Upon adoption by the BPC, this action would fulfill the CEQA review requirements for this Project.

The Proposed Project is identified within the Broadway Landing development concept as described in the NEVP on pages 45 through 49. In the years following adoption of the Plan, the Broadway Pier project has progressed from a development *concept* to a development *plan* with engineering and architectural design details emerging as shown in Exhibits 3 through 8. Additional design detail, schematic drawings and operational information regarding the Project are provided in this Addendum. While refined, the Broadway Pier project remains consistent with the NEVP and would further its implementation as part of the overall San Diego waterfront redevelopment plan.

As the Lead Agency under CEQA (Pub. Res. Code Section 21000 et seq.) the Port prepared a Final Master EIR (SCH No. 99031037) to evaluate the potential environmental impacts associated with implementation of the NEVP.

The NEVP is a long-range program that addresses redevelopment of portions of the San Diego North Embarcadero. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, the NEVP was intentionally designed to be both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term waterfront blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address facilities, public access, transportation and urban form. The purpose of the Master EIR was to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The Master EIR served as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the NEVP

The Master EIR focused on the implementation of a broad waterfront redevelopment program with policy goals, alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)).2 As such, the Master EIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the CEQA Guidelines indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the Master EIR. The CEQA Guidelines do not require a Master EIR to specifically list all subsequent activities that

may be within its scope. *(Unless otherwise indicated, all citations by section number are to the CEQA Guidelines (Cal. Administrative Code, tit. 14, Section 15000 et seq.)*

Basis for Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for, and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163, and 15164. 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 of the EIR.
(2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which would require major revisions in the EIR.
(3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

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 EIR (Section 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 (Section 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 (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, Port staff have determined that an Addendum to the Master EIR in addition to the initial study previously described is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

> (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 alternative 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 measure or alternative.

This Addendum to the Master EIR has been prepared to address the following:

- Demolition of the existing U.S. Customs and Border Protection Building and other structures on the Broadway Pier; and,
- A more detailed description of the proposed cruise ship terminal and infrastructure improvements on Broadway Pier.

The Proposed Project reflects refinements to the Broadway Pier which are based on a continuous need to improve and integrate cruise ship operations between the two piers capable of handling these vessels. Although the Proposed Project as presented in the Master EIR was not as detailed as the plans are now, this project is consistent with the scope, goals and policies contained in the NEVP, evaluated in the Master EIR and embodied in the Port Master Plan. The Master EIR broadly discussed potential significant impacts based on conceptual project design and broadly defined development concepts. The Port has assessed the Broadway Pier project and finds that the design refinements and enhanced functional capabilities as proposed are consistent with the analysis, mitigation measures and Findings of Fact for the Master EIR. Further the Port finds that this project does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the Master EIR.

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 would not result in the creation of any new significant impacts not previously identified in the Master EIR for the NEVP. All relevant mitigation measures contained in the MMRP for the Master EIR for the NEVP have

been incorporated into the Project. No further environmental review is required.

The Proposed Project is being planned by the Port acting in its capacity as both property owner and CEQA Lead Agency to fulfill a need to provide additional cruise ship berthing capacity when the B Street Pier is in use or during future redevelopment of the B Street Pier.

Comparison of Alternatives

The analysis in the Alternatives chapter of the Master EIR (Chapter 5) is not significantly affected by the possible demolition of the CBP Building and construction of a cruise ship terminal building associated with the Proposed Project. Therefore, no further comparison is required.

Potential Long Term Effects

The Proposed Project is within the scope of the discussion presented in the long-term effects chapters of the Master EIR (Chapter 7, Cumulative Impacts and Chapter 8, Other Required Considerations), which includes an assessment of unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project are reasonably discussed in the Unavoidable and Irreversible Impacts previously discussed in the certified Master EIR.

Based on this evaluation, the Project is within the scope of the impacts identified and disclosed in the Master EIR. Thus, the Proposed Project is consistent with the findings on long-term effects in the Master EIR.

Conclusions

The environmental impact analysis in the Master EIR adequately addressed the range of potential impacts that could result from the Proposed Project. The potential environmental impacts from the Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project would be less than or equal to the size, magnitude and nature of the Broadway Pier redevelopment project analyzed in the Master EIR. Therefore, implementation of the Proposed Project would not result in any additional significant impacts beyond those identified in the Master EIR.

Mitigation measures have been incorporated into the Proposed Project to reduce all short term and long-term impacts below significance thresholds with the exception of potential long-term cumulative impacts to freeways, consistent with the Master EIR. These impacts would occur with or without this Project and cannot be fully mitigated at this time.

Based on this environmental analysis, the Proposed Project would not degrade the quality of the environment, result in long-term or significant adverse cumulative impacts, or have substantial adverse effects on human beings, either directly or indirectly. The current design of the Broadway Pier would have a negligible change on evaluated and disclosed environmental impacts when viewed in light of the scope and nature of the entire NEVP.

After completing environmental assessment of these changes, the Port finds that adoption of the revised Proposed Project would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects beyond those addressed in the Master EIR. No additional mitigation measures beyond those identified in the Master EIR are required. The Project would not appreciably affect the comparison of alternatives in the Master EIR. Therefore no further environmental review is necessary per §15177 of the CEQA Guidelines.

PUBLIC REVIEW AND COMMENT

A Notice of Availability and Public Hearing will be posted on the Port website at www.portofsandiego.org on April 23, 2007, and will be published in the San Diego Union Tribune and the North County Times.

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

Mr. John Helmer, Planning Manager
Unified Port of San Diego
3165 Pacific Highway
San Diego, California 92112

The Board of Port Commissioners is scheduled to consider approving the Proposed Project and issuing a Coastal Development Permit.

Implementation Schedule

The Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project is programmed to be implemented on or before January 2008 which is within the ten year planning horizon anticipated by the NEVP.

Port Review and Adoption

On June 7, 2007, the Port Board of Port Commissioners will consider the adoption of this Initial Study prepared for the Broadway Pier Cruise Ship Terminal and Infrastructure Improvements Project and issuance of a Coastal Development Permit.

SAN DIEGO UNIFIED PORT DISTRICT

INITIAL STUDY
NORTH EMBARCADERO VISIONARY PLAN

BROADWAY PIER CRUISE SHIP TERMINAL AND INFRASTRUCTURE IMPROVEMENT PROJECT

April 23, 2007

PROJECT NAME:	North Embarcadero Visionary Plan – Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project
PROJECT LOCATION:	The Project area consists of the existing Broadway Pier, which is generally defined as the extension of Broadway Street west of Harbor Drive. The Broadway Pier is bordered by Harbor Drive on the east, Navy Pier on the south, the B Street Pier on the north, and San Diego Bay on the west in downtown San Diego. The total surface area of the Broadway Pier is 3.06 acres.
PROJECT APPLICANT:	San Diego Unified Port District 3165 Pacific Highway San Diego, California 92101
LEAD AGENCY/CONTACT:	San Diego Unified Port District 3165 Pacific Highway San Diego, California 92101 Mr. John W. Helmer, Planning Services Manager

This Initial Study is available for public review from April 23 2007 through June 7, 2007. Comments regarding this Initial Study must be made in writing to the Land Use Planning Division, San Diego Unified Port District 3165 Pacific Highway, San Diego, California, 92101. The Board of Port Commissioners will consider an Addendum to the Master Environmental Impact Report (Master EIR) for the North Embarcadero Visionary Plan (NEVP) and this Initial Study at their May/June 2007 meeting.

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 2006 State CEQA Guidelines, including CEQA Guidelines §15171.

Section 15177 of the CEQA Guidelines indicates that the purposes of an Initial Study following the preparation of a Master EIR are to provide the Lead Agency (Unified Port of San Diego) with information to use as the basis for deciding whether a subsequent project is within the scope of an earlier Master EIR and whether the project may have any additional environmental effects not already examined in the Master EIR. 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.

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) and the CEQA and the 2007 CEQA Guidelines. The Initial Study provides an analysis to determine if:

- The Proposed Project is within the scope of the Master EIR for the NEVP;
- Any other environmental review is required;
- No new additional significant environmental impacts would occur; and,
- Mitigation measures or alternatives not previously identified in the Master EIR for the NEVP are required.

Based on the findings contained within this Initial Study, the Port determined that an Addendum to the Master EIR is required to ensure full CEQA compliance.

DETERMINATION:

On the basis of this Initial Study 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 a MASTER EIR and (b) have been avoided or mitigated pursuant to that MASTER EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, an Addendum to the MASTER EIR is required to disclose details of the project.

John W Helmer — 4/23/07

Signature — Date

John W. Helmer — Planning Services Manager

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 a “new potentially significant impact: EIR required”, “new potentially significant impact unless new mitigation incorporated”, or “impact analyzed in Master EIR no new impact”. "New Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant, which was not identified in the Master EIR, and no adequate mitigation can be identified. If there are one or more "New Potentially Significant Impact" entries when the determination is made, an EIR is required.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration; (Section 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. Impacts Adequately Addressed – 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 "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. 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.
7. Supporting Information Sources: A reference list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to a less than significant level.

A. AESTHETICS

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

Impact Discussion

1.-4. The entire San Diego Bayfront is regarded as a regionally significant scenic resource. The availability and quality of publicly accessible views to the Bay constitutes one of the primary aesthetic issues associated with the Proposed Project. Views to the Bay are provided from locations east of the Broadway Pier but are generally degraded by the presence of the existing pier facilities in the foreground, which offer minimal visual appeal.

The existing aesthetic character of the Broadway Pier is generally industrial in nature and existing facilities are somewhat degraded detracting from the visual character of the waterfront. The Proposed Project is intended to dramatically improve the overall aesthetic character and appearance of the Broadway Pier by providing enhanced amenities designed to improve the public and visitor experience.

Public open space and access would be provided on the Broadway Pier when it is not in use by visiting cruise ships. In general, cruise ships may be berthed at the Broadway Pier for 11 to 12 hours at a time, year round although the majority of visiting and home ported cruise ships dock between October through May.

The architectural style to be used for the passenger terminal is intended to reflect the design theme of the NEVP. A key consideration in the proposed infrastructure improvements was to preserve existing view corridors and achieve design consistency with existing Port and City design guidelines and development standards while providing functionality of the cruise ship terminal.

Implementation of the Proposed Project would alter the existing views toward the Pier from adjacent and nearby vantage points. The tallest structure on the Broadway Pier would be the passenger terminal building, which would be a maximum of 50 feet in height. Although a gangway structure, if covered, could extend up to 60 feet in height and may be incorporated into the north side of the terminal building. The terminal would be designed to minimize the obstruction of views to the Bay. Light and glare effects of the Project would not appreciably change from existing conditions and all lighting would be directional and shielded from adjacent areas. Architectural and structural design are still under review and would be finalized prior to issuance of a Coastal Development Permit.

The Project would improve the visual character of the Broadway Pier through redevelopment of most of the existing surface features currently in place. The Broadway Pier infrastructure improvements, as an element of the NEVP, are intended to revitalize the waterfront, enhance the visitor experience and create a more welcoming pedestrian-oriented experience. The Project is designed to allow integration into future NEVP improvements. It is expected that further implementation of the NEVP would lead to some modifications to the Broadway Pier entrance. Development of the Proposed Project would have a net beneficial visual impact by improving the overall aesthetic character of a prominent feature of the San Diego Bayfront. The Proposed Project is consistent with the project evaluated in the Master EIR, no new significant impacts to aesthetic resources are anticipated with Project implementation and no new mitigation measures are required consistent with the conclusions of the Master EIR (page 4.4-25).

Required Mitigation Measures

No mitigation measures are required regarding Aesthetic Resources.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required.

B. AGRICULTURAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒

Impact Discussion

1-3. The Project involves a pier in an urbanized area on the City's waterfront. The Project area is not currently in active agricultural use, fallow agricultural use nor is the site planned or zoned for agricultural uses. Implementation of the Proposed Project would have no effect on agricultural uses, consistent with the conclusions of the Master EIR (page 8-4).

Required Mitigation Measures

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

Level of Significance After Mitigation

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

C. AIR QUALITY

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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 sate ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors?)	☐	☐	☒	☐
4. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Impact Discussion

1-5 The Proposed Project would result in the generation of short-term construction-related emissions and long-term operational emissions from vehicles. Short-term impacts would also be associated with demolition of the existing surface features on the Broadway Pier and construction of the infrastructure improvements. Demolition of the CBP office on the Broadway Pier has the potential to result in the exposure of people to asbestos, lead and other hazardous materials. Impacts associated with construction demolition and the potential release of asbestos and other hazardous materials are considered significant (Master EIR, Page 4.6-8) and mitigation is required. The mitigation measure from the Master EIR required that a site-specific survey to test for asbestos and lead-based paint in the CBP building be performed. In May 2006, the Port had Ninyo & Moore perform an asbestos containing materials (ACM) survey, and lead-based paint (LBP) and lead-containing surface (LCS) survey. Preliminary visual assessment and bulk-sampling survey of suspect ACMs was performed by a California Certified Asbestos Consultant. A total of 46 samples of material suspected of being asbestos-containing were collected, using

EPA-recommended sampling procedures. In the lab, one sample was split resulting in 47 total analyzed samples. Eight of the 47 samples were re-evaluated with additional Transmission Electron Microscopy (TEM) and Point Counting, for a total of 55 analyzed samples. Asbestos containing materials were found at the Broadway Pier and were analyzed to contain asbestos >0.1% by weight, including exterior stucco, acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic. The exterior stucco contained <1% asbestos by weight, which is less than Federal standards, yet it falls under California OSHA asbestos standards. All other locations (acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic) contain asbestos, and therefore, a licensed abatement contractor should remove/abate such materials.

Surface testing for lead utilizing a NITON XL 309 x-ray fluorescence (XRF) spectrum analyzer evaluated a total of 184 XRF readings (including calibrations) by a State of California Department of Health Services (DHS) Lead Inspector/Assessor (LIA). The analysis was conducted in general accordance with accepted environmental science and engineering practices for renovation projects. Lead surfaces tested contained lead >1.0 mg/cm2, including fire hydrants, a portion of the red painted curb, ceramic wall tiles, and a floor drain.

The potential for exposure to ACM, LBPs and LCMs during demolition of the CBP building would represent a significant impact and mitigation is required, consistent with the conclusions of the Master EIR on page 4.9-15. This mitigation is provided under the Hazards and Hazardous Materials discussion below.

The Proposed Project would also result in the indirect creation of long-term air quality effects associated with vehicle trips to and from the Project area. Although the number of daily vehicle trips is not expected to substantially change from the existing conditions since the Pier is already operated as a cruise ship terminal.

Stationary source impacts related to evaporative emissions from paints and architectural coatings, pesticide and herbicide applications, on site generators and other stationary emission sources are anticipated to be minor 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. Applicable air quality significance criteria are summarized below.

Analysis of air quality impacts is based upon the approach recommended by the South Coast Air Quality Management District (SCAQMD) and adopted by the SDAPCD. The SDAPCD, however, establishes emission thresholds for determining the potential significance of a project, which are used to determine the potential air quality impacts of the proposed project. If emissions exceed the allowable thresholds, additional analysis is conducted to determine whether

the emissions would exceed an ambient air quality standard. Determination of significance considers both localized impacts (such as CO hotspots) and cumulative impacts. In the event that any criteria pollutant exceeds the threshold levels, the proposed project's air quality impacts are considered significant and mitigation measures are required.

Significance thresholds for the SDAPCD are shown in **Table AQ-1**. The pollutants identified include carbon monoxide (CO), sulfur oxides (SO_x), reactive organic gases (ROG), nitrogen oxides (NO_x), and respirable 10-micron particulate matter (PM_{10}).

TABLE AQ-1 SIGNIFICANCE THRESHOLDS

Pollutant	SDAPCD Thresholds for Rule 20.3 (Pounds per Day)
CO	550
ROG	250
SO_x	250
NO_x	250
PM_{10}	100

Construction Activities

As identified on page 4.9-10 of the Master EIR, short term construction related emissions are expected to occur as a result of demolition of the existing CBP Building, preparation of the Broadway Pier for foundations and footings, surface clearing, and structural assembly of the tensile and fabric passenger terminal 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 and is expected to be significant with project implementation. Mitigation to reduce short-term construction related emissions is required in the Master EIR and incorporated herein.

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.

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 (O_3) standard. Similarly, San Diego County areas are non-attainment for state air quality standards for O_3 and PM_{10}. The Basin is in attainment of federal and state standards for CO, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead.

Fugitive Dust Levels (PM_{10})

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 "PM_{10}." 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 PM_{10}.

The Proposed Project would not require any direct grading of soils as all of the Broadway Pier infrastructure improvements would occur within the existing footprint (3.06 acres) of the pier. However, the existing pier would be cleared of existing surface structures and the CBP Building would be demolished. These activities have the potential to create fugitive dust emissions, including PM_{10}. During demolition and surface preparation activities, surface wetting would be utilized. PM_{10} emissions are calculated using the SCAQMD CEQA Air Quality Handbook (1993) emission estimate factor which is 26.4 pounds per graded acre. While no grading would occur, use of grading emission factors provides a quantitative assessment of potential impacts from site preparation activities. Based on emission factor estimates, maximum potential construction at the Proposed Project site would produce approximately 81 pounds per day (1.74 acres x 26.4 pound per day/acre) if the entire pier was disturbed at the same time which is well below the SDAPCD PM_{10} threshold of 100 pounds per day. Additionally, the Master EIR concluded on Page 4.9-10 that grading of areas greater than five acres would result in significant PM_{10} emissions. Because the Project would affect an area less than 5 acres in size, emissions are not expected to be significant and no mitigation is required. Although not required, mitigation is recommended to ensure fugitive dust impacts are minimized as part of a best management practices program.

Vehicular Emission Levels

The Project would not increase the number of vehicles accessing the pier on a daily basis, rather the Project would facilitate more efficient use of the pier as a cruise ship terminal and improve associated traffic flow. The Broadway Pier infrastructure improvements are reflected in the NEVP and are consistent with the adopted Port Master Plan and Centre City Community Plan. Therefore, emissions associated with long-term operations of the Broadway Pier as a cruise ship terminal are assumed as part of the regional emissions inventory as expressed in the Regional Air Quality Strategy (RAQS). The project would not increase cruise ship operations and therefore no new additional cruise ship related emissions are expected.

An internal circulation pattern has been developed that would enhance vehicular circulation within the Broadway Pier and relieve some of the traffic on Harbor Drive that currently stacks up when cruise ships visit the pier. This circulation pattern is designed to relieve traffic impacts in the vicinity of the Broadway Pier, which would be a beneficial effect on vehicular emission patterns. Page 4.9-14 of the Master EIR concludes that no localized CO hotspots would occur with the Project.

Motor vehicles are the primary source of long-term emissions associated with the Proposed Project. The Master EIR notes on Page 4.9-15 that vehicular emissions impacts of ROG and 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 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 Project would be consistent with the air quality modeling performed for the RAQS.

The Broadway Pier infrastructure improvements are reflected in the NEVP and are consistent with the adopted Port Master Plan and Centre City Community Plan. These adopted land use plans and their associated air emissions are included in the overall regional emissions inventories that the SDAPCD develops every three years. These emissions inventories are based on population growth; industry projections and vehicle related emissions growth form the basis of updates to the RAQS. The intent of the RAQS is to develop strategies and policies that will enable the region to achieve and maintain federal and state air quality standards. The SDAPCD is responsible for the overall development and implementation of the RAQS and outlines San Diego's continued progress towards achieving clean air standards. The RAQS control measures focus on emission sources under SDAPCD authority, specifically stationary emission sources and some areawide sources. However, the emission inventories and emission projections in the RAQS reflect the impact of all emission sources and all control measures, including those under the jurisdiction of the California Air Resources Board (CARB) (e.g., on-road motor vehicles, off-road vehicles and equipment, and consumer products) and the U. S. Environmental Protection Agency (EPA) (e.g., aircraft, ships, trains, and pre-empted off-road equipment). While the authority to control different pollution sources is separated by agency, the SDAPCD is responsible for reflecting federal, state, and local measures in a single plan to achieve ambient air quality standards in San Diego County. In the most recent RAQS update, approximately 25% of the emissions in the region were attributed to ships, planes, trains and construction equipment. This category of emissions includes cruise ship emissions associated with long-term operations of the Broadway Pier cruise ship terminal. These emissions are assumed as part of the regional emissions inventory as expressed in the 2004 SDAPCD RAQS. The Proposed Project would not increase the number of cruise ship visits, nor would it increase the length of stay of visiting cruise ships. Therefore, no new additional cruise ship related emissions are expected and no new

impacts beyond those identified in the Master EIR would occur with Project implementation.

Page 4.9-15 of the Master EIR notes that hazardous/toxic air contaminants could be released during demolition or site remediation activities. The existing CBP building located on the Broadway Pier would be demolished as part of the Project. This activity could result in a release of hazardous or toxic air contaminants and mitigation is identified below to reduce the potential for this type of impact. Mitigation measures to be implemented prior to demolition of any structures are also provided below in Section G. HAZARDS AND HAZARDOUS MATERIALS.

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 that would dissipate rapidly. Furthermore, implementation of the Proposed Project is not expected to generate any long-term or significant odors.

Recommended Mitigation Measures

1. Enhanced dust control measures should be implemented including: increased watering frequency at least twice daily, cover haul trucks or maintain at least two feet of freeboard, pave a site access apron and install wheel washers, sweep/wash public streets at the end of the work day, pave or regularly water all parking and staging areas, and suspend excavation when winds exceed 15 mph.

Level of Significance After Mitigation

With implementation of required mitigation measures, air quality impacts would be less than significant, consistent with the conclusions of the Master EIR.

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D. BIOLOGICAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion

1.-6. The Proposed Project is the redevelopment of the 3.06 acre Broadway Pier located within downtown San Diego. The site is fully developed and is surrounded with existing development on the north, east and south. Native terrestrial vegetation no longer exists within the Project area and would not be affected by the Project. No in-water activities are planned, and no stormwater runoff would enter the water without prior best management practices (BMP) treatment. Please also refer to the discussion under Hydrology and Water Quality below for additional information. Therefore, the Project does not have the potential to affect aquatic biological resources.

Although the Master EIR on page 4.8-10 notes that potentially significant impacts to marine biological resources are anticipated, none of the NEVP elements triggering these impacts (the Grape Street Pier, Maritime Museum Expansion and possibly the Super 3 Cruise Ship Terminal Expansion at B Street) are proposed as a part of the Project. All elements of the Project are proposed to occur on land and implementation of the Proposed Project would not result in adverse impacts to marine biological resources.

There were no sensitive plant species detected on site, there is no linkage to natural habitats off site and no sensitive wildlife species are expected or likely to exist on site. The Project area is not part of a HCP/NCCP preserve. Therefore, no impacts to biological resources would be significant and no mitigation measures are required, consistent with the conclusions in the Master EIR (page 8-4).

Required Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required.

E. CULTURAL RESOURCES

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

Impact Discussion

The Proposed Project involves the redevelopment of the Broadway Pier, which contains 1.74 surface acres in San Diego. The existing Broadway Pier was originally constructed in 1913 and was 130 feet wide and 825 feet long. The pier was extended to its present length of 1,000 feet in 1930; then in 1971 the embarkation platform at the center point of the pier, and the CBP Building at the east end of the pier, were added. Improvements to the Broadway Pier in 1989, consisted of structurally upgrading to a higher live loading capacity 30 feet wide strips of the deck along the entire 825 foot length of the north and south sides of the original 1913 portion of the pier. Ongoing improvements to the structural capacity of the deck are designed to ensure safe capacity for existing operations.

Although the pier is more than 90 years old, the Master EIR did not identify the Broadway Pier as an important cultural resource due most likely to the fact that the original integrity of the pier has been lost through a series of expansions, enhancements and other upgrades. However, as shown in Figure 4.5-1 of the Master EIR, numerous culturally significant resources exist in proximity to the site. The Master EIR 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 the facilities surrounding the Broadway Pier would be affected by the Proposed Project.

A Project would potentially have a significant direct archaeological resource impact if an archaeological site were present and if the Project caused damage to that resource or if it disrupted or adversely affected a prehistoric or historic archaeological site or a property of historic or cultural significance to the community. A Project would have a direct significant historical resource impact if it results in the demolition, destruction, relocation or alteration of a historical resource listed in or eligible for the National Register of Historic Places, the California register, local registers, or resources deemed significant in historical resource surveys such that the significance of the resource would be impaired.

Page 4.5-17 of the Master EIR 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 Project implementation.

The Proposed Project would be consistent with the project evaluated in the Master EIR and no significant impacts to cultural resources are expected with implementation of the Broadway Pier improvements. Therefore, no mitigation is required.

Required Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required.

F. GEOLOGY AND SOILS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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.	☐	☐	☒	☐
b. Strong seismic ground shaking?	☐	☐	☒	☐
c. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
d. Landslides?	☐	☐	☒	☐
2. Result in substantial soil erosion, or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Impact Discussion

1-5. The Proposed Project involves the redevelopment of the Broadway Pier located along the San Diego waterfront. The Broadway Pier was originally constructed in 1913 and has been upgraded several times since the original construction. The Broadway Pier is located on pilings embedded into San Diego bay sediments. There are four different groups of pilings:

- 1913 Piles. 36-inches round with 6 foot 0 inch belled bottom. Tip elevation approximately -47.0 feet Mean Lower low Water (MLLW).
- 1930 Piles. 20-inch square. Tip elevation approximately -51.5 feet MLLW.
- 1970 Piles. 24-inch octagonal. Tip elevation approximately -42.50 feet MLLW.
- 1989 Piles. 24-inch square and 24-inch octagonal. Approximate Tip elevation varies from -39.0 feet to -70 feet MLLW.

The Port implemented a process of modernization and structural upgrades of the Broadway Pier in the late 1980s. Engineering field investigations and engineering analysis determined that the 1913 segment of the pier had very little lateral capacity (in both transverse and longitudinal directions) to withstand the design lateral loads anticipated from an earthquake or from the accidental berthing impact of the vessels using the pier. It was also determined that the 1930 pier extension had insufficient lateral capacity in the longitudinal direction. The outer rows of 1913-era piles on each side of the pier were removed together with the portion of deck directly above and were replaced with new concrete piles and a new reinforced concrete deck was also installed. Ten prestressed concrete batter piles were added to the 1930 pier segment between Bents 70 and 71 to provide lateral support in the longitudinal direction. The 1988 study described underwater inspection along with core sampling and testing of both the 1913-era and 1930-era piles. As a result of the study, it was concluded that pile encasements would be a feasible methodology for restoring structural capacity to the damaged piles. Ten percent (33 piles) of the remaining 324, 1913-era piles were encased with reinforced concrete jackets from the bottom face of the pile cap down 10 ft 3 in. to the bottom of the encasement. Currently, additional piling encasement and deck strengthening efforts are occurring.

The Broadway Pier is underlain by artificial fill, bay deposits and the Bay Point Formation. Past construction along the waterfront has resulted in the placement of primarily hydraulic fill derived from deposits in the Bay (page 4.11-2 of the Master EIR). Fill depth ranges from 0 to 20 feet in depth and generally consist of light brown, loose to medium dense sands with varying lesser amounts of gravel, silt and clay. In addition to the soils, fill consisting or rock and concrete rip rap has been placed along the waterfront for wave protection and erosion control. Beneath the artificial fill, or in places where the fill is not present, is the Bay Point Formation, which contains marine and non-marine sediments. This formation generally consists of fine to medium grained,

thinly laminated moderate to well-sorted sands with clayey silts. The depth of this formation ranges from 0 to 120 feet and the thickness of the formation is approximately 120 feet.

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, and/or seismic-related ground failure (including liquefaction). The Proposed Project will construct all structures in accordance with the seismic safety standards set forth by the Uniform Building Code (UBC) and the State of California. These standards will ensure that any potential impacts to people and structures, as a result of geological and soil conditions, are less than significant.

There are no known, or mapped, active faults that pass through the Proposed Project area. 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. However, 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.

The Project area is located within the Newport Inglewood-Rose Canyon fault zone. This fault is recognized by the State of California as active. Portions of downtown San Diego have been designated as being within an Alquist-Priolo Earthquake Fault Zone for active faults. 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 mitigate potential effects of ground shaking to a level considered less than significant.

Liquefaction and subsidence is a process by which water-saturated sediment suddenly loses strength, which commonly accompanies strong ground motions caused by earthquakes. During an extended period of groundshaking or dynamic loading, porewater pressures increase and the ground is temporarily altered from a solid to a liquid state. Liquefaction is most likely to occur in unconsolidated, sandy sediments which are water-saturated. Because the Broadway Pier pilings are located in the water within sandy sediments, the risk of liquefaction susceptibility for the Broadway Pier is considered relatively high.

Construction of the Proposed Project would involve site preparation activities that may result in short term wind driven fugitive dust. However, there is no soil on the Broadway Pier and no soil erosion impacts are expected. With regular wetting of exposed surfaces during construction and during demolition of the CBP Building, implementation of the Proposed Project is not

anticipated to result in any substantial wind driven fugitive dust impacts. No wind driven erosion impacts are anticipated.

No short-term erosion effects during the five-month construction phase of the project are expected because there are no erodable soils on the Broadway Pier. However, standard construction methods such as 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).

The recommendations contained in the geotechnical report prepared by Geotechnics for the Broadway Pier must be followed during site preparation activities. The geotechnical recommendations include specific requirements for concrete, and construction and post construction consideration. Adherence to these recommendations would reduce potential geology and soils impacts and no additional mitigation measures are required. No impacts would be significant after implementation of the mitigation measures identified in the Master EIR and provided below.

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.

Due to the potential for liquefaction, seismic activity and the composition of soils in the Project area, mitigation measures are required as identified in the Master EIR and listed below.

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

Required Mitigation Measures

1. The recommendations contained in the geotechnical evaluation shall be incorporated into all construction documents and final building plans.
2. All structures shall be designed in accordance with the recommendation of the geotechnical evaluation, and with applicable requirements of the Uniform Building Code (UBC) for Seismic Zone 4.
3. All structural steel reinforcement shall be protected from the corrosive effects of the marine environment. Special consideration shall be given to the use of plastic pipe or heavy-gauge corrosion-protected underground steel pipe or culverts, if any are planned. Special concrete designs and other anti-corrosive design features shall be incorporated into the project to mitigate for the corrosive marine environment. A corrosion specialist shall be consulted for further recommendations if necessary.

Level of Significance After Mitigation

No impacts would be significant after implementation of the Mitigation Measures above, consistent with the conclusions of the Master EIR.

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G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?	☐	☐	☒	☐
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒

This section summarizes the findings contained in the Phase I Environmental Site Assessment prepared for the NEVP Lane Field Subsequent project by Ninyo & Moore in May 2006. The technical report is on file with the Port and is available for review in the Land Use Planning Division located at the San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101.

Impact Discussion

A Phase I Environmental Site Assessment (Phase I ESA) was prepared in May 2006 for the Lane Field site 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.* Based on the findings of the Phase I ESA, possible sources of contamination in the Project area 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, formerly a dry cleaning plant existed on-site;
- The Naval Facilities Engineering Command (NAVFAC) facility at 1220 Pacific Highway, diesel fuel contamination of groundwater, currently being remediated;
- Boat building facility at the terminus of Broadway, unknown contamination;
- Isolated areas of trash accumulation / dumping, backyard burning and dumping noted in various portions of the Project area;

- Land 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, gas station.

Demolition of the CBP office on the Broadway Pier has the potential to result in the exposure of people to asbestos, lead and other hazardous materials. Impacts associated with construction demolition and the potential release of asbestos and other hazardous materials are considered significant (Master EIR, Page 4.6-8) and mitigation is required. The mitigation measure from the Master EIR required that a site-specific survey to test for asbestos and lead-based paint in the CBP Building be performed. In May 2006, the Port had Ninyo & Moore perform an asbestos containing materials (ACM) survey, and lead-based paint (LBP) and lead-containing surface (LCS) survey. Preliminary visual assessment and bulk-sampling survey of suspect ACMs was performed by a California Certified Asbestos Consultant. A total of 46 samples of material suspected of being asbestos-containing were collected, using EPA-recommended sampling procedures. In the lab, one sample was split resulting in 47 total analyzed samples. Eight of the 47 samples were re-evaluated with additional Transmission Electron Microscopy (TEM) and Point Counting, for a total of 55 analyzed samples. Asbestos containing materials were found at the Broadway Pier and were analyzed to contain asbestos >0.1% by weight, including exterior stucco, acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic. The exterior stucco contained <1% asbestos by weight, which is less than federal standards, yet it falls under California OSHA asbestos standards. All other locations (acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic) contain asbestos, and therefore, a licensed abatement contractor shall remove/abate such materials.

Surface testing for lead utilizing a NITON XL 309 x-ray fluorescence (XRF) spectrum analyzer evaluated a total of 184 XRF readings (including calibrations) by a State of California Department of Health Services (DHS) Lead Inspector/Assessor (LIA). The analysis was conducted in general accordance with accepted environmental science and engineering practices for renovation projects. Lead surfaces tested contained lead >1.0 mg/cm2, including fire hydrants, a portion of the red painted curb, ceramic wall tiles, and a floor drain. The potential for exposure to ACM, LBPs and LCMs during demolition of the CBP building would represent a significant impact and mitigation is required. Mitigation measures contained in the Master EIR are required to be implemented and are listed below.

Implementation of the Proposed Project would not conflict with any adopted emergency response plan.

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 60-feet are proposed and therefore, significant airport safety hazards are not anticipated to occur with implementation of the Broadway Pier Cruise Ship Terminal and Infrastructure Improvement Project.

8. The Project site is not located near an urban-wild land interface. The Project area is not subject to natural lands wildfires.

Required Mitigation Measures

1. Prior to demolition of any structures, a licensed asbestos abatement contractor shall remove/abate all ACMs at the Broadway Pier including exterior stucco, acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic.

2. Prior to demolition of any structures, a licensed lead abatement contractor shall remove/ abate LBPs and LCSs at the Broadway Pier including fire hydrants, a portion of the red painted curb, ceramic wall tiles, and a floor drain

Level of Significance After Mitigation

With implementation of the Mitigation Measures above, no impacts would be significant, consistent with the conclusions of the Master EIR.

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H. HYDROLOGY AND WATER QUALITY

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
6. Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?				
8. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Impact Discussion

1, 3-6. The Broadway Pier has an approximately 100 percent impervious covering. Implementation of the Proposed Project would not decrease or otherwise affect the amount of impervious surface. The existing flow directions would be maintained and may be enhanced through the development of additional surface drainage features designed to manage stormwater runoff. Therefore, it is not anticipated that development of the Project would result in significant short-term or long-term flooding impacts, increased runoff or modification of existing drainage patterns.

Installation of best management practices (BMP's) for 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 hydrology would be less than significant.

The project has the potential to pollute storm water runoff as a result of development and the proposed use of the site. The Regional Water Quality Control Board (RWQCB) issued a Municipal Storm Water Permit (Order No. 2001-01) to all jurisdictions and unincorporated areas in the County of San Diego in February, 2002. 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) would be required to be prepared in accordance with the National Pollutant Discharge Elimination System (NPDES) General Construction Activities Storm Water Permit. 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 nutrients, organic compounds, trash and debris, oxygen demanding substances including solvents, oil and grease,

bacteria and viruses and pesticides. Three types of BMP's could be included: 1) flow based BMPs, 2) source control BMPs, and 3) site design BMPS. Site design 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 storm water system.

Site design BMPs are typically preventive measures or design considerations to address storm water runoff and include such measures as:

- Construct parking aisles and other impermeable improvements to the minimum widths necessary.
- Drain impervious areas such as sidewalks and walkways into adjacent landscaping prior to discharge, when possible.

Source control BMPs are intended to focus on specific pollutant sources that a proposed use may typically generate. Based on the RWQCB guidelines, the primary pollutants of concern associated with parking areas are sediments, nutrients, heavy metals, trash and debris, oxygen demanding substances, oil and grease, and pesticides.

Flow based or treatment control BMPs are designed to collect and treat storm water runoff prior to discharge into the storm water collection system.

Treatment control BMPs infiltrate, filter or treat runoff from a Project. Treatment control BMPs would be effective at removing the majority of pollutants of concern. Those potential pollutants with only "low" removal efficiencies are difficult to capture with any treatment control BMPs and are best controlled through site design and source control BMPs, as identified above. 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 will not have a significant impact on hydrology or water quality, consistent with the conclusions of the Master EIR.

Refueling operations for cruise ships would occur from barges at the Broadway Pier. Specialized products, such as oil, would be transported by oil drums or by tank trucks with the use of hose connections. During refueling or the transporting of these specialized products, spillage may occur which could contaminate San Diego Bay. Therefore, impacts associated with refueling and the transfer of oil and fuel would be considered significant (Master EIR, Page 4.7-11) and mitigation is required. No impacts would be significant after implementation of the mitigation measure identified in the Master EIR (page 4.7-13) and listed below.

2, 7-9. The Broadway Pier infrastructure improvement project would not affect 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.

10. The Proposed Project would be potentially affected by a tsunami or seiche due to its location on 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 the Silver Strand 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.

Required Mitigation Measures

1. Stringent regulations and standards enforced by the California Department of Fish and Games and the State Lands Commission require that advanced notification prior to the handling of hazardous materials during homeporting activities are met. An inspector shall oversee the activities to ensure compliance with federal, state and local regulations. As spill response plan shall be developed and emergency equipment shall be available in the event of a spill to reduce contamination into the Bay. Employees shall be given proper training on handling equipment and how to transport hazardous materials to ensure that certification and standards are met.

Level of Significance After Mitigation

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

I. LAND USE AND PLANNING

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Impact Discussion

The Broadway Pier is located within Planning District 3, Centre City Embarcadero, within the certified Port Master Plan. As proposed, the Broadway Pier infrastructure improvements and cruise ship terminal are consistent with all applicable elements of the Port Master Plan and the Centre City Community Plan. These Plans were amended to reflect the NEVP after the Final Master EIR was certified in 2001. The Proposed Project would implement the land use, urban design and development goals and objectives of the NEVP, all of which have been incorporated into the Port Master Plan.

The Port Master Plan recognizes that the Broadway Pier would be used, along with the B Street Pier, as a cruise ship terminal. The Port Master Plan further states that the Broadway Pier would provide recreation and viewing space as well as accommodate commercial shipping and other miscellaneous vessel berthing, including day cruisers. This continued land use, related infrastructure and public access improvements would be consistent and compatible with existing surrounding and planned land uses and the Port Master Plan. The Port Master Plan establishes a Floor Area Ratio (FAR) of 2.0 for the Broadway Pier. With an FAR of 2.0 and approximately 130,000 square feet of pier area, the Broadway Pier is entitled to approximately 260,000 square feet of buildings. The proposed cruise ship terminal is approximately 51,000 square feet, well below the limits established in the Port Master Plan. The Port Master Plan Precise Plan land use

map designates the Broadway Pier as a combination of Marine Terminal, Park/Plaza, Promenade and Vista Area. The Project proposes the continued operation of the Broadway Pier as a cruise ship terminal and would provide public open space when no cruise ship is berthed. The Project is therefore consistent with the Port Master Plan text and land use designations.

The Project would not 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:

1. 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.
2. Establish the North Embarcadero as an active, vibrant area, particularly along the Bayfront.
3. Encourage development that is economically viable and increases the economic and social vitality of the Bayfront.
4. 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.
5. Make the Bayfront accessible to all, including those with disabilities and those on foot, bike, boat, transit and automobiles.
6. Provide for uses and amenities that serve the local and regional community and tourists.
7. Provide public access and open space amenities, particularly along the Bayfront.
8. Enhance connections between the North Embarcadero and adjacent neighborhoods and districts.

The existing land uses surrounding Broadway Pier include 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 the continued operation of the Broadway Pier as a cruise ship terminal and would provide public open space when no cruise ship is berthed. This continued land use, related infrastructure and public access improvements would be consistent and compatible with existing surrounding and planned land uses.

The Project is consistent with applicable regional plans and policies, including the SDAPCD Regional Air Quality Strategy, the RWQCB San Diego Basin Plan, and the San Diego Association of Governments' (SANDAG) Regional Transportation Plan. The Proposed Project would not impact, nor be inconsistent with, any of identified plans.

The Broadway Pier is fully developed and does not include sensitive habitat. The pier is surrounded by urban uses and development. Implementation of the Project would not conflict with any applicable Habitat Conservation Plan or Natural Communities Conservation Plan,

consistent with the conclusions in the Master EIR.

As proposed, the project would not create any potentially significant impacts to Land Use and Planning and no mitigation measures are required. The Project is consistent with the adopted amendment to the Port Master Plan associated with the NEVP.

Required Mitigation Measures

No mitigation measures are required pertaining to Land Use and Planning.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required.

J. MINERAL RESOURCES

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Master EIR on page 8-4.

1-3.

Required Mitigation Measures

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

Level of Significance After Mitigation

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

K. NOISE

Would the proposed project result in:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. A substantial temporary, periodic or permanent increase in ambient noise level?	☐	☐	☒	☐
2. Exposure of people to noise levels in excess of the established standards?	☐	☐	☒	☐
3. Exposure of people to excessive ground borne vibration or noise levels?	☐	☐	☒	☐

Impact Discussion

1-3. Potential noise impacts associated with the proposed project are primarily related to short-term construction activities, including demolition, and longer term operational noises emanating from visiting cruise ships and related traffic noises. Construction noise is governed by the City of San Diego'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.

Noise associated with traffic and/or other off-site noise generators is regulated under the City of San Diego Noise Element, which identifies exterior noise levels that are acceptable for various land uses. Usable outdoor areas such as those proposed by the Project are subject to a maximum 65 dBA Community Noise Equivalent Level (CNEL) impact threshold. If traffic generated by

the proposed project increases the noise level by more than 3.0 dBA in areas where traffic noise exceeds the 65 dBA CNEL noise level, the project's noise impact is considered significant.

Temporary noise generation would occur during demolition, site preparation and construction activities on the project site. Construction is permitted only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Demolition activities may result in higher than usual noise levels for a very limited period of time. Due to the intermittent usage and limited use of construction equipment to be used for construction, 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. Therefore, temporary noise impacts associated with construction activities would be less than significant.

Operational noise impacts at Broadway Pier are not expected to be appreciably different that current noise levels. The pier would continue to function as a cruise ship overflow facility and may also be accessed by ferries, commercial fishing boats and other watercraft. Existing noise levels at the Broadway Pier are consistent with noise impacts generated at B Street Pier and other piers along the waterfront and are generally considered compatible with surrounding land uses. Any excessive noise generated by the Project would be subject to the City's Noise Ordinance standards. Therefore, operational noise impacts would be less than significant.

The most sensitive location for noise would be the areas closest to Harbor Drive and those areas located between Harbor Drive and Pacific Highway. Given ambient noise levels in the Project area and that traffic levels are not anticipated to increase substantially as a result of the Project, traffic noise is not anticipated to increase average noise levels by 3.0 dBA in any location. Therefore, the vehicular traffic associated with Broadway Pier operations would not create a significant noise impact.

The project would not exceed the City's noise thresholds as a result of construction activities, operation of the project, or traffic generated by the project and would be required to comply with the City's Noise Ordinance. No new noise-related land use conflicts or incompatibilities would be created with Project implementation. Implementation of mitigation identified in the Master EIR and provided below would ensure compliance with the City Ordinance. Therefore, noise impacts generated by development of the Proposed project would be less than significant with mitigation, which is consistent with the conclusions of the Master EIR (page 4.10-16).

The Project would not exceed the City's noise thresholds as a result of construction activities, operation of the Project, or traffic generated by the Project. No new noise-related land use conflicts or incompatibilities would be created with Project implementation. Therefore, noise impacts generated by development of the Proposed Project would be less than significant.

Required Mitigation Measures

1. 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.

Level of Significance After Mitigation

No impacts would be significant with implementation of the mitigation measure identified in the Master EIR and listed above.

L. POPULATION AND HOUSING

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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 infra-structure)?	☐	☐	☐	☒
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Discussion

1-3. The Proposed Project involves the redevelopment of the existing Broadway Pier including possible demolition of an existing building and clearing of other surface features. The project also includes public open spaces, access improvements and supporting infrastructure. The Project is consistent with applicable Port and CCDC land use plans and reflects the intended and planned continued use of the Broadway Pier. No housing would be built or removed and no residents would be displaced with development of the Proposed Project.

The 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 Master EIR.

Required Mitigation Measures

No mitigation measures are required, consistent with the conclusions in the Master EIR.

Level of Significance After Mitigation

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

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 Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. Fire protection?	☐	☐	☒	☐
2. Police protection?	☐	☐	☒	☐
3. Schools?	☐	☐	☒	☐
4. Maintenance of public facilities including roads?	☐	☐	☒	☐
5. Neighborhood or regional parks or other recreational facilities?	☐	☐	☒	☐
6. Other governmental services?	☐	☐	☒	☐

Impact Discussion

1- 6. Implementation of the Proposed Project is not anticipated to induce population growth in the City or region. However, the redeveloped Broadway Pier is intended to be a regional public facility for both visitors to and residents of San Diego.

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. Potential impacts to solid waste services and facilities are addressed below under "*Utilities and Service Systems*". However, this increase in demand is anticipated to be readily absorbed and accommodated by existing facilities without adverse affecting current or future service levels.

The Project includes a public open space/viewing platform recreational amenity at the west end of Broadway Pier. Due to heightened security concerns, the public would be allowed onto the Broadway Pier when cruise ships are not berthed at the pier.

Both fire and police protection services are provided by the City of San Diego. Additional law enforcement support is also provided by the Port District Harbor Police. The Proposed Project could 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 Project would maintain adequate emergency access to the waterfront and would not require construction of new facilities or expansion of existing facilities to serve the Project open space at the west end of the pier. Therefore, impacts to law enforcement and fire protection services would not be significant.

Implementation of the Proposed Project is not anticipated to have an impact on school facilities because no new population creating increased enrollment would occur with Project implementation.

Maintenance of public roads in the vicinity of the Project area is provided by the City of San Diego and the Centre City Development Corporation. Once 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.

Required Mitigation Measures

No mitigation measures are required consistent with the Master EIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required consistent with the Master EIR.

N. RECREATION

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Impact Discussion

1-2. The Project as proposed is designed to support ongoing cruise ship visits as well as other vessels while continuing to encourage recreational use of the public open space by local residents and tourists. The objectives of the Proposed Project that pertain to recreation include:

- Provide pedestrian access from the Harbor Drive promenade to the pier when cruise ships are not docked.
- Provide areas to enjoy views of the San Diego Bay and other

During construction, there may be short term interruptions to recreational uses along the waterfront in the vicinity of the Broadway Pier due to the presence of construction equipment and heavy machinery.

A public open space / viewing area would be located at the westernmost end of the Broadway Pier. The public open space / viewing area would be open to the public when the Broadway Pier is not in use by a cruise ship. This public area would provide access to views of the San Diego Bay, various harbors, and Coronado Island. This area is 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 within the viewing area.

To ensure the safety of the public and security of cruise ships, this open space viewing area will be closed to the public at the discretion of the Port and/or the CBP when a cruise ship is berthed at the Broadway Pier. The intent of this interim closure is to ensure the integrity of the security measures in place to protect both passengers and the general public and to restrict access to authorized personnel only.

Once construction is complete, the Project would have a net beneficial effect on local and regional recreational choices by providing no-cost and low-cost visitor serving passive recreational opportunities and enhanced cruise ship facilities for moderate to high-cost visitor serving uses.

Required Mitigation Measures

No impacts would be significant and no mitigation measure are identified in the Master EIR.

Level of Significance After Mitigation

No impacts would be significant and no mitigation measures are required consistent with the Master EIR

O. TRANSPORTATION/TRAFFIC

Would the proposed project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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)?	☐	☐	☒	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?	☐	☐	☒	☐
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?	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
5. Result in inadequate emergency access?	☐	☐	☒	☐
6. Result in inadequate parking capacity?	☐	☐	☒	☐
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Impact Discussion

1-7. The Traffic Impact Study prepared for the Master EIR 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. The traffic impact analysis for the NEVP was based on the maximum allowable development. Impacts to signalized intersections, street segments and freeways were evaluated. The 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 Project as proposed is the continued operation of the Broadway Pier as a cruise ship terminal providing overflow capacity for the B Street Pier. The infrastructure improvements are not expected to result in a direct increase in cruise ship activities, but rather are designed to enhance the efficiency of passenger embarkation and disembarkation, and access to various ground transportation opportunities while providing an improved aesthetic experience for the general public.

The circulation plan prepared for the Project is designed to facilitate ingress and egress to the pier and within the pier and reduce the queuing of traffic on Harbor Drive at the entrance to the Broadway Pier. Vehicle traffic within the pier would be separated as follows: passenger cars, tour busses, commercial supply trucks, taxis and other modes of ground transportation would each have distinct and designated areas of ingress and egress that would be clearly marked with signs and lane striping.

Maximum daily traffic levels are anticipated to similar to existing traffic levels on days when cruise ships are in port. The City's Level of Service (LOS) standard is LOS E. No intersections or street segments analyzed would operate below a LOS D.

The Master EIR on Page 4.1-20 states that reduced traffic volumes in the NEVP area are due to access to multiple transit opportunities, limited parking for many of the land uses in the area and atypical commuter patterns. Therefore, implementation of the Proposed Project is not anticipated to have a significant impact on local roadway segments and intersections in the vicinity of the Broadway Pier and no mitigation is required.

For the future year 2020, with and without the NEVP, all Interstate 5 (I-5) freeway ramps in the study area were calculated to operate over- capacity at LOS F. The Freeway Capacity Analysis contained in the Master EIR indicated that the following location would have an LOS F:

- I-5 from First Avenue to Sixth Avenue.

The Ramp Capacity Analysis contained in the Master EIR 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 Master EIR 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.

As stated on Page 4.1-44 of the Master EIR, the freeway (mainline and ramp) significant cumulative impacts cannot be mitigated below a level of significance with implementation of the NEVP. A study of the I-5 freeway corridor study is being prepared by the San Diego Association of Governments (SANDAG) to address deficiencies on the freeway and freeway on ramps and off ramps and to recommend and develop finance necessary improvements. 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. Implementation of the Proposed Project would not affect existing air traffic travel patterns, air traffic levels or airport facilities.

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.

The Project, as an element of the NEVP, has the potential to significantly impact parking in the City's downtown area when cruise ships are in port (MEIR Page 4.2-9). In addition, the existing 43 parking spaces that exist on Broadway Pier would be lost once Project construction commences and would not be replaced on-site.

Numerous off-site long-term parking opportunities exist for people embarking on a cruise that originates in San Diego. The circulation plan prepared for the Project includes short-term parking, which would serve to minimize adverse effects on parking supply for busses, taxis and shuttles in particular. To accommodate a potential parking deficit, a parking management plan was developed and provided in the Master EIR on pages 4.2-9 through 4.2-11. Mitigation is identified in the Master EIR and provided below that would reduce the potential adverse parking

impacts associated with the Project to below the level of significance.

The Proposed Project provides parking and staging areas for busses, taxis, shuttles and supporting alternatives to the single passenger vehicle. Implementation of the Proposed Project would not conflict with adopted plans, policies or programs supporting alternative modes of transportation.

Required Mitigation Measures

1. Implement a parking management plan.
2. Plan for shuttle stops at two locations on Harbor Drive within the Plan area such as at Ash Street and at Broadway.
3. Promote pedi-cab use and provide areas for pick-up and drop-off.

Level of Significance After Mitigation

Significant cumulative freeway (mainline and ramp) impacts cannot be mitigated to below a level of significance, and a Statement of Overriding Conditions has been adopted by the Port of San Diego acknowledging this impact. All other potentially significant impacts would be reduced below significance thresholds with implementation of mitigation measures provided in the Master EIR and listed above.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; No New Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Discussion

1-7. The Broadway Pier 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 NEVP including:

- City of San Diego Police Department Central Division;
- Port District Harbor Police;
- City of San Diego Fire Department;
- City of San Diego Environmental Services Department – Solid Waste;
- 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 and may be attached to the underside of Broadway Pier.

An improved 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.

Implementation of the Proposed Project has the potential to increase the demand for public services and utilities within the Project Area. According to Page 4.12-7 of the Master EIR, 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 City has determined that there is sufficient water capacity to serve the project and that sufficient sewer capacity would be provided with construction of the South Pacific Trunk Sewer (Master EIR, Page 4.13-10). Therefore, no significant impacts on the domestic potable water and sewer systems are anticipated.

Construction and demolition debris containing asbestos or lead would be disposed of by a licensed abatement contractor as a required mitigation measure. Additional discussion of this issue is provided in Section G. HAZARDS AND HAZARDOUS MATERIALS above.

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. Although implementation of the Broadway Pier infrastructure improvements 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 Master EIR, implementation of the NEVP as a whole would result in annual waste generation volumes that exceed the City's annual solid waste standard when both construction and operational wastes are included. This in turn could adversely affect remaining landfill capacity in the region. The mitigation measure identified in the Master EIR and provided below would reduce this potentially significant impact to the total commercial, retail, office and hotel related solid waste generated by implementation of the NEVP. No significant impacts to other utilities or service systems are anticipated with the Proposed Project. With implementation of the mitigation measure listed below, potential solid waste impacts would be reduced below a level considered significant.

Required Mitigation Measures

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-reuse by others
     - Use recycled materials in construction of the development activities.

Level of Significance After Mitigation

With implementation of the mitigation measure provided in the Master EIR and listed above, for the NEVP as a whole. Since the Master EIR was prepared, there have been new state and federal regulations relative to solid waste management for cruise ships. All cruise ships now employ extensive solid waste separation and recycling as part of all cruise ship homeporting and ports of

call in California. Therefore, much of the mitigation program is already being implemented with respect to cruise ship operations. The mitigation measures outlined above applicable to the Broadway Pier will be incorporated into the Coastal Development Permit for the Project as conditions of approval and will mitigate the potential solid waste impacts below a level considered significant.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	New Potentially Significant Impact; EIR Required	New Potentially Significant Unless Mitigation Incorporated	Impact Analyzed in Master EIR; 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?	☐	☐	☒	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable *("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)?*	☐	☐	☒	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

<u>Finding Discussion</u>

1. Implementation of the Proposed Project would not affect terrestrial or marine biological resources. The Project does not have the potential to affect historic or archaeological resources as none have been identified as being located within the footprint of the

Broadway Pier and would not eliminate important examples of California history or prehistory. The Project has the potential for air quality, geology and soils, hazardous materials, noise, traffic and utilities and services impacts. All impacts of the Project were identified in the Master EIR and are mitigable with measures identified in the Master EIR and incorporated into the MMRP prepared for this Project.

2. Implementation of the Proposed Project would not individually result in any significant adverse impacts; however, there would be cumulative impacts to Interstate 5 and Interstate 5 ramps. Therefore, the Project's contribution to cumulative impacts would be less than significant for all resource areas except for cumulative traffic impact to Interstate 5. Interstate 5 currently operates at unacceptable Level of Service and is expected to continue to do so regardless of Project implementation. As noted in the Master EIR, potentially significant impacts related to Interstate 5 (mainline and ramps) cannot be reduced below significance thresholds. A Statement of Overriding Considerations was adopted by the Board of Port Commissioners in 2001 and is available for review at the Port (3165 Pacific Highway, San Diego CA 92101).

3. As discussed above, mitigation measures applicable to the Project have been incorporated into the Proposed Project to reduce all short term and long term impacts below significance thresholds with the exception of potential long-term cumulative impacts to freeways. Based on this environmental analysis, the Proposed Project would not degrade the quality of the environment, result in long-term or significant adverse cumulative impacts, or have substantial adverse effects on human beings, either directly or indirectly.

CONCLUSION/SUMMARY

In view of the above analysis, it is determined that the Project would not result in the creation of any new significant impacts not previously identified in the Master EIR for the NEVP. All relevant mitigation measures contained in the MMRP for the Master EIR have been incorporated into the Project and no new mitigation measures are required. The environmental analysis in the Master EIR adequately addresses the range of potential impacts that could result from the Proposed project. Therefore, no further alternatives evaluation is warranted. The Addendum and this Initial Study fulfill CEQA requirements for the Project and no additional environmental review is required.

II. CONSULTATION

Individuals Consulted

Karen J. Weymann, Director, Real Estate, Port of San Diego
Sal Ochoa, Assistant Manager/Architect, Port of San Diego
Stuart Farnsworth, Maritime Counsel, Port of San Diego
Bill Wood, P.E., CCM, Assistant Director, Engineering-Construction, Port of San Diego
Matthew Valerio, Senior Redevelopment Planner, Port of San Diego

References

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

Bermello Ajamil & Partners, Incorporated. Design Drawings and Architectural Renderings for the Broadway Pier, October 2006.

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- *Findings of Fact and Statement of Overriding Considerations for the Final Master*

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- *Port Master Plan*. August 2004.

Preparers

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ATTACHMENTS:

Attachment A: Mitigation Monitoring and Reporting Program

SAN DIEGO UNIFIED PORT DISTRICT

MITIGATION MONITORING AND REPORTING PROGRAM NORTH EMBARCADERO VISIONARY PLAN BROADWAY PIER CRUISE SHIP TERMINAL AND INFRASTRUCTURE IMPROVEMENT PROJECT

April 20, 2007

The following Mitigation Measures are adapted from the Master EIR for the NEVP and will be implemented in accordance with the project conditions of approval as a means to reduce all potentially significant adverse impacts to less than significant levels.

Attachment A

North Embarcadero Visionary Plan

Broadway Pier Cruise Ship Terminal
& Infrastructure Improvement 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. Implement Parking Management Plan	Completion of a Parking Management Plan	Port District City of San Diego County of San Diego	Prior to issuance of a Coastal Development permit or construction of public improvements	Implementation of a Parking Management Plan	Port District City of San Diego County of San Diego	
2. Plan for shuttle stops at two locations on Harbor Drive within the Plan area such as at Ash Street and at Broadway.	Completion of a Parking Management Plan	Port District City of San Diego County of San Diego	Prior to issuance of a Coastal Development permit or construction of public improvements	Implementation of a Parking Management Plan	Port District City of San Diego County of San Diego	
3. Promote pedi-cab use and provide areas for pick-up and drop-off.	Completion of a Parking Management Plan	Port District City of San Diego County of San Diego	Prior to issuance of a Coastal Development permit or construction of public improvements	Implementation of a Parking Management Plan	Port District City of San Diego County of San Diego	

HYDROLOGY/WATER QUALITY						
1. Stringent regulations and standards enforced by the California Department of Fish and Game and the State Lands Commission require that advanced notification prior to the handling of hazardous materials during homeporting activities are met. An inspector shall oversee the activities to ensure compliance with federal, state and local regulations. As spill response plan shall be developed and emergency equipment shall be available in the event of a spill to reduce contamination into the Bay. Employees shall be given proper training on handling equipment and how to transport hazardous materials to ensure that certification and standards are met.	Annual Review of Spill Response Plan and emergency response procedures	Port District	Prior to issuance of a Coastal Development permit or construction of public improvements	Implementation of a Spill Response Plan	Port District State Lands Commission	
HAZARDS AND HAZARDOUS MATERIALS						
1. Prior to demolition of any structures, a licensed asbestos abatement contractor shall remove/abate all ACMs at the Broadway Pier including exterior stucco, acoustic ceiling tiles, vinyl floor tile mastic, floor leveling compound, sheet vinyl flooring and roof penetration mastic.	Review and approval of remediation plan by County DEH. Field inspection to ensure site remediation is implemented in compliance with applicable laws and permits.	Port District	Prior to issuance of demolition permits.	Written evidence that the final remediation plan has been reviewed and approved by the DEH, and that all on-site asbestos and/or led-based paint has been remediated in accordance with applicable laws and regulations.	Port District County of San Diego DEH	
2. Prior to demolition of any structures, a licensed lead abatement contractor shall remove/abate LBPs and LCSs at the Broadway Pier including fire hydrants, a portion of the red painted curb, ceramic wall tiles, and a floor drain	Review and approval of remediation plan by County DEH. Field inspection to ensure site	Port District	Prior to issuance of demolition permits.	Written evidence that the final remediation plan has been reviewed and	Port District County of San Diego DEH	

	remediation is implemented in compliance with applicable laws and permits.			approved by the DEH, and that all on-site asbestos and/or led-based paint has been remediated in accordance with applicable laws and regulations.		
AIR QUALITY						
1. Enhanced dust control measures should be implemented including: increased watering frequency at least twice daily, cover haul trucks or maintain at least two feet of freeboard, pave a site access apron and install wheel washers, sweep/wash public streets at the end of the work day, pave or regularly water all parking and staging areas, and suspend excavation when winds exceed 15 mph.	Preparation of a dust control plan and field inspection to ensure that all dust control measures are implemented.	Port District	Prior to issuance of grading permits. Implementation during grading and construction.	Issuance of a grading permit and site inspection field notes to verify implementation of dust control measures.	Port District	
NOISE						
1. 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.	Plan check and site inspection to verify compliance with City noise ordinance,	Port District	Prior to issuance of demolition and grading permits.	Issuance of demolition and grading permit; site inspection / field notes documenting compliance.	Port District	
GEOLOGY AND SOILS						
1. The recommendations contained in the geotechnical evaluation shall be incorporated into all construction documents and final building plans.	Preparation, review and approval of a Geotechnical Report Plan Check, site inspection to verify all	Port District	Prior to issuance of building permits.	Issuance of building permit and site inspection / field notes documenting compliance.	Port District	

	structures constructed in accordance with UBC and recommendations of approved Geotechnical Report.					
2. All structures shall be designed in accordance with the recommendations of the geotechnical evaluation, and with 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.	Preparation, review and approval of a Geotechnical Report Plan Check, site inspection to verify all structures constructed in accordance with UBC and recommendations of approved Geotechnical Report.	Port District	Prior to issuance of building permits.	Issuance of building permit and site inspection / field notes documenting compliance.	Port District	
3. All structural steel reinforcement shall be protected from the corrosive effects of the marine environment. Special consideration shall be given to the use of plastic pipe or heavy-gauge corrosion-protected underground steel pipe or culverts, if any are planned. Special concrete designs and other anti-corrosive design features shall be incorporated into the project to mitigate for the corrosive marine environment. A corrosion specialist shall be consulted for further recommendations if necessary.	Preparation, review and approval of a Geotechnical Report Plan Check, site inspection to verify all structures constructed in accordance with UBC and recommendations of approved Geotechnical Report.	Port District	Prior to issuance of building permits.	Issuance of building permit and site inspection / field notes documenting compliance.	Port District	

UTILITIES/SERVICE SYSTEMS						
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: a. The type and quantity of solid waste expected to enter the waste stream. b. Source separation techniques to be used and the location of on site storage for separated materials as required by Municipal Code Section 101 2001. c. The method of transport and destination of separated solid waste and or construction debris not re-used on site. d. A "buy-recycled" program for the project. e. 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-reuse by others - Use recycled materials in construction of the development activities.	Preparation and implementation of a solid waste management plan approved by City ESD.	Port District	Prior to issuance of demolition permits and building permits for construction debris.	Issuance of demolition and building permit and site inspection / field notes documenting compliance.	Port District	